



Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
December 11, 2023 – 9:30 A.M.

THE NEVADA DEPARTMENT OF TRANSPORTATION BOARD OF DIRECTORS
9:30 AM, Monday, December 11, 2023

NEVADA DEPARTMENT OF TRANSPORTATION

1263 South Stewart Street	123 East Washington Avenue	1951 Idaho Street
Third Floor Conference Room	Building B	Conference Room
Carson City, Nevada 89712	Las Vegas, Nevada 89101	Elko, Nevada 89801

This meeting has been properly noticed and posted online at [Public Involvement and Information | Nevada Department of Transportation](https://dot.nv.gov/doing-business/public-involvement-information) (dot.nv.gov/doing-business/public-involvement-information), <https://notice.nv.gov/>, and in the following locations:

Nevada Dept. of Transportation, 1263 South Stewart Street, Carson City, Nevada
Nevada Dept. of Transportation, 123 East Washington, Las Vegas, Nevada
Nevada Dept of Transportation, 310 Galletti Way, Sparks, Nevada
Nevada Dept. of Transportation, 1951 Idaho Street, Elko, Nevada
Governor’s Office, Capitol Building, 101 N. Carson Street, Carson City, Nevada

The Board will limit public comments to three (3) minutes per speaker and may place other reasonable restrictions on the time, place, and manner of the public comments not based upon viewpoint.

In lieu of in-person attendance, members of the public may submit public comment utilizing NDOT’s online public comment form by clicking the following link: [Public Comment Form](#). (This form can be found on our website under “Public Involvement” and “Transportation Board Meetings.”) This form will be available for comment by 9:00 A.M. three (3) business days before the Board meeting and will close at 5:00 P.M. on the day of the Board meeting. Following the three (3) minute public comment rule, online Public Comment Form comments will be limited to 450 words. Public comment received by 4:00 P.M. (Pacific Time) on the business day (excluding state holidays) prior to the meeting will be provided to the Board for their review prior to the meeting and will be entered into the permanent record. Public Comment received after 4:00 P.M. (Pacific Time) on the business day (excluding state holidays) prior to the meeting and prior to 5:00 P.M. (Pacific Time) on the day of the meeting will be included in the permanent record.

Please be aware:

- Items on the agenda may be taken out of order.
- The Board may combine two or more agenda items for consideration.
- The Board may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.



Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
December 11, 2023 – 9:30 A.M.

This meeting is also available via videoconferencing at the Nevada Department of Transportation District I Office located at 123 East Washington, Las Vegas, Nevada, in the Conference Room and at the District III Office located at 1951 Idaho Street, Elko, Nevada. Public comment may be provided at those locations. When Board meetings are in session, streaming video of the meetings may be available through [NDOT's live-streaming video feed](#) on YouTube. Past board meetings are also recorded and posted on NDOT's YouTube channel and can be found here [nevadadot - YouTube](#).

Reasonable efforts will be made to assist and accommodate physically handicapped persons desiring to attend the meeting and/or make public comment. If special arrangements for the meeting are necessary, please notify Rhys Padilla at (775) 888-7440 or rpadilla@dot.nv.gov as soon as possible and at least two (2) days in advance of the meeting.

Copies of non-confidential supporting materials provided to the Board are available upon request. Request for such supporting materials should be made to Rhys Padilla at (775) 888-7440 or rpadilla@dot.nv.gov. Such supporting material is available at 1263 South Stewart Street, Carson City, Nevada 89712 and, if available on-line, at www.dot.nv.gov.



Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
December 11, 2023 – 9:30 A.M.

AGENDA

SEC 1. OPENING

1. Welcome / Call to Order/ Roll Call
Governor Joe Lombardo, Lieutenant Governor Stavros Anthony, Controller Andy Matthews, Member Virginia Valentine, Member Frank Lepori, Member Justin Kalb, Member Gary Perea
2. Public Comment: The first public comment is limited to comments on items on the agenda. No action may be taken upon a matter raised under public comment period unless the matter itself has been specifically included on an agenda as an action item. The Chair of the Board will impose a time limit of three (3) minutes.
3. Receive Director's Report. – *Informational item only*
4. Consideration of Approval of the November 13, 2023, Nevada Department of Transportation Board of Directors Meeting Minutes. – *For possible action*

SEC. 2. CONSENT AGENDA: Items No. 5 through No. 17

NOTE:

- *Consent Agenda - All matters in this section are considered by the Transportation Board of Directors to be routine and may be acted upon in one motion unless a Board member requests that an item be taken separately. For all items left on the Consent Agenda, the action taken will be staff's recommendation as indicated on the item.*
- *Items taken separately from the Consent Agenda by Board members at the meeting will be heard in order in Section 3.*

Contracts over \$5,000,000 from October 13, 2023, through November 9, 2023

The purpose of this sub-section is to present to the Board construction contracts which are over \$5,000,000 for approval. All contracts are all low bid per statute. These construction contracts constitute all contracts over \$5,000,000 for which the bids were opened, and the analysis completed by the Bid Review and Analysis Team and the Contract Compliance section of the Department. These contracts have been executed following the Code of Federal Regulations, Nevada Revised Statutes, Nevada Administrative Code, State Administrative Manual, and/or Department policies and procedures.

5. Contract 3996, Project No. NHP-STBG-0032(248), on US 50, Virginia Street to Leeteville Junction, with ROAD AND HIGHWAY BUILDERS, LLC, to widen shoulders, cold mill, place plantmix bituminous surface with open grade, intersection improvements, drainage, lighting, ITS improvements, and remove and construct new bridge, Lyon and Churchill Counties, Nevada. – *For possible action*



Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
December 11, 2023 – 9:30 A.M.

-
6. Contract 4500, Project No. SPF-395-1(036), on US 395, from the CA/NV State line to 3.228 miles north of the Leviathan Mine Road, with GRANITE CONSTRUCTION COMPANY, to cold mill, and place plantmix bituminous surface with open grade, construct passing lanes, hydraulic, lighting, and ITS improvements, Douglas County, Nevada. – *For possible action*
 7. Contract 4501, Project No. NHP-STBG-006-1(038), on US 6, from 1.936 miles west of Millers Roadside Park to the Slime Wash, with ROAD AND HIGHWAY BUILDERS, LLC, to cold mill, and place plantmix bituminous surface with open grade, construct passing lanes and upgrade drainage facilities, Esmeralda and Nye Counties, Nevada. – *For possible action*
 8. Contract 4502, Project No. STBG-NHPP-015-1-(343), on I-15 northbound from Jean to Bird Spring grade separation, with LAS VEGAS PAVING CORPORATION, to cold mill, and place plantmix bituminous surface with open grade, Clark County, Nevada. – *For possible action*

Agreements over \$300,000 from October 13, 2023, through November 9, 2023

The purpose of this sub-section is to provide to the Board of Directors Design-Build contracts and/or all agreements (and amendments) for non-construction matters, such as consultants, service providers, etc. that obligate total funds of over \$300,000, which include new agreements over \$300,000, and amendments which increase the total agreement amount above \$300,000, for approval. These agreements have been prepared following the Code of Federal Regulations, Nevada Revised Statutes, Nevada Administrative Code, State Administrative Manual, and/or Department policies and procedures.

9. Agreement 189-23-015, with GCW, INC., to provide consultant support services for the Summerlin Parkway SR 613 National Environmental Policy Act (NEPA) analysis, Clark County, Nevada. – *For possible action*
10. Agreement 354-23-050, with GRANITE CONSTRUCTION COMPANY, for maintenance on the emergency truck escape ramp on US 50 at milepost 2.98, Carson County, Nevada. – *For possible action*
11. Agreement 376-23-040, with CMWORKS, INC., for augmentation of Crew 906 on I-15 north of Jean, Clark County, Nevada. – *For possible action*
12. Agreement 469-23-015, with PARAMETRIX, INC., to perform feasibility and alignment study services for the South Meadows Connector, Washoe County, Nevada. – *For possible action*
13. Agreements with CA GROUP, INC., and KIMLEY-HORN AND ASSOCIATES, INC., for railway-highway crossing safety engineering design services, statewide, Nevada. – *For possible action*
14. Agreements, with DOWL, LLC, KIMLEY HORN AND ASSOCIATES, INC., PARAMETRIX, INC., and RLS & ASSOCIATES, INC., for Department staff augmentation and various transit planning-related activities, statewide, Nevada. – *For possible action*



Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
December 11, 2023 – 9:30 A.M.

-
15. Amendment 02, Agreement 123-21-281, with MARSHALL'S SANITATION SERVICES, LLC, dba MARSHALL'S SEPTIC CARE, to perform janitorial services at the Trinity Rest Area, Churchill County, Nevada. – *For possible action*
 16. Amendment 04, Agreement 671-18-015, with CA GROUP, INC., for continued I-15 south corridor environmental assessment re-evaluation, Clark County, Nevada. – *For possible action*

General Administration

17. Contracts, Agreements, and Settlements/Judgements – Pursuant to NRS 408.131 the Board may delegate authority to the Director which the Director may exercise pursuant to NRS 408.205. These items and matters have been delegated to the Director by the Board by resolutions in April 1990, and July 2011. – *Informational item only*

END OF CONSENT AGENDA

SEC. 3. ITEMS TAKEN SEPARATELY FROM CONSENT AGENDA

SEC. 4. ADDITIONAL BUSINESS ITEMS

18. Amendment to NDOT Director's delegated signature authority. – *For possible action*
19. Consideration of Resolution requesting the State Board of Finance to issue Highway Revenue Bonds. – *For possible action*
20. Receive the Nevada Department of Transportation 2023 Performance Management Report. – *Informational item only*
21. Executive Session: Receive information from legal counsel regarding potential and existing litigation involving a matter over which the Transportation Board of Directors has supervision, control, jurisdiction, or advisory power and to deliberate toward a decision on the matter (Note: This item may be closed to the public pursuant to NRS 241.015(3)(b)(2) in order to discuss legal matters.). – *For possible action*
22. Public Comment: A period devoted to comments by the general public about matters relevant to the Board's jurisdiction will be held. No vote may be taken on a matter not listed on the posted agenda. Comments will be limited to three minutes. Please clearly state your name and SPELL your last name for the record. If any of the Board wishes to extend the length of a presentation, this will be done by the Chair, or the Board by majority vote.
23. Adjournment – *For possible action*



Nevada Department of Transportation

Board of Directors • Meeting Minutes

November 13, 2023

9:30 AM

Meeting Location:

1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada 89712

123 East Washington Avenue
Building B
Las Vegas, Nevada 89101

1951 Idaho Street
Conference Room
Elko, Nevada 89801

SEC 1. OPENING

1. Welcome/Call to Order/Roll Call

Governor Lombardo called the meeting to order on Monday, November 13, 2023. A roll call was conducted, and a quorum was established.

In attendance: Governor Joe Lombardo, Lieutenant Governor Lieutenant Governor Stavros Anthony, Controller Andy Matthews, Member Virginia Valentine, Member Stephen Ascuaga, Member Justin Kalb, and Member Gary Perea.

2. Public Comment

Craig Madole, CEO of Nevada Chapter AGC, indicated concerns with Agenda Item 13, noting the belief of increasing the authority of the Director to sign additional contracts for what is far beyond an inflationary adjustment of that authority, as well as the recommendation to reduce Board meetings to every other month will decrease the transparency of the Department. As such, Mr. Madole requested his comments be taken into consideration when considering the item.

There was no additional public comment.

3. Receive Director's Report – *Informational Item*

Director Tracy Larkin Thomason informed the Board that NDOT has developed a Vulnerable Road Users assessment (VRU) as an addendum to the 2021-2025 Strategic Highway Safety Plan. Director Larkin Thomason explained this has already been approved by the Nevada Advisory Committee on Traffic Safety. Director Larkin Thomason indicated this is an assessment tool to improve safety for vulnerable road users in Nevada and includes the finding and recommendations for proactive safety enhancements, which reflects NDOT's dedication to safer roads. Director Larkin Thomason explained vulnerable road users include pedestrians, cyclists, and wheelchair users, along with others, who face elevated risk of injury or harm due to the absence of protective features typically found in motor vehicles. The Director further indicated the assessment is completed in accordance with the requirements of the IJA bill to focus on the safety of individuals outside of vehicles, this assessment will be posted on the Strategic Highway Safety Plan website by November 15, 2023.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

November 13, 2023

9:30 AM

Director Larkin Thomason informed the Board that November 13 to 17, 2023, is Crash Responder Safety Week, and thanked the Governor for proclaiming this week. Director Larkin Thomason explained this is a national campaign coordinated by the Federal Highway Administration as an opportunity to participate in coordinated efforts to educate the public and bring awareness to first-responder safety and promote effective Traffic Incident Management (TIM) strategies and training for the first responders in advance of the holiday season. Director Larkin Thomason commemorated the 17 law enforcement officers, 11 fire and emergency management personnel, 18 tow operators, 4 roadside technicians and 1 DOT, for a total of 51 first responders, who lost their lives in 2022. Director Larkin Thomason indicated since 2008, Nevada and Nevada State Police have brought together local first responders, Federal Highway, Homeland Security Transit Administration, private towing, and hazardous materials responders to train together and join forces across the state in the regional TIM Coalitions to improve incident management response. The Director gave a special thank you to all first responders who participated, as well as all responders who help keep Nevadans safe on the road.

Director Larkin Thomason reported the emergency contracts in the Spring Mountain/Mount Charleston area are either completed or nearing completion within the week. The Director indicated noted the following contracts: SR 156, Lee Canyon, reopened on October 26, 2023, following the repair of 13 areas, including removal, and repaving of 300 feet of damaged roadway, at a cost of 1.5 million; SSR 157, Kyle Canyon, reopened on November 3, 2023, following the repair of 39 areas, including removal and repaving of 3,300 feet of damaged roadway, grading and compacting of six miles of shoulders, and addition of drainage at a cost of 4.5 million; SR 158, Deer Creek Road, will reopen on Friday, November 17, 2023. The Director provided special thanks for this project to the National Guard, Clark County, and other first responders, who completed 50 to 75 feet of excavation, 700 feet of guardrail, and 400 feet of damaged road.

Governor Lombardo questioned if these are temporary fixtures and if the fill would accommodate future erosion.

Director Larkin Thomason indicated they are permanent, and the fill would be able to accommodate future erosion. The Director added the job began with heavy boulders to armor the bottom, and included grout, and concrete to stabilize it and bring it up.

Governor Lombardo asked for the cost of the emergency repairs.

Director Larkin Thomason stated it was a total of 4.25 million. The total amount for the emergency contracts was brought to a little over 10 million to fix all emergency contracts at Mt. Charleston.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

November 13, 2023

9:30 AM

Director Larkin Thomason next discussed the I-15 changes ahead of Formula 1, noting there is no northbound I-15 to westbound Tropicana movement currently, but there is an additional lane in both the westbound and eastbound lanes on Tropicana, and there will be no restrictions on the northbound I-15, which has been opened to five lanes between Tropicana and Flamingo. Director Larkin Thomason discussed the changes will take place following the Formula 1, indicating these changes to the Tropicana Interchange traffic configuration will remain in effect until the north structure is complete by February 3, 2024, and include the following: the southbound offramp and northbound onramp will be closed; the southbound onramp, and the northbound offramp will be open; the Tropicana east and west movements will continue with the diverging diamond, with the interchange with two lanes in each direction and three lanes westbound starting west of the I-15.

Governor Lombardo questioned if any of the Board Members had any questions regard the I-15 Tropicana Interchange.

Member Virginia Valentine noted this is a big improvement from what she was expecting, stating it might not be perfect but appreciates the adjustments.

Governor Lombardo commends NDOT on the work being done.

Director Larkin Thomason explained extra pavement was added to smooth out some of the angles and to add a temporary drop lane into the T-Mobile Arena to relieve some of the traffic going across.

Governor Lombardo questioned if NDOT has partnered with LVCVA in terms of advertising leading up to these changes, and if NDOT is relying on LVCVA to do the advertising campaign on ingress/egress.

Director Larkin Thomason informed the Board that LVCVA is fully aware and that NDOT will be providing a presentation to LVCVA on Wednesday, November 14, 2023. Director Larkin Thomason mentioned LVCVA is managing the advertising for the actual event, whereas NDOT's part, the traffic control, the configuration has been enhanced but has not changed.

Director Larkin Thomason next discussed the I-15 changes intended for the Super Bowl, which will be starting once the north structure is completed, around February 3, 2024. Director Larkin Thomason explained all ramps will be open, but with limitation, such as there will be no left turns from the offramps; there will be U-turns because of the differential in elevations between the north and south structures. The Director explained there will be a pause in starting the south structure until just past the Super Bowl, at which time the Harmon ramps will be open, but the southbound to the eastbound flyover will remain closed. Director Larkin Thomason



Nevada Department of Transportation

Board of Directors • Meeting Minutes

November 13, 2023

9:30 AM

indicated this will also be in a more typical configuration, so there will be three lanes in each direction going east and west and no diverging diamond.

Member Justin Kalb questions if there's a change in grade elevation from west to east.

Director Larkin Thomason explained there's two structures, the north structure will be at the new elevation and the south structure will be at the original elevation and that is why a direct left turn is not possible.

Governor Lombardo questioned if the Department of Public Safety will have full 24-7 access to facilitate these U-turns for traffic control.

Director Larkin Thomason explained NDOT will have traffic control in place.

Director Larkin Thomason next discussed the I-15 Charleston project, noting the lane shifts will be beginning this month. The Director explained the deck and freeway widening is complete on Charleston Boulevard and Eastern, and the deck pours were completed over Mojave, Stewart, and Pecos. Director Larkin Thomason indicated the lanes are shifting to make way for permanent widening this month, the project has been slightly delayed by some utility work and is on schedule for substantial completion by fall of 2024.

Director Larkin Thomason next discussed the US 395 North Valley widening, which is northwest of Reno, and includes: a lane to southbound 395; McCarran to Golden Valley; an additional merging lane; auxiliary lanes; constructive braided freeway; and repaving both directions. The Director indicated traffic volumes increased nearly 30 percent from 64,000 in 2011 to almost 83,000 vehicles per day in 2021, and since the addition of TRIC, even more. Director Larkin Thomason explained the widening will provide additional capacity, and NDOT has been working with the contractor to look at ways that some of the working days might be able to be shaved off.

Director Larkin Thomason informed the Board in Incline, 14 miles of the Mt. Rose Highway and SR 28 around Incline Village have been repaved. Director Larkin Thomason explained the highway has not been fully reconstructed in 14 years, adding this project includes sidewalks, ramps, curb barrier rail, new detention basins for drainage, and a reinforced aging timber wall. The Director indicated that the project is currently closing for the winter and will be completed in the spring.

Director Larkin Thomason next discussed the Mt. Rose Highway, explaining NDOT has replaced the Gazex system, which is the Avalanche Control Center, and did a shared-use path and turn improvements in the Galena



Nevada Department of Transportation

Board of Directors • Meeting Minutes

November 13, 2023

9:30 AM

area, along with some median island intersection changes. The Director indicated that the first Gazex picture will be in place this winter.

Director Larkin Thomason turns the report over to Deputy Director Darin Tedford to provide an update on the US 50 Lake Tahoe Corridor.

Deputy Director Darin Tedford reminded the Board of the public survey NDOT conducted regarding lane reductions on US 50 at Lake Tahoe. Deputy Director Tedford explained notifications of the survey opportunity were made through multiple methods, including 4,000-plus mailers and multiple social media approaches, with results being received throughout the month the survey was open. Deputy Director Tedford indicated that 70 percent of responders live within the study limits, 80 percent of the respondents travel the corridor daily or weekly, 36 percent of the respondents indicated they work within the study limits, and another 36 percent indicated they were not employed, including retirees. Deputy Director Tedford indicated responses were as follows: feeling safe while traveling through the corridor were distributed between feeling very safe and not feeling safe at all; support for the proposed trial section or long-term reduction of lanes was well distributed between yes, no, and maybe; support for and opposition to lane reduction for safety improvement was roughly the same. Deputy Director Tedford indicated because of recent lane reductions for construction and utility work, observations have shown traffic levels are high enough to back up traffic and will result in delays beyond the desired speed reduction. As a result of this and current traffic levels, Deputy Director Tedford explained NDOT will no longer pursue lane reduction as a possible safety improvement. Instead, Deputy Director Tedford indicated, other options include adding turn lanes while keeping four lanes new signals at high traffic cross streets, and speed feedback signs mixed with law enforcement presence. Deputy Director Tedford assured the Board that NDOT will continue to explore and analyze every possible option for improving safety in this corridor and across the state. Deputy Director Tedford next indicated the timeline for completion of the corridor study has not changed, the study results will be incorporated into the final report of the corridor study, which will include all comments, and a draft final report will be out in December of 2023, followed by a public meeting held at the end of the review period. Deputy Director Tedford concluded by indicating the recommendations in the report will be implemented as funding and priorities allow.

Member Stephen Ascuaga asked if the pairing down to single lane is off the table and the other options will be explored as we flush out the study.

Deputy Director Tedford confirmed that was correct.

Member Justin Kalb indicated his belief NDOT does not have the ability to control law enforcement in those areas and questioned if this is still being discussed and how it is being addressed.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

November 13, 2023

9:30 AM

Director Larkin Thomason explained enforcement is still an option, and NDOT is working with DPS. Director Larkin Thomason further indicated the issue on DPS' part is a lack of resources. Director Larkin Thomason noted automated speed feedback signs in the area already do seem to be having some effect, and NDOT is working to get parking off the roadway, which also helps with the safety aspects.

Governor Lombardo indicated he has had conversations with Sheriff Coverley from Douglas County and Sheriff Balaam from Washoe County regarding this issue, and noted this is the responsibility of the state police and as such, with a combination of the three parties, enforcement will be increased and dedicated versus haphazard.

Member Stephen Ascuaga thanked NDOT staff and the residents of the US 50 area in question for their input and effort in this effort. Member Ascuaga reiterated this is a complex stretch of roadway and indicated all agree that improvements can be made and showed his support for maintaining the area and studying it further.

Governor Lombardo concurred with Member Ascuaga, noting safety was always the concern and the backbone of this plan, and assured the Board and attendees of the meeting the state would do everything within its authority and ability to adjust the safety issues without the road diet. Governor Lombardo concluded his comments by commending NDOT's personnel that put the process into place and evaluated it.

Lieutenant Governor Stavros Anthony concurred and commended the Governor and NDOT for their willingness to address the concerns of the people in the state and responding to the public.

Director Larkin Thomason next discussed the corridor studies taking place, beginning with the South Sierra corridor study on US 395 from Carson City down to the California/Nevada state line. The Director indicated this study is just beginning, in-person meetings were held on November 6, 2023, in south Carson City and November 8, 2023, in Gardnerville, and the online public meeting is currently running and will run through November 22, 2023. Director Larkin Thomason indicated that more information can be obtained at www.ndotus395.com.

Director Larkin Thomason next discussed the study on I-80 east of Sparks, noting this is an environmental study to widen I-80 from Vista Boulevard out to TRIC. The Director indicated an in-person meeting was held on November 7, 2023, at the Lockwood Community Center, and the project is now in the full NEPA stage. Director Larkin Thomason explained in addition to adding lanes, NDOT is also replacing some of the interstate bridges to widen or replace them, the shoulders to be widened, and interchange improvements and other enhancements. The Director explained the environmental study is underway and is expected to take about 18 to 24 months. Director Larkin Thomason explained this is an accelerated study, and NDOT is currently about three- or four-months in.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

November 13, 2023

9:30 AM

Governor Lombardo questioned if an environmental study along the same stretch has taken place in recent history.

Director Larkin Thomason indicated this is the NEPA study, needed for NEPA clearance.

Governor Lombardo indicated sometimes the NEPA study can be built off the existing one.

Director Larkin Thomason explained NDOT does try to build off the Planning Environmental Linkage (PEL), which was held and has been looked at over the years. Director Larkin Thomason further noted these studies generally take six to seven years, so 18 to 24 months is a very good pace.

Director Larkin Thomason next discussed the I-11 feasibility study, which focuses on the next phase of I-11. The Director explained this is completed, except for signs and the final blessing from US DOT. Director Larkin Thomason explained NDOT is looking now at a study from Kyle Canyon up through Mercury, particularly through Indian Springs, and what needs to be done there to bring US 95 up to interstate standards.

Governor Lombardo questioned if the I-11 designator is associated with Hawthorne.

Director Larkin Thomason explained NDOT will be doing a full presentation on this to bring the board completely up to speed, there were studies that went up to basically Tonopah, up I-80, around Hawthorne.

Governor Lombardo asked where this goes around Hawthorne.

Director Larkin Thomason explained NDOT does not have an answer at this point and would have to find out by going around on the east side while being careful about the lake and the tribal lands there. Director Larkin Thomason explained studying this portion will likely not take place for many, many years.

Governor Lombardo questioned if there is an issue with a designation of it to help people with economic development.

Director Larkin Thomason mentioned when NDOT does a planning study, it goes through, and NDOT did the alternate study for Northern Nevada of US 93, US 95, and the different ways of getting up to I-80. The Director explained as NDOT gets closer to that area, the options for determining the land that will be traveled will be clearer. Director Larkin Thomason further noted discussion has been taking place on looking at state lands to see if there are things along the way that could be obtained in advance to reserve it, but now, it will take NDOT a couple of years to get through Indian Springs. Director Larkin Thomason reiterated NDOT will provide the



Nevada Department of Transportation

Board of Directors • Meeting Minutes

November 13, 2023

9:30 AM

Board with a full presentation that may include Congressman Amodei, who has asked to come and speak regarding this issue.

Director Larkin Thomason next explained NDOT will be bringing an in-depth presentation on bonds to the December Board meeting. The Director indicated the sale of bonds was approved in the 2023 legislation and budget, as of March, NDOT will be looking to sell two highway revenue bonds, a \$100,000,000 motor vehicle fuel tax bond, a \$50 million fuel revenue indexing, the bond money for which must be used for projects in Clark County. Director Larkin Thomason explained the projects for which this will be used are the Henderson Interchange and the next phase of the 395 North Valley project.

Director Larkin Thomason next announced that Assistant Director of Operations, Jenica Keller, will be retiring, and Member Stephen Ascuaga is retiring from the Board. The Director thanked both Ms. Keller and Member Ascuaga personally and professionally, and on behalf of NDOT for their work and dedication.

Member Stephen Ascuaga thanked NDOT and the Governor, noting it has been a great experience serving on the NDOT Board and has given him a real appreciation for what goes on behind the scenes to put this kind of infrastructure into the state.

Governor Lombardo expressed his appreciation for Member Ascuaga's participation as a member of the Board.

4. Consideration of approval of the October 9, 2023, Nevada Department of Transportation Board of Directors Meeting Minutes – *For possible action*

Motion: Approve the October 9, 2023, NDOT Board of Directors Meeting Minutes
By: Member Virginia Valentine
Second: Controller Andy Matthews
Vote: Passed unanimously

SEC .2. CONSENT AGENDA: Items Nos. 5, and No. 7 through No. 12

Governor Lombardo explained that items 5 through 12 will be taken together unless any of the Board members wish to hear an item separately. Item 6 was removed from the consent agenda and Item 9 to be taken separately.

Agreements over \$300,000 from September 8, 2023, through October 12, 2023

5. Agreement 085-23-110, with JACOBS ENGINEERING GROUP, INC., to complete design for Project NEON Phase 2, Clark County, Nevada. – *For possible action*



Nevada Department of Transportation

Board of Directors • Meeting Minutes

November 13, 2023

9:30 AM

-
6. Agreement 209-23-018 with NEVADA BROADCASTERS ASSOCIATION, to provide outreach and education in support of the Department's Stormwater Management Program, statewide, Nevada. – *For possible action*
This item was removed from the consent agenda.
 7. Agreement 485-23-102, with CLEAN HARBORS ENVIRONMENTAL SERVICES, INC., to provide maintenance and testing services of sand oil separator systems at various maintenance stations, Clark, Esmeralda, Lincoln, Mineral, and Nye Counties, Nevada. – *For possible action*
 8. Agreement 494-23-056, with LUMOS & ASSOCIATES, INC., to provide professional design, permitting, bidding, and construction assistance for Phase 7 of the Fuels System Upgrade Program, statewide, Nevada. – *For possible action*
 9. Agreement 501-22-016, with ATKINS NORTH AMERICA, INC., to evaluate, design, and test intelligent Truck Parking Availability System (TPAS), Churchill, Clark, Humboldt, Pershing, and Washoe Counties, Nevada. – *For possible action*
This item was taken separately from the consent agenda.
 10. Agreement 507-23-101, with XCEL MAINTENANCE SERVICES, INC., to provide janitorial services at the District I North Major Maintenance Yard, Clark County, Nevada. – *For possible action*
 11. Agreement 508-23-061, with SOUTHLAND INDUSTRIES, to provide heating, ventilation, and air conditioning (HVAC) maintenance, inspection, and repair services at the Traffic Management Center (TMC), Clark County, Nevada. – *For possible action*

General Administration

12. Contracts, Agreements, and Settlements/Judgements – Pursuant to NRS 408.131 the Board may delegate authority to the Director which the Director may exercise pursuant to NRS 408.205. These items and matters have been delegated to the Director by the Board by resolutions in April 1990, and July 2011. – *Informational item only*

Motion: Approve Consent Agenda Items 5, and 7 through 12
By: Lieutenant Governor Stavros Anthony
Second: Controller Andy Matthews
Vote: Passed unanimously



November 13, 2023

9:30 AM

END OF CONSENT AGENDA

SEC. 3. ITEMS TAKEN SEPARATELY FROM CONSENT AGENDA

Item 9: Agreement 501-22-016, with ATKINS NORTH AMERICA, INC., to evaluate, design, and test intelligent Truck Parking Availability System (TPAS), Churchill, Clark, Humboldt, Pershing, and Washoe Counties, Nevada.
– *For possible action*

Lieutenant Governor Stavros Anthony indicated his support for this item, noting this was a big deal for the trucking industry in terms of safety, and requested the Director or Deputy Director highlight what is being done.

Director Larkin Thomason indicated truck parking and availability is a high priority for NDOT and explained this is being addressed through potential work with other states, particularly along the I-80 corridor. The Director explained it is easy enough to map the location of where truck parking is located, but more difficult to map the dynamic part, such as how many spots are available. As such, NDOT is looking at the use of apps and such to relay this information to truckers.

Sondra Rosenberg, Assistant Director for Planning, explained at this point, this project is a pilot but is anticipated to be expanded throughout the state. Assistant Director Rosenberg indicated truck parking is a big issue as oftentimes, there is not enough parking in the areas where trucks happen to be and as such, knowing availability ahead of time would be tremendously helpful. Assistant Director Rosenberg explained NDOT is continuously looking at additional locations for truck parking, as well, and the opportunity to build the system into any locations. Assistant Director Rosenberg reiterated Director Larkin's earlier statement that this provides opportunity to coordinate across state lines, particularly along I-80 and I-15 to provide information to dispatches and truckers traveling across state lines.

Lieutenant Governor Stavros Anthony explained this is similar to going into the massive parking garages on the strip that tell you how many spots are available on what level to make it easier to find a parking spot. The Lieutenant Governor indicated he is looking forward to seeing how this works.

Director Larkin Thomason explained NDOT has already spoken with California, Arizona, and Utah about going across the lines and connecting with their systems, as well.

Member Gary Perea added there is a real safety issue with the number of trucks that are on the ramps so there is very much a need.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

November 13, 2023

9:30 AM

Motion: Approve Consent Agenda Item 9
By: Lieutenant Governor Stavros Anthony
Second: Controller Andy Matthews
Vote: Passed unanimously

SEC. 4. ADDITIONAL BUSINESS ITEMS

13. Request to increase NDOT Director's delegated signature authority for contracts and agreements. – *For possible action*

Director Larkin Thomason explained NDOT is coming to the Board to request increase in the Director's signature authority, the delegated authority. The Director explained the last update was in 2011, with a minor update to interlocal agreements in 2014. Currently, Director Larkin Thomason explained, the Director approves agreements under 300,000 and contracts under \$5 million, and the Board meets monthly. NDOT is now requesting the Director approves all agreements under \$10 million, approves all contracts under \$40 million, not including alternate delivery projects under \$40 million, and moves Board meetings to every other month. The Director noted when a project has sensitive, special, political, or regional implications, such as US 50 at the Lake, these come out in the planning studies and are flagged long before they become projects. Director Larkin Thomason described the process used for determining the amounts of \$10 and \$40 million, and noted she has a breakdown of the agreements for the Board, should they wish to see them, most of which were for architectural and engineering services and construction augmentations. Director Larkin Thomason indicated of the 41 agreements in the list, five would have come before the Board.

Member Justin Kalb indicated there have been several times in the Board meetings where a contract started at one place but then was supplemented and extended to three or four times the original dollar amount and asked how these plays into this.

Director Larkin Thomason explained if amendments exceed the amount, she is open to including the Board. The Director did note; however, the routine is most of the time when the amendments come, it is because the job has been extended, and although the Director would be re-signing off on them, they would still be brought as informational items.

Controller Andy Matthews asked about the changes made in 2011.

Director Larkin Thomason explained she was not at this level at that time and was not sure of the amount that was changed.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

November 13, 2023

9:30 AM

Lieutenant Governor Stavros Anthony asked if the amounts of either agreements or contracts were increased, how this would come to the attention of the Board.

Director Larkin Thomason explained this would be brought to the Board as an informational item, just as items currently approved by the Director are brought to the Board now. The Director explained most of what she signs now is janitorial services and day-to-day business.

Lieutenant Governor Stavros Anthony questioned if a Board member could bring for discussion or vote an item that the Director had already signed.

Director Larkin Thomason explained no, these could not come for a vote, the Board members can always question items she has signed. The Director pointed out that up to now, Board members have never questioned her on augmenting a crew.

Lieutenant Governor Stavros Anthony indicated his concern the Board should have an opportunity to question something.

Deputy Director Darin Tedford explained the opportunity here is to streamline agreements and contracts the Board typically considers to be routine. Deputy Director Tedford indicated if something looks strange or unexpected to the Board, Board members would have the opportunity to question the agreement as well as provide feedback that something like this should come to the Board in the future. Deputy Director Tedford further indicated with the proposed change, it would be the judgment call of NDOT to decide if something is out of the ordinary and should come before the Board. Deputy Director Tedford explained there would always be the opportunity in the future to change the limits again and/or reduce them, should this change go into effect. In response to Controller Matthews' earlier question, Deputy Director Tedford directed the Board to page 23 of 26 in the back of the section for a draft of the new matrix for what would be approved and indicated in the 2011 Board meeting additional lines/rows were added to the matrix with the determination of who would approve them.

Lieutenant Governor Stavros Anthony reiterated his concern a Board member should be able to agendaize an item and bring it to public hearing for NDOT to justify.

Director Larkin Thomason reminded the Board they could still ask for explanation of an item and provide input. The Director informed the Board when this issue first arose and was discussed with the Governor's Office, NDOT was asked to survey surrounding states. Director Larkin Thomason explained NDOT surveyed nine surrounding states, and of the nine, Arizona, California, Colorado, New Mexico, Utah, Oregon, Alaska, and Washington, none



Nevada Department of Transportation

Board of Directors • Meeting Minutes

November 13, 2023

9:30 AM

go to a Board for agreements. Rather, the Director explained, the CEO/Director Commissioner approves agreements and contracts. The Director further indicated if the lowest bid is over 10 percent of the engineer's estimate, this would automatically be escalated to the Board.

Member Gary Perea indicated his preference that anything over a particular percentage should come to the Board for approval.

Director Larkin Thomason explained NDOT chose 40 million because everything underneath that amount is preservation and does not at all include capacity projects, which would always come before the Board.

Member Justin Kalb questioned how much time this would save the Department.

Director Larkin Thomason explained the biggest increase to NDOT would be just a few weeks, the biggest thing that would save a significant amount of time and savings would be moving to bi-monthly Board meetings.

Controller Andy Matthews asked when these changes would take effect if voted in.

Director Larkin Thomason indicated a December meeting would still need to take place because of the bond sales, and NDOT would be looking to moving to bi-monthly meetings following that, with the next meeting taking place in February. The Director added the changes to agreements would take effect immediately unless the Board chose to make it subject to a certain date. Director Larkin Thomason reiterated the fact that this change could be reviewed again and changed by the Board, suggesting should bi-monthly meetings go into effect, a year's time would be appropriate for this review.

Controller Andy Matthews indicated the importance of being mindful that accountability and transparency is not undermined should this change be approved.

Director Larkin Thomason explained anything signed would be posted monthly and would be part of the Board packet. The Director further noted NDOT could provide a report at the six-month mark. Director Larkin Thomason explained NDOT is not attempting to circumvent transparency but rather is trying to hit a mark that keeps routine things under the NDOT's purview and anything unusual or alternative would come to the Board.

Member Justin Kalb requested the Director designate types of projects rather than lumping everything together.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

November 13, 2023

9:30 AM

Director Larkin Thomason indicated this can certainly be done in future meetings, noting the contracts are all broken down in the Board packet.

Member Justin Kalb questioned whether or not the Director perceived there being any projects out of the ordinary, such as preservation projects, that would be under \$40 million.

Director Larkin Thomason explained even a preservation project over 40 million would come to the Board for approval. The Director explained 12 years ago, an interchange could be purchased for about \$40 million, that is no longer the case today. The Director further noted anything that is an alternate delivery, such as a design build or a CMAR, would come to the Board regardless of amount.

Member Stephen Ascuaga indicated he can see the need for this change but is not married to the amount levels and would defer to the Director and the NDOT team regarding the amounts. Member Ascuaga concurred with the suggestion that the Board meets again in a year to review and reevaluate this change.

Director Larkin Thomason indicated the amount can be amended, but requested it be higher than 10 percent over the engineer's estimate simply due to inflation and requested 25 percent.

Member Gary Perea indicated concern with going to bi-monthly meetings as contracts and agreements would be approved that would not come to the Board, or the public, for almost two months.

Director Larkin Thomason reminded the Board NDOT would be posting everything monthly on the website, and anything she signs would be posted to the website immediately. The Director reiterated NDOT is just trying to include approval of things that are routine in this proposed change.

Member Gary Perea questioned how something like the Highway 50 corridor issue would have been different if the Board were meeting bi-monthly rather than monthly, and if it would have been delayed for public input by two months.

Director Larkin Thomason conceded it would have been delayed for the two months, nothing would have been able to move forward in those two months because there was no Board approval.

Member Gary Perea voiced concern regarding the possibility of delay on things like this.

Director Larkin Thomason noted a special meeting can be called at any time--it just needs to be posted.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

November 13, 2023

9:30 AM

Controller Andy Matthews questioned who could or would call a special meeting.

Director Larkin Thomason explained any Board member, with the Governor's agreement, could call a special meeting, as could NDOT.

Governor Lombardo indicated his belief that further discussion needs to take place regarding the requested threshold, and more exploration should take place regarding the bi-monthly meeting, separate of this threshold. The Governor indicated the desire to continue this out to further discussion.

Member Virginia Valentine indicated the importance of including the Board revisiting these changes in a year's time or so, and noted this would help her to support the motion.

Governor Lombardo concurred with Member Ascuaga's recommendation of December 2024.

Member Virginia Valentine noted that this should include an effective date of February with whatever threshold Member Perea felt appropriate.

Motion: Approve new limits agreement under 10 million, contracts under 40 million without including alternate projects under 40 million with special political or regional considerations, except for contracts that are over 20 percent of the engineer's estimate, with an effective date of December 31, 2023, and a review by the Board in December of 2024.

By: Member Gary Perea

Second: Member Virginia Valentine

Vote: Passed unanimously

Motion: To create the bi-monthly meeting discussion as an agenda item for the next Board meeting

By: Lieutenant Governor Stavros Anthony

Second: Member Virginia Valentine

Vote: Passed unanimously

14. Executive Session

Receive information from legal counsel regarding potential and existing litigation involving a matter over which the Transportation Board of Directors has supervision, control, jurisdiction, or advisory power and to deliberate toward a decision on the matter (Note: This item may be closed to the public pursuant to NRS 241.015(3)(b)(2) in order to discuss legal matters.) – *For possible action*



Nevada Department of Transportation

Board of Directors • Meeting Minutes

November 13, 2023

9:30 AM

There was no executive session.

15. Public Comment

A period devoted to comments by the general public about matters relevant to the Board's jurisdiction will be held. No vote may be taken upon a matter not listed on the posted agenda. Comments will be limited to three minutes. Please clearly state your name and SPELL your last name for the record. If any of the Board wishes to extend the length of a presentation, this will be done by the Chair, or the Board by majority vote.

Janine Nyre, commended NDOT for the work performed along Highway 50 at the lake over the past summer, noting that NDOT employees and contractors were professional and courteous. Ms. Nyre indicated that the new signal, which is not yet activated but should be soon, at Warrior Way will help to ensure the safety of the students as both elementary and high school entrances are accessed from Warrior Way with no option of back streets or alternative routes. Ms. Nyre further commended NDOT for the drainage and catch basin along the Skyland neighborhood and the catch basin just south of Skyland, noting that both will help to protect the lake and the homes of residence.

Debbie Ledbetter, thanked everyone for the hard work they'd done regarding the lake, noting that sometimes residents felt that they were not being heard, yet today's decision indicated that obviously residents were heard. Ms. Ledbetter thanked Mr. Ascuaga for providing residents the time to work on this and noted that she's sorry to see Mr. Ascuaga go. Ms. Ledbetter reiterated her appreciation for the fact that the Board listened to the residents.

Dana Tibbitts, Cave Rock, indicated looking forward to seeing the CMP website and other documents reflecting the things that were heard today. Ms. Tibbitts suggested that in the interest of moving forward in good faith with the support of the residents of the community, an advisory committee comprised of residents particularly because the residents have so often been sidelined and let out of this process despite the good ideas and expertise they have to offer. Ms. Tibbitts noted that this would provide an opportunity for residents to have input without taking up significant time during the public comment period of meetings. Ms. Tibbitts noted that this is a lovely birthday gift for Highway 50, which is turning 60 in 2023. Ms. Tibbitts discussed how clearance began along the sides of the rough, two-lane highway in the fall of '63, resulting in the four-lane beautiful roadway that is now in place.

Elisabeth Lernhardt, Zephyr Cover, thanked the Board for abandoning the road diet and for increasing law enforcement on Highway 50. Ms. Lernhardt discussed the trouble spots on Highway 50 that still need to be addressed: Kingsbury 50 intersection; the extreme curves before Zephyr Cove Resort and before Cave Rock; and the downhill left turn at Spooner Summit. Ms. Tibbitts requested that NDOT look specifically at these areas



Nevada Department of Transportation

Board of Directors • Meeting Minutes

November 13, 2023

9:30 AM

and propose a solution. Ms. Lernhardt reiterated Ms. Tibbitts' assertion that there is a lot of knowledge out in the community, and that all residents have done significant research. Ms. Lernhardt indicated that she saw the NDOT team that addressed Highway 50 hold two outreach events at the 395 corridor the previous week, one at Carson City, one at Douglas County, and that a very different approach was used, one that included not only data, but also Q&A with a road engineer and an honest discussion with the public. Ms. Lernhardt noted that she would have liked to have seen this model followed up at the lake because that kind of format is much more conducive to transparency and to an honest approach to the problems. Ms. Lernhardt explained that at the Douglas County event, she had a discussion regarding the Highway 50 lane reduction with a state trooper, the third with which she'd spoken, and that all three expressed concerns about the lane reduction and were independently against it. Ms. Lernhardt next discussed the new event center at Highway 50, noting that there are 5,000 seats and no provided parking by TRPA mandate. Ms. Lernhardt opened that this is a disaster waiting to happen as the Lake Link Microtransit will be completely overwhelmed when the event happens because they have only four minibuses. Ms. Lernhardt reported that during a recent presentation to the Douglas County Board of Commissioners, the Tahoe Douglas Visitor Authority that owns Lake Link now states that they never intended to provide service to the event center. Ms. Lernhardt indicated that this is the sole result of irresponsible planning by TRPA, just like the East Shore CMP plan. Ms. Lernhardt informed the Board that they need to look at what TRPA does with the state's public lands and indicated that it is time to admit that TRPA needs to be changed because they are not taking good stewardship of the land.

Brett Tibbitts, Cave Rock, referred to Member Perea's comments in October and the Governor's affirmation of those comments. Mr. Tibbitts explained that this is a small community that is passionate and frustrated, and apologized to the Board if comments were misconstrued. Mr. Tibbitts indicated that the community is passionate for safety but does not believe that NDOT actually cares about the community's safety, noting that the vast majority of residents have only one way in and out of their communities. Mr. Tibbitts called the community Lahaina and Paradise, California on steroids waiting to happen if there is a lane reduction, noting that residents would not even be able to get on Highway 50. Mr. Tibbitts further noted that study after study has shown that far more people die after lane reductions from delayed emergency vehicle response than are saved, and indicated that residents are getting older, that a heart attack requires a four-minute ambulance response time, and that every minute after that four-minute, people die. Mr. Tibbitts indicated that studies show that 30 to 100 people die for every life saved by a road diet. Mr. Tibbitts next indicated that the CMP has been about more than safety, noting that the NDOT Highway 50 CMP webpage shows that this is still about a bike lane and is about alternatives rather than safety. Mr. Tibbitts explained that the survey does not justify the results as anybody anywhere could complete that survey and say that they lived at the lake. Mr. Tibbitts indicated his belief that if a proper survey were done, there would 80-percent plus opposed. Mr. Tibbitts concluded his comments by noting that he is glad for the win.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

November 13, 2023

9:30 AM

Sidney Morrow, Glenbrook, thanked the Governor and NDOT for recognizing that there is just too much traffic on Highway 50 for the 4-3 conversions/lane reductions to occur. Sidney Morrow requested that NDOT update and refresh the website because TRPA is a co-lead on the study and the Tahoe Transportation District has clear desires to have the lane reductions occur, and noted that the CMP is still on the website and still contains all the lane reductions. Sidney Morrow indicated the lack of desire to spend the next year fighting TRPA when this comes to them for approval. Sidney Morrow expressed appreciation to the Board for hearing and listening to the residents.

Kirk Ledbetter, thanked the Board, noting that he remembers when Highway 50 was blasted into four lanes and that he is glad that it is staying four lanes. Mr. Ledbetter noted that there is a new hospital design under review near the 207 intersection, and discussed the issue of parking, noting the importance of ensuring that 207 is cleared and the turn is improved.

There was no additional public comment.

16. Adjournment – *For possible action*

Governor Lombardo adjourned the November 13, 2023, Nevada Department of Transportation Board of Directors Meeting.



1263 South Stewart Street
Carson City, NV 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 29, 2023

TO: Department of Transportation Board of Directors
FROM: Tracy Larkin Thomason, P.E., Director
SUBJECT: December 11, 2023 | Transportation Board of Directors Meeting
ITEM # 5: Contract 3996, Project No. NHP-STBG-0032(248), on US 50, Virginia Street to Leeteville Junction, with ROAD AND HIGHWAY BUILDERS, LLC, to widen shoulders, cold mill, place plantmix bituminous surface with open grade, intersection improvements, drainage, lighting, ITS improvements, and remove and construct new bridge, Lyon and Churchill Counties, Nevada. – *For possible action*

Summary:

September 28, 2023, at 1:30 PM, the following bids were opened for Contract 3996, Project No. NHP-STBG-0032(248), on US 50, Virginia Street to Leeteville Junction, in Lyon and Churchill Counties, to widen shoulders, cold mill, place plantmix bituminous surface with open grade, intersection improvements, drainage, lighting, ITS improvements, and remove and construct new bridge.

Road and Highway Builders LLC.....	\$47,888,888.00
Q&D Construction LLC.....	\$48,600,000.00
Granite Construction Company.....	\$74,878,878.00
Engineer’s Estimate.....	\$62,053,110.88

List of Attachment(s):

- A. Concurrence in Award Memorandum
- B. Unofficial Bid Results
- C. Disadvantaged Business Enterprise (DBE) Goal
- D. Bid Review and Analysis Team (BRAT) Summary Report

Recommendation for Board Action:

Award contract 3996, to ROAD AND HIGHWAY BUILDERS, LLC, in the amount of \$47,888,888.00.

Prepared by:

Administrative Services Division



Attachment A

1263 South Stewart Street
 Carson City, Nevada 89712
 Phone: (775) 888-7070
 Fax: (775) 888-7101

MEMORANDUM
Administrative Services

October 18, 2023

To: Tracy Larkin Thomason, P.E., Director
 Scott Hein, Assistant Director, Engineering
 Jenica Keller, Assistant Director, Operations

From: Vanessa Pickles, Contract Services Manager, Administrative Services

Subject: Concurrence to Award for Contract No. 3996, Project No. NHP-STBG-0032(248), US 50, Virginia Street to Leeteville Junction, in Churchill and Lyon Counties, described as: widen shoulders, cold mill, place plantmix bituminous surface with open grade, intersection improvements, drainage, lighting, ITS improvements, and remove and construct new bridge. The Engineer's Estimate is \$62,053,110.88.

This memo is to confirm concurrence in award of the subject contract.

Bid proposals were opened on September 28, 2023. Road and Highway Builders LLC is the apparent low bidder at \$47,888,888.00 and they submitted a properly executed proposal, bid bond, and anti-collusion affidavit. The second low bidder is Q & D Construction LLC with a bid of \$48,600,000.00.

The project is Federally funded, required 8.10% DBE participation, and is not subject to State Bidder Preference provisions.

The subcontractor and supplier listings submitted by Road and Highway Builders LLC have been reviewed and confirmed by Contract Services. The DBE information submitted by Road and Highway Builders LLC has been reviewed and certified by the External Civil Rights office. Road and Highway Builders LLC has met the required DBE participation with a 8.25% commitment. The bid is below the Engineer's Estimate Range, and a copy of the Unofficial Bid Results report is attached for your reference. The BRAT Co-Chairs have provided their recommendation to award, and the report is attached.

Your concurrence in award of this contract by endorsement hereon is respectfully requested. Upon receipt, a packet will be prepared to obtain Transportation Board approval of the award at the December 2023 meeting.

Concurrence in award:

DocuSigned by:

Scott Hein, Assistant Director

DocuSigned by:

Jenica Keller, Assistant Director

DocuSigned by:

Tracy Larkin Thomason, P.E., Director

Enclosures:
 Unofficial Bid Results
 DBE Sub Approval
 BRAT Summary Report



Nevada Department of Transportation
Unofficial Bid Results
 September 28, 2023

Contract Number: 3996	Bid Opening Date and Time: 9/28/2023 1:30 PM
Designer:	Liquidated Damages: \$9,000.00
Senior Designer: LAURA WIGGINS	Working Days: 250
Estimate Range: R39 \$59,000,000.01 to \$71,000,000	District: DISTRICT 2
Project Number: NHP-STBG-0032(248)	

County: CHURCHILL; LYON

Location: US 50, Virginia Street to Leeteville Junction

Description: widen shoulders, cold mill, place plantmix bituminous surface with open grade, intersection improvements, drainage, lighting, ITS improvements, and remove and construct new bridge

	Actual Bid
Apparent Low Bidder: <u>Road and Highway Builders LLC</u>	<u>\$47,888,888.00</u>
Apparent 2nd: <u>Q & D Construction LLC</u>	<u>\$48,600,000.00</u>
Apparent 3rd: <u>Granite Construction Company</u>	<u>\$74,878,878.00</u>

Bidders:	Actual Bid Amount
1 Road and Highway Builders LLC 950 E Mustang Road Sparks, NV 89434 (775) 852-7283	\$47,888,888.00
2 Q & D Construction LLC 1050 South 21st Street Sparks, NV 89431 (775) 786-2677	\$48,600,000.00
3 Granite Construction Company 585 West Beach Street Watsonville, CA 95076 (831) 724-1011	\$74,878,878.00




Attachment C

123 E. Washington Ave.
Las Vegas, Nevada 89101
Phone: (775) 888-7497
Fax: (775) 888-7235

MEMORANDUM
External Civil Rights

October 16, 2023

To: Cori Brennan, Assistant Chief, Administrative Services, Administrative Services

From: Teri Lewis, Chief Compliance/Audit Investigator 

Subject: NDOT Bidder DBE Information – Contract no. 3996, US 50, Virginia Street to Leeteville Junction, in CHURCHILL; LYON County, widen shoulders, cold mill, place plantmix bituminous surface with open grade, intersection improvements, drainage, lighting, ITS improvements, and remove and construct new bridge

Apparent low bid: \$47,888,888.00

The DBE information for Jarrett Foundation, Inc., H & R Trucking, Kelley Erosion Control, Inc., Tungsten Engineering Contractors and Carlo Lachmansingh Sales, Inc., submitted by the apparent low bidder, Road and Highway Builders LLC, has been received by External Civil Rights and we have concluded:

Jarrett Foundation, Inc., H & R Trucking, Kelley Erosion Control Inc, Tungsten Engineering Contractors and Carlo Lachmansingh Sales, Inc., hold active State of Nevada business licenses and are Nevada certified DBE firms. Additionally, Jarrett Foundation, Inc., Kelley Erosion Control Inc, and Tungsten Engineering Contractors, hold active Nevada State Contractors Board licenses. All firms are clear of State disqualification and Federal exclusion.

The DBE goal of 8.10% has been met with an 8.25% DBE committed participation by the apparent low bidder Road and Highway Builders LLC.

The DBE firms are approved for this contract.

cc: Contract Services
Contract Compliance



Attachment D

1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7070
Fax: (775) 888-7101

MEMORANDUM
Administrative Services

October 18, 2023

To: Cori Brennan, Assistant Chief, Administrative Services Division
From: Bid Review and Analysis Team
Subject: BRAT Summary Report for Contract No.: 3996


The Bid Review and Analysis Team (BRAT) met on October 10, 2023 to discuss bids for the above referenced contract. The following were in attendance:

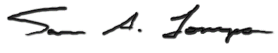
- Samantha Dowd, Assistant Chief Roadway Design Engineer
- Sam Lompa, Chief Construction Engineer
- Tonia Andree, Professional Engineer
- Brian Deal, Professional Engineer
- Ryan Bennett, Associate Engineer
- Ricki Grundy
- Scott Hein, Assistant Director, Engineering
- Matthew Jew
- Eric MacGill, Associate Engineer
- Kevin Maxwell, Professional Engineer
- Vanessa Pickles, Contract Services Manager
- Bhupinder Sandhu, Professional Engineer
- Jesse Smithson Professional Engineer
- Samual Thompson, Professional Engineer
- Michael West, Associate Engineer
- Grant Weller, Associate Engineer
- Laura Wiggins, Associate Engineer
- Thomas Young, Professional Engineer

The overall bid proposal was evaluated and determined to be acceptable. The Bid Tabulation and Price Sensitivity is attached.

The apparent lowest responsive bidder, Road and Highway Builders, LLC., submitted a bid which is 77.2% of the Engineer's Estimate. The BRAT recommends award of this contract.

Submitted:

DocuSigned by:

53D971C98A35414...
Samantha Dowd, BRAT Co-Chair

DocuSigned by:

B55C00ABA04F48F...
Sam Lompa, BRAT Co-Chair

cc: Attendees
Lori Story, Legal
Design Admin

Bid Tabulation

September 28, 2023

Attachment D

Contract No.: 3996
Description: widen shoulders, cold mill, place plantmix bituminous surface with open grade, intersection improvements, drainage, lighting, ITS improvements,
Location: US 50, Virginia Street to Leeteville Junction
Bid Opening: September 28, 2023

Project No.: NHP-STBG-0032(248)
Project Id: 69954
County: Churchill; Lyon
Range: R39 (\$59,000,000.01 to \$71,000,000)
Working: 250 days

Item No.	Quantity	Unit	Description	Engineer's Estimate		Road and Highway Builders LLC		Q & D Construction LLC		Granite Construction Company	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
1100050	800.000	HOUR	TRAINING	\$0.80	\$640.00	\$0.80	\$640.00	\$0.80	\$640.00	\$0.80	\$640.00
2000100	20.000	HOUR	SURVEY CREW	\$780.00	\$15,600.00	\$150.00	\$3,000.00	\$145.00	\$2,900.00	\$275.00	\$5,500.00
2010100	1.000	LS	CLEARING AND GRUBBING	\$908,480.00	\$908,480.00	\$350,000.00	\$350,000.00	\$65,000.00	\$65,000.00	\$150,000.00	\$150,000.00
2020105	1.000	EACH	REMOVAL OF BRIDGE	\$240,000.00	\$240,000.00	\$350,000.00	\$350,000.00	\$500,000.00	\$500,000.00	\$381,795.00	\$381,795.00
2020285	2,392.000	LINFT	REMOVAL OF CULVERT PIPE	\$75.00	\$179,400.00	\$60.00	\$143,520.00	\$135.00	\$322,920.00	\$50.00	\$119,600.00
2020300	1,723.000	LINFT	CLEAN CULVERT PIPE	\$60.00	\$103,380.00	\$30.00	\$51,690.00	\$60.00	\$103,380.00	\$115.00	\$198,145.00
2020415	1.000	EACH	REMOVAL OF CONCRETE FOUNDATION	\$2,000.00	\$2,000.00	\$5,000.00	\$5,000.00	\$1,150.00	\$1,150.00	\$2,000.00	\$2,000.00
2020450	3.000	EACH	REMOVE END SECTION	\$550.00	\$1,650.00	\$1,000.00	\$3,000.00	\$550.00	\$1,650.00	\$130.00	\$390.00
2020465	18.000	EACH	REMOVE GUARDRAIL END TREATMENT	\$1,000.00	\$18,000.00	\$1,000.00	\$18,000.00	\$750.00	\$13,500.00	\$750.00	\$13,500.00
2020475	10,465.000	LINFT	REMOVAL OF GUARDRAIL	\$7.00	\$73,255.00	\$5.00	\$52,325.00	\$6.00	\$62,790.00	\$6.00	\$62,790.00
2020530	57.000	EACH	REMOVAL OF HEADWALL	\$2,200.00	\$125,400.00	\$2,000.00	\$114,000.00	\$1,550.00	\$88,350.00	\$1,500.00	\$85,500.00
2020585	1,110.000	LINFT	REMOVAL OF FENCE	\$7.00	\$7,770.00	\$5.00	\$5,550.00	\$2.62	\$2,908.20	\$2.60	\$2,886.00
2020600	36.000	LINFT	REMOVAL OF GATE	\$39.00	\$1,404.00	\$30.00	\$1,080.00	\$8.11	\$291.96	\$8.00	\$288.00
2020790	30.000	EACH	REMOVE MAILBOX	\$150.00	\$4,500.00	\$50.00	\$1,500.00	\$165.00	\$4,950.00	\$165.00	\$4,950.00
2020795	30.000	EACH	RESET MAILBOX	\$350.00	\$10,500.00	\$200.00	\$6,000.00	\$1,250.00	\$37,500.00	\$1,250.00	\$37,500.00
2020895	8.000	EACH	REMOVE LIGHTING FIXTURES	\$250.00	\$2,000.00	\$500.00	\$4,000.00	\$120.00	\$960.00	\$120.00	\$960.00
2020925	5.000	EACH	REMOVAL OF PULL BOX	\$550.00	\$2,750.00	\$2,000.00	\$10,000.00	\$300.00	\$1,500.00	\$300.00	\$1,500.00
2020990	269,659.460	SQYD	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	\$3.50	\$943,808.11	\$6.00	\$1,617,956.76	\$1.95	\$525,835.95	\$2.20	\$593,250.81
2020995	7,368.660	SQYD	REMOVAL OF BITUMINOUS SURFACE (MISCELLANEOUS COLD MILLING)	\$2.03	\$14,958.38	\$2.00	\$14,737.32	\$0.57	\$4,200.14	\$2.50	\$18,421.65
2021035	1.000	EACH	REMOVAL OF MANHOLE	\$4,000.00	\$4,000.00	\$2,000.00	\$2,000.00	\$3,050.00	\$3,050.00	\$4,200.00	\$4,200.00
2021120	1.000	EACH	REMOVAL OF CATTLE GUARD	\$5,500.00	\$5,500.00	\$5,000.00	\$5,000.00	\$6,000.00	\$6,000.00	\$6,000.00	\$6,000.00
2021240	70.000	LINFT	REMOVAL OF CORRUGATED METAL PIPE DOWNDRAIN	\$60.00	\$4,200.00	\$100.00	\$7,000.00	\$78.00	\$5,460.00	\$42.00	\$2,940.00
2021287	182,660.610	LINFT	GRINDING FOR PAVEMENT MARKINGS	\$2.00	\$365,321.22	\$1.00	\$182,660.61	\$0.60	\$109,596.37	\$0.60	\$109,596.37
2030140	42,947.810	CUYD	ROADWAY EXCAVATION	\$25.00	\$1,073,695.25	\$45.00	\$1,932,651.45	\$32.00	\$1,374,329.92	\$55.00	\$2,362,129.55
2030160	3,278.000	CUYD	DRAINAGE EXCAVATION	\$50.00	\$163,900.00	\$30.00	\$98,340.00	\$70.00	\$229,460.00	\$73.00	\$239,294.00
2030230	92,681.500	CUYD	BORROW EMBANKMENT	\$20.00	\$1,853,630.00	\$25.00	\$2,317,037.50	\$30.00	\$2,780,445.00	\$48.00	\$4,448,712.00
2030360	1,722.560	SQYD	BASE PREPARATION	\$6.00	\$10,335.36	\$6.00	\$10,335.36	\$3.00	\$5,167.68	\$6.00	\$10,335.36
2060110	9,926.000	CUYD	STRUCTURE EXCAVATION	\$80.00	\$794,080.00	\$60.00	\$595,560.00	\$25.00	\$248,150.00	\$235.00	\$2,332,610.00
2070110	3,243.000	CUYD	GRANULAR BACKFILL	\$100.00	\$324,300.00	\$90.00	\$291,870.00	\$85.00	\$275,655.00	\$102.00	\$330,786.00
2070150	130.000	CUYD	SLURRY CEMENT BACKFILL	\$290.00	\$37,700.00	\$300.00	\$39,000.00	\$1,250.00	\$162,500.00	\$900.00	\$117,000.00
2110150	51.300	ACRE	SEEDING	\$6,500.00	\$333,450.00	\$6,000.00	\$307,800.00	\$6,600.00	\$338,580.00	\$12,000.00	\$615,600.00
2120045	2,091.000	SQYD	PAINTING	\$80.00	\$167,280.00	\$50.00	\$104,550.00	\$5.50	\$11,500.50	\$6.00	\$12,546.00
2120930	1,600.000	SQYD	ROCK COLORING	\$2.00	\$3,200.00	\$20.00	\$32,000.00	\$7.50	\$12,000.00	\$10.00	\$16,000.00
3020140	63,180.550	CUYD	TYPE 1 CLASS B AGGREGATE BASE	\$100.00	\$6,318,055.00	\$8.50	\$537,034.68	\$87.00	\$5,496,707.85	\$142.00	\$8,971,638.10
4020100	25,172.600	SQYD	PLANTMIXING MISCELLANEOUS AREAS	\$30.00	\$755,178.00	\$28.00	\$704,832.80	\$15.00	\$377,589.00	\$35.00	\$881,041.00
4020180	79,748.230	TON	PLANTMIX SURFACING (TYPE 2) (WET)	\$170.00	\$13,557,199.10	\$122.00	\$9,729,284.06	\$121.00	\$9,649,535.83	\$163.00	\$12,998,961.49
4030050	300.000	LINFT	TRANSVERSE MILLED RUMBLE STRIPS	\$50.00	\$15,000.00	\$8.00	\$2,400.00	\$10.00	\$3,000.00	\$15.00	\$4,500.00
4030100	27.000	MILE	MILLED RUMBLE STRIPS	\$1,000.00	\$27,000.00	\$1,000.00	\$27,000.00	\$750.00	\$20,250.00	\$1,500.00	\$40,500.00
4030110	15,828.620	TON	PLANTMIX OPEN-GRADED SURFACING (3/8-INCH) (WET)	\$180.00	\$2,849,151.60	\$175.00	\$2,770,008.50	\$155.00	\$2,453,436.10	\$202.00	\$3,197,381.24
4060120	176,429.000	SQYD	PRIME COAT	\$1.50	\$264,643.50	\$1.00	\$176,429.00	\$1.80	\$317,572.20	\$2.30	\$405,786.70
4060210	10.000	TON	SAND BLOTTER	\$50.00	\$500.00	\$80.00	\$800.00	\$45.00	\$450.00	\$200.00	\$2,000.00

Bid Tabulation September 28, 2023

Item No.	Quantity	Unit	Description	Engineer's Estimate		Road and Highway Builders LLC		Q & D Construction LLC		Granite Construction Company	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
4070190	13.277	TON	EMULSIFIED ASPHALT, TYPE SS-1H (DILUTED)	\$1,250.00	\$16,596.25	\$1,000.00	\$13,277.00	\$1,450.00	\$19,251.65	\$2,300.00	\$30,537.10
4970100	288.000	SQYD	BRIDGE DECK PREPARATION	\$30.00	\$8,640.00	\$20.00	\$5,760.00	\$30.00	\$8,640.00	\$30.00	\$8,640.00
4970110	288.000	SQYD	THIN BONDED MULTILAYER OVERLAY	\$100.00	\$28,800.00	\$120.00	\$34,560.00	\$173.00	\$49,824.00	\$270.00	\$77,760.00
5020140	150.000	LINFT	PORTABLE PRECAST CONCRETE BARRIER RAIL	\$100.00	\$15,000.00	\$180.00	\$27,000.00	\$122.00	\$18,300.00	\$290.00	\$43,500.00
5020280	12,669.000	LINFT	SINGLE SLOPE CONCRETE BARRIER RAIL, TYPE B	\$100.00	\$1,266,900.00	\$150.00	\$1,900,350.00	\$144.00	\$1,824,336.00	\$245.00	\$3,103,905.00
5020281	422.000	LINFT	SINGLE SLOPE CONCRETE BARRIER RAIL, TYPE B (OFFSET)	\$225.00	\$94,950.00	\$200.00	\$84,400.00	\$425.00	\$179,350.00	\$746.00	\$314,812.00
5020530	12.000	EACH	LAMINATED ELASTOMERIC BEARING PAD	\$1,300.00	\$15,600.00	\$2,500.00	\$30,000.00	\$5,750.00	\$69,000.00	\$8,800.00	\$105,600.00
5020750	70.490	CUYD	CLASS AA CONCRETE (MINOR)	\$4,000.00	\$281,960.00	\$4,000.00	\$281,960.00	\$2,950.00	\$207,945.50	\$4,100.00	\$289,009.00
5020881	111.000	CUYD	CLASS DA CONCRETE, MODIFIED (MAJOR) (STRUCTURES)	\$2,500.00	\$277,500.00	\$4,400.00	\$488,400.00	\$1,750.00	\$194,250.00	\$4,100.00	\$455,100.00
5020990	53.000	CUYD	CLASS DA CONCRETE, MODIFIED (MAJOR)	\$2,500.00	\$132,500.00	\$3,500.00	\$185,500.00	\$2,150.00	\$113,950.00	\$2,500.00	\$132,500.00
5021010	325.800	CUYD	CLASS EA CONCRETE, MODIFIED (MAJOR)	\$2,500.00	\$814,500.00	\$4,000.00	\$1,303,200.00	\$1,950.00	\$635,310.00	\$3,400.00	\$1,107,720.00
5021770	114.000	LINFT	STRIP SEAL EXPANSION JOINT (2-INCH MOVEMENT)	\$250.00	\$28,500.00	\$300.00	\$34,200.00	\$650.00	\$74,100.00	\$640.00	\$72,960.00
5021950	52.000	GAL	BRIDGE DECK CURING COMPOUND	\$70.00	\$3,640.00	\$10.00	\$520.00	\$42.00	\$2,184.00	\$74.00	\$3,848.00
5050100	24,683.000	POUND	REINFORCING STEEL	\$1.80	\$44,429.40	\$2.00	\$49,366.00	\$1.83	\$45,169.89	\$2.00	\$49,366.00
5050120	95,261.000	POUND	REINFORCING STEEL (EPOXY COATED)	\$3.20	\$304,835.20	\$3.00	\$285,783.00	\$2.42	\$230,531.62	\$2.20	\$209,574.20
5060100	1.000	LS	STRUCTURAL STEEL	\$1,555,000.00	\$1,555,000.00	\$800,000.00	\$800,000.00	\$737,712.00	\$737,712.00	\$1,140,000.00	\$1,140,000.00
5060110	712.000	POUND	STRUCTURAL STEEL	\$8.00	\$5,696.00	\$6.00	\$4,272.00	\$6.50	\$4,628.00	\$26.00	\$18,512.00
5080270	854.000	LINFT	FURNISH STEEL PIPE PILES (18-INCH)	\$150.00	\$128,100.00	\$200.00	\$170,800.00	\$150.00	\$128,100.00	\$120.00	\$102,480.00
5080410	28.000	EACH	DRIVE STEEL PIPE PILES	\$10,500.00	\$294,000.00	\$20,000.00	\$560,000.00	\$9,645.00	\$270,060.00	\$12,000.00	\$336,000.00
5080510	4.000	EACH	HIGH-STRAIN DYNAMIC TEST	\$6,000.00	\$24,000.00	\$5,000.00	\$20,000.00	\$4,500.00	\$18,000.00	\$4,000.00	\$16,000.00
6030140	516.000	LINFT	15-INCH REINFORCED CONCRETE PIPE, CLASS III	\$275.00	\$141,900.00	\$250.00	\$129,000.00	\$145.00	\$74,820.00	\$76.00	\$39,216.00
6030170	917.000	LINFT	18-INCH REINFORCED CONCRETE PIPE, CLASS III	\$250.00	\$229,250.00	\$270.00	\$247,590.00	\$155.00	\$142,135.00	\$84.00	\$77,028.00
6030230	996.000	LINFT	24-INCH REINFORCED CONCRETE PIPE, CLASS III	\$225.00	\$224,100.00	\$300.00	\$298,800.00	\$215.00	\$214,140.00	\$100.00	\$99,600.00
6030290	817.000	LINFT	30-INCH REINFORCED CONCRETE PIPE, CLASS III	\$275.00	\$224,675.00	\$320.00	\$261,440.00	\$215.00	\$175,655.00	\$120.00	\$98,040.00
6030350	372.000	LINFT	36-INCH REINFORCED CONCRETE PIPE, CLASS III	\$350.00	\$130,200.00	\$350.00	\$130,200.00	\$260.00	\$96,720.00	\$150.00	\$55,800.00
6030410	497.000	LINFT	42-INCH REINFORCED CONCRETE PIPE, CLASS III	\$250.00	\$124,250.00	\$380.00	\$188,860.00	\$420.00	\$208,740.00	\$185.00	\$91,945.00
6030440	214.000	LINFT	48-INCH REINFORCED CONCRETE PIPE, CLASS III	\$450.00	\$96,300.00	\$420.00	\$89,880.00	\$330.00	\$70,620.00	\$220.00	\$47,080.00
6031020	1.000	EACH	15-INCH PRECAST END SECTION	\$2,500.00	\$2,500.00	\$1,000.00	\$1,000.00	\$1,425.00	\$1,425.00	\$2,200.00	\$2,200.00
6031030	8.000	EACH	18-INCH PRECAST END SECTION	\$2,700.00	\$21,600.00	\$1,500.00	\$12,000.00	\$1,925.00	\$15,400.00	\$2,800.00	\$22,400.00
6031050	21.000	EACH	24-INCH PRECAST END SECTION	\$2,600.00	\$54,600.00	\$2,500.00	\$52,500.00	\$2,450.00	\$51,450.00	\$3,200.00	\$67,200.00
6031070	15.000	EACH	30-INCH PRECAST END SECTION	\$3,500.00	\$52,500.00	\$3,000.00	\$45,000.00	\$2,850.00	\$42,750.00	\$3,700.00	\$55,500.00
6031090	8.000	EACH	36-INCH PRECAST END SECTION	\$4,200.00	\$33,600.00	\$3,500.00	\$28,000.00	\$3,250.00	\$26,000.00	\$4,000.00	\$32,000.00
6031110	7.000	EACH	42-INCH PRECAST END SECTION	\$3,000.00	\$21,000.00	\$6,500.00	\$45,500.00	\$6,550.00	\$45,850.00	\$8,000.00	\$56,000.00
6031120	4.000	EACH	48-INCH PRECAST END SECTION	\$6,000.00	\$24,000.00	\$7,000.00	\$28,000.00	\$7,450.00	\$29,800.00	\$8,700.00	\$34,800.00
6040360	123.000	LINFT	24-INCH CORR. METAL PIPE (12 GAGE)	\$250.00	\$30,750.00	\$250.00	\$30,750.00	\$210.00	\$25,830.00	\$180.00	\$22,140.00
6040500	58.000	LINFT	36-INCH CORR. METAL PIPE (10 GAGE)	\$300.00	\$17,400.00	\$280.00	\$16,240.00	\$285.00	\$16,530.00	\$305.00	\$17,690.00
6040580	80.000	LINFT	42-INCH CORR. METAL PIPE (10 GAGE)	\$350.00	\$28,000.00	\$320.00	\$25,600.00	\$300.00	\$24,000.00	\$350.00	\$28,000.00
6042420	2.000	EACH	18-INCH METAL END SECTION (SAFETY TYPE)	\$3,750.00	\$7,500.00	\$1,800.00	\$3,600.00	\$4,150.00	\$8,300.00	\$1,700.00	\$3,400.00
6042440	12.000	EACH	24-INCH METAL END SECTION	\$1,300.00	\$15,600.00	\$1,000.00	\$12,000.00	\$1,450.00	\$17,400.00	\$2,000.00	\$24,000.00
6042465	1.000	EACH	30-INCH METAL END SECTION (SAFETY TYPE)	\$4,700.00	\$4,700.00	\$2,200.00	\$2,200.00	\$5,150.00	\$5,150.00	\$6,500.00	\$6,500.00
6042475	2.000	EACH	36-INCH METAL END SECTION	\$2,700.00	\$5,400.00	\$1,200.00	\$2,400.00	\$2,050.00	\$4,100.00	\$4,000.00	\$8,000.00
6042480	2.000	EACH	36-INCH METAL END SECTION (SAFETY TYPE)	\$7,500.00	\$15,000.00	\$2,800.00	\$5,600.00	\$5,350.00	\$10,700.00	\$7,000.00	\$14,000.00
6080250	11.000	EACH	ANCHOR ASSEMBLY (18-INCH)	\$800.00	\$8,800.00	\$300.00	\$3,300.00	\$1,650.00	\$18,150.00	\$1,300.00	\$14,300.00
6080370	138.000	LINFT	18-INCH DOWNDRAIN PIPE	\$260.00	\$35,880.00	\$300.00	\$41,400.00	\$160.00	\$22,080.00	\$225.00	\$31,050.00
6080470	3.000	EACH	18-INCH METAL END SECTION (DOWNDRAIN)	\$1,200.00	\$3,600.00	\$1,000.00	\$3,000.00	\$1,150.00	\$3,450.00	\$1,700.00	\$5,100.00
6090396	2.000	EACH	TYPE 3 MANHOLE (MODIFIED)	\$17,000.00	\$34,000.00	\$6,000.00	\$12,000.00	\$6,750.00	\$13,500.00	\$11,000.00	\$22,000.00
6091030	1,100.000	POUND	CASTINGS	\$4.50	\$4,950.00	\$4.00	\$4,400.00	\$4.75	\$5,225.00	\$11.00	\$12,100.00
6091040	13,359.000	POUND	STRUCTURAL STEEL GRATES	\$5.50	\$73,474.50	\$4.00	\$53,436.00	\$4.75	\$63,455.25	\$11.00	\$146,949.00
6091705	1.000	FA	PIPE REPAIR	\$10,500.00	\$10,500.00	\$10,500.00	\$10,500.00	\$10,500.00	\$10,500.00	\$10,500.00	\$10,500.00

Bid Tabulation

September 28, 2023

Item No.	Quantity	Unit	Description	Engineer's Estimate		Road and Highway Builders LLC		Q & D Construction LLC		Granite Construction Company	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
6091742	863.000	LINFT	24-INCH PIPE LINER	\$300.00	\$258,900.00	\$250.00	\$215,750.00	\$268.00	\$231,284.00	\$340.00	\$293,420.00
6091764	137.000	LINFT	36-INCH PIPE LINER	\$350.00	\$47,950.00	\$270.00	\$36,990.00	\$425.00	\$58,225.00	\$705.00	\$96,585.00
6100050	3,614.000	SQYD	GEOTEXTILE (CLASS 1)	\$6.75	\$24,394.50	\$6.00	\$21,684.00	\$2.75	\$9,938.50	\$8.00	\$28,912.00
6100170	36.000	CUYD	RIPRAP (CLASS 150)	\$175.00	\$6,300.00	\$250.00	\$9,000.00	\$465.00	\$16,740.00	\$155.00	\$5,580.00
6100190	387.000	CUYD	RIPRAP (CLASS 300)	\$200.00	\$77,400.00	\$250.00	\$96,750.00	\$385.00	\$148,995.00	\$155.00	\$59,985.00
6100200	1,274.000	CUYD	RIPRAP (CLASS 400)	\$225.00	\$286,650.00	\$250.00	\$318,500.00	\$215.00	\$273,910.00	\$155.00	\$197,470.00
6100210	385.000	CUYD	RIPRAP (CLASS 550)	\$250.00	\$96,250.00	\$250.00	\$96,250.00	\$245.00	\$94,325.00	\$155.00	\$59,675.00
6100460	16.000	CUYD	RIPRAP BEDDING (CLASS 150)	\$130.00	\$2,080.00	\$250.00	\$4,000.00	\$91.00	\$1,456.00	\$155.00	\$2,480.00
6100470	9,746.000	CUYD	RIPRAP BEDDING (CLASS 300)	\$115.00	\$1,120,790.00	\$45.00	\$438,570.00	\$115.00	\$1,120,790.00	\$155.00	\$1,510,630.00
6100480	338.000	CUYD	RIPRAP BEDDING (CLASS 400)	\$150.00	\$50,700.00	\$250.00	\$84,500.00	\$91.00	\$30,758.00	\$155.00	\$52,390.00
6100490	98.000	CUYD	RIPRAP BEDDING (CLASS 550)	\$200.00	\$19,600.00	\$250.00	\$24,500.00	\$92.00	\$9,016.00	\$155.00	\$15,190.00
6160180	11.000	EACH	12-FOOT METAL DRIVE GATE	\$1,500.00	\$16,500.00	\$4,000.00	\$44,000.00	\$1,070.00	\$11,770.00	\$1,070.00	\$11,770.00
6160230	4.000	EACH	20-FOOT METAL DRIVE GATE	\$3,500.00	\$14,000.00	\$5,000.00	\$20,000.00	\$1,980.00	\$7,920.00	\$1,980.00	\$7,920.00
6160520	1.000	EACH	36-FOOT SWING GATE (DOUBLE)	\$7,000.00	\$7,000.00	\$8,000.00	\$8,000.00	\$3,448.00	\$3,448.00	\$3,448.00	\$3,448.00
6160730	41,601.000	LINFT	TYPE A-4B FENCE (SPECIAL)	\$7.00	\$291,207.00	\$7.00	\$291,207.00	\$7.49	\$311,591.49	\$7.50	\$312,007.50
6170100	2.000	EACH	CATTLE GUARD WINGS	\$1,300.00	\$2,600.00	\$500.00	\$1,000.00	\$3,000.00	\$6,000.00	\$3,000.00	\$6,000.00
6170760	1.000	EACH	20-FOOT PRECAST CATTLE GUARD	\$23,000.00	\$23,000.00	\$35,000.00	\$35,000.00	\$31,000.00	\$31,000.00	\$31,000.00	\$31,000.00
6170770	2.000	EACH	24-FOOT PRECAST CATTLE GUARD	\$32,000.00	\$64,000.00	\$38,000.00	\$76,000.00	\$35,000.00	\$70,000.00	\$35,000.00	\$70,000.00
6170780	1.000	EACH	28-FOOT PRECAST CATTLE GUARD	\$40,000.00	\$40,000.00	\$40,000.00	\$40,000.00	\$39,000.00	\$39,000.00	\$39,000.00	\$39,000.00
6170790	3.000	EACH	30-FOOT PRECAST CATTLE GUARD	\$45,000.00	\$135,000.00	\$42,000.00	\$126,000.00	\$41,000.00	\$123,000.00	\$41,000.00	\$123,000.00
6170800	1.000	EACH	32-FOOT PRECAST CATTLE GUARD	\$50,000.00	\$50,000.00	\$44,000.00	\$44,000.00	\$43,000.00	\$43,000.00	\$43,000.00	\$43,000.00
6170810	1.000	EACH	34-FOOT PRECAST CATTLE GUARD	\$50,000.00	\$50,000.00	\$45,000.00	\$45,000.00	\$45,000.00	\$45,000.00	\$45,000.00	\$45,000.00
6170840	1.000	EACH	40-FOOT PRECAST CATTLE GUARD	\$50,000.00	\$50,000.00	\$48,000.00	\$48,000.00	\$51,000.00	\$51,000.00	\$51,000.00	\$51,000.00
6170860	2.000	EACH	46-FOOT PRECAST CATTLE GUARD	\$73,000.00	\$146,000.00	\$50,000.00	\$100,000.00	\$57,000.00	\$114,000.00	\$57,000.00	\$114,000.00
6170880	1.000	EACH	56-FOOT PRECAST CATTLE GUARD	\$60,000.00	\$60,000.00	\$55,000.00	\$55,000.00	\$67,000.00	\$67,000.00	\$67,000.00	\$67,000.00
6180260	1.000	EACH	BURIED END ANCHOR	\$2,000.00	\$2,000.00	\$3,500.00	\$3,500.00	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00
6180350	35.000	EACH	GUARDRAIL TERMINAL (FLARED)	\$5,500.00	\$192,500.00	\$6,500.00	\$227,500.00	\$6,500.00	\$227,500.00	\$6,500.00	\$227,500.00
6180360	4.000	EACH	GUARDRAIL TERMINAL (TANGENTIAL)	\$4,100.00	\$16,400.00	\$6,500.00	\$26,000.00	\$6,500.00	\$26,000.00	\$6,500.00	\$26,000.00
6180400	28.000	EACH	GUARDRAIL- BARRIER RAIL CONNECTION (TRIPLE CORRUGATION)	\$4,700.00	\$131,600.00	\$10,000.00	\$280,000.00	\$9,000.00	\$252,000.00	\$9,000.00	\$252,000.00
6180540	3,028.000	LINFT	GALVANIZED GUARDRAIL	\$95.00	\$287,660.00	\$60.00	\$181,680.00	\$65.00	\$196,820.00	\$65.00	\$196,820.00
6190200	722.000	EACH	GUIDE POSTS (RIGID)	\$60.00	\$43,320.00	\$60.00	\$43,320.00	\$75.00	\$54,150.00	\$75.00	\$54,150.00
6190280	8.000	EACH	OBJECT MARKERS, TYPE 3	\$160.00	\$1,280.00	\$250.00	\$2,000.00	\$175.00	\$1,400.00	\$175.00	\$1,400.00
6230201	107.000	EACH	ITS VAULT	\$8,500.00	\$909,500.00	\$8,000.00	\$856,000.00	\$8,800.00	\$941,600.00	\$8,800.00	\$941,600.00
6230225	29.000	EACH	NO. 3-1/2 PULL BOX	\$1,500.00	\$43,500.00	\$1,500.00	\$43,500.00	\$1,600.00	\$46,400.00	\$1,600.00	\$46,400.00
6230232	1.000	EACH	NO. 5 PULL BOX, MODIFIED	\$2,150.00	\$2,150.00	\$1,700.00	\$1,700.00	\$1,900.00	\$1,900.00	\$1,900.00	\$1,900.00
6230236	109.000	EACH	NO. 7 PULL BOX, MODIFIED	\$2,500.00	\$272,500.00	\$2,700.00	\$294,300.00	\$2,700.00	\$294,300.00	\$2,700.00	\$294,300.00
6230267	37.000	EACH	LUMINAIRE, TYPE A	\$600.00	\$22,200.00	\$700.00	\$25,900.00	\$400.00	\$14,800.00	\$400.00	\$14,800.00
6230480	18.000	EACH	SOLAR STREET LIGHT	\$28,500.00	\$513,000.00	\$1,000.00	\$18,000.00	\$21,500.00	\$387,000.00	\$21,500.00	\$387,000.00
6230485	1.000	EACH	SOLAR STREET LIGHT (A)	\$29,000.00	\$29,000.00	\$1,000.00	\$1,000.00	\$23,000.00	\$23,000.00	\$23,000.00	\$23,000.00
6230537	4.000	EACH	SOLAR POLE	\$18,000.00	\$72,000.00	\$8,000.00	\$32,000.00	\$21,200.00	\$84,800.00	\$21,200.00	\$84,800.00
6230575	10.000	EACH	STEEL POLE, TYPE 7 (WITH SAFETY BASE)	\$11,750.00	\$117,500.00	\$12,000.00	\$120,000.00	\$11,900.00	\$119,000.00	\$11,900.00	\$119,000.00
6230775	8.000	EACH	LOOP DETECTOR	\$1,000.00	\$8,000.00	\$600.00	\$4,800.00	\$1,000.00	\$8,000.00	\$1,000.00	\$8,000.00
6231063	1.000	EACH	COMMUNICATION CABINET, DOUBLE WIDE	\$30,000.00	\$30,000.00	\$25,000.00	\$25,000.00	\$25,100.00	\$25,100.00	\$25,100.00	\$25,100.00
6231105	1.000	EACH	FLASHING BEACON CONTROLLER	\$3,350.00	\$3,350.00	\$1,000.00	\$1,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
6231261	1.000	EACH	FIELD HARDENED ETHERNET SWITCH	\$14,700.00	\$14,700.00	\$1,000.00	\$1,000.00	\$14,700.00	\$14,700.00	\$14,700.00	\$14,700.00
6231485	1.000	EACH	REMOVE AND RESET SIGNAL HEAD	\$200.00	\$200.00	\$1,000.00	\$1,000.00	\$2,300.00	\$2,300.00	\$2,600.00	\$2,600.00
6231600	3.000	EACH	SOLAR PHOTOVOLTAIC ARRAY	\$6,750.00	\$20,250.00	\$3,000.00	\$9,000.00	\$2,600.00	\$7,800.00	\$2,600.00	\$7,800.00
6231610	4.000	EACH	SOLAR PHOTOVOLTAIC ARRAY (POLE MOUNTED)	\$6,750.00	\$27,000.00	\$10,000.00	\$40,000.00	\$9,100.00	\$36,400.00	\$9,100.00	\$36,400.00
6231620	1.000	EACH	UNDERGROUND ELECTRICAL SERVICE	\$7,500.00	\$7,500.00	\$10,000.00	\$10,000.00	\$10,700.00	\$10,700.00	\$10,700.00	\$10,700.00
6231630	1.000	EACH	REMOVE ELECTRICAL SERVICE	\$1,000.00	\$1,000.00	\$2,000.00	\$2,000.00	\$1,200.00	\$1,200.00	\$1,200.00	\$1,200.00
6231795	364.000	LINFT	1 1/2-INCH CONDUIT	\$23.00	\$8,372.00	\$30.00	\$10,920.00	\$28.00	\$10,192.00	\$28.00	\$10,192.00
6231805	281.000	LINFT	2-INCH CONDUIT	\$26.00	\$7,306.00	\$20.00	\$5,620.00	\$30.00	\$8,430.00	\$30.00	\$8,430.00

Bid Tabulation September 28, 2023

Item No.	Quantity	Unit	Description	Engineer's Estimate		Road and Highway Builders LLC		Q & D Construction LLC		Granite Construction Company	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
6231820	96,378.000	LINFT	3-INCH CONDUIT	\$17.00	\$1,638,426.00	\$12.00	\$1,156,536.00	\$11.00	\$1,060,158.00	\$11.00	\$1,060,158.00
6231825	300.000	LINFT	3-INCH CONDUIT(METAL)	\$100.00	\$30,000.00	\$60.00	\$18,000.00	\$63.00	\$18,900.00	\$63.00	\$18,900.00
6231835	601.000	LINFT	4-INCH CONDUIT(METAL)	\$125.00	\$75,125.00	\$70.00	\$42,070.00	\$70.00	\$42,070.00	\$70.00	\$42,070.00
6231850	187,764.000	LINFT	4-INCH MULTIDUCT CONDUIT	\$27.00	\$5,069,628.00	\$15.00	\$2,816,460.00	\$15.00	\$2,816,460.00	\$15.00	\$2,816,460.00
6231970	18,180.000	LINFT	NO. 4 CONDUCTOR	\$2.60	\$47,268.00	\$2.00	\$36,360.00	\$2.50	\$45,450.00	\$2.50	\$45,450.00
6231975	1,590.000	LINFT	NO. 6 CONDUCTOR	\$2.00	\$3,180.00	\$1.00	\$1,590.00	\$2.00	\$3,180.00	\$2.00	\$3,180.00
6231985	2,673.000	LINFT	NO. 10 CONDUCTOR	\$1.85	\$4,945.05	\$1.00	\$2,673.00	\$1.00	\$2,673.00	\$1.00	\$2,673.00
6232175	106,274.000	LINFT	FIBER OPTIC CABLE	\$8.00	\$850,192.00	\$8.00	\$850,192.00	\$6.90	\$733,290.60	\$6.90	\$733,290.60
6232179	255.000	LINFT	FIBER OPTIC BRANCH CABLE	\$40.00	\$10,200.00	\$5.00	\$1,275.00	\$19.90	\$5,074.50	\$19.90	\$5,074.50
6232220	3.000	EACH	STEEL POST, 20-FOOT	\$13,000.00	\$39,000.00	\$15,000.00	\$45,000.00	\$10,300.00	\$30,900.00	\$10,300.00	\$30,900.00
6232225	1.000	EACH	STEEL POST, 30-FOOT	\$15,500.00	\$15,500.00	\$18,000.00	\$18,000.00	\$13,500.00	\$13,500.00	\$13,500.00	\$13,500.00
6232460	1.000	EACH	SIGNAL HEAD (2W1C, BRACKET)	\$1,750.00	\$1,750.00	\$1,500.00	\$1,500.00	\$2,130.00	\$2,130.00	\$2,130.00	\$2,130.00
6232550	2.000	EACH	SIGNAL HEAD 1W1C, POST TOP	\$1,500.00	\$3,000.00	\$1,500.00	\$3,000.00	\$4,120.00	\$8,240.00	\$4,120.00	\$8,240.00
6232680	55.000	SQFT	TRAFFIC SIGNAL SIGNS	\$65.00	\$3,575.00	\$50.00	\$2,750.00	\$60.00	\$3,300.00	\$60.00	\$3,300.00
6232685	27.000	SQFT	ILLUMINATED TRAFFIC SIGNS	\$370.00	\$9,990.00	\$80.00	\$2,160.00	\$410.00	\$11,070.00	\$410.00	\$11,070.00
6232915	3.000	EACH	INTEGRATED FIBER OPTIC SPLICE/TERMINATION UNIT (UNDERGROUND)	\$6,600.00	\$19,800.00	\$7,000.00	\$21,000.00	\$6,300.00	\$18,900.00	\$6,300.00	\$18,900.00
6232930	1.000	EACH	VIDEO OPTICAL TRANSCEIVER (VOTR) PAIR	\$3,000.00	\$3,000.00	\$5,000.00	\$5,000.00	\$1,140.00	\$1,140.00	\$1,140.00	\$1,140.00
6240130	1.000	FA	UNIFORMED TRAFFIC CONTROL OFFICER	\$280,000.00	\$280,000.00	\$280,000.00	\$280,000.00	\$280,000.00	\$280,000.00	\$280,000.00	\$280,000.00
6240140	250.000	DAY	TRAFFIC CONTROL SUPERVISOR	\$1,200.00	\$300,000.00	\$1,000.00	\$250,000.00	\$1,000.00	\$250,000.00	\$2,400.00	\$600,000.00
6240190	8.000	HOUR	RENT EQUIPMENT (MOTOR GRADER)	\$250.00	\$2,000.00	\$200.00	\$1,600.00	\$275.00	\$2,200.00	\$200.00	\$1,600.00
6240240	36.000	HOUR	RENT EQUIPMENT (LOADER)	\$250.00	\$9,000.00	\$170.00	\$6,120.00	\$245.00	\$8,820.00	\$200.00	\$7,200.00
6240280	52.000	HOUR	RENT EQUIPMENT (DUMP TRUCK)	\$200.00	\$10,400.00	\$180.00	\$9,360.00	\$160.00	\$8,320.00	\$145.00	\$7,540.00
6240390	16.000	HOUR	RENT EQUIPMENT (SHEEPSFOOT ROLLER)	\$180.00	\$2,880.00	\$140.00	\$2,240.00	\$295.00	\$4,720.00	\$185.00	\$2,960.00
6240420	20.000	HOUR	RENT EQUIPMENT (BACKHOE)	\$200.00	\$4,000.00	\$150.00	\$3,000.00	\$145.00	\$2,900.00	\$175.00	\$3,500.00
6240480	24.000	HOUR	RENT EQUIPMENT (HYDRAULIC EXCAVATOR)	\$250.00	\$6,000.00	\$190.00	\$4,560.00	\$245.00	\$5,880.00	\$215.00	\$5,160.00
6250490	1.000	LS	RENT TRAFFIC CONTROL DEVICES	\$2,302,000.00	\$2,302,000.00	\$1,731,869.06	\$1,731,869.06	\$423,587.90	\$423,587.90	\$7,300,000.00	\$7,300,000.00
6270100	1.000	LS	INSTALL STATE FURNISHED SIGNS	\$14,280.00	\$14,280.00	\$5,000.00	\$5,000.00	\$2,500.00	\$2,500.00	\$2,500.00	\$2,500.00
6270190	1,331.800	SQFT	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	\$140.00	\$186,452.00	\$150.00	\$199,770.00	\$145.00	\$193,111.00	\$145.00	\$193,111.00
6270220	88.980	SQFT	PERMANENT SIGN PANELS (PANELS ONLY)	\$65.00	\$5,783.70	\$100.00	\$8,898.00	\$38.50	\$3,425.73	\$38.50	\$3,425.73
6270240	959.860	SQFT	PERMANENT SIGNS, REMOVE	\$10.00	\$9,598.60	\$10.00	\$9,598.60	\$10.00	\$9,598.60	\$10.00	\$9,598.60
6270250	88.880	SQFT	PERMANENT SIGNS, REMOVE (PANEL ONLY)	\$10.00	\$888.80	\$10.00	\$888.80	\$10.00	\$888.80	\$10.00	\$888.80
6280120	1.000	LS	MOBILIZATION	\$5,641,191.90	\$5,641,191.90	\$4,700,000.00	\$4,700,000.00	\$4,692,220.77	\$4,692,220.77	\$7,275,815.20	\$7,275,815.20
6320920	33.870	MILE	EPOXY PAVEMENT STRIPING (6-INCH SOLID WHITE)	\$4,000.00	\$135,480.00	\$3,500.00	\$118,545.00	\$3,750.00	\$127,012.50	\$3,750.00	\$127,012.50
6320930	6,030.000	LINFT	EPOXY PAVEMENT STRIPING (8-INCH SOLID WHITE)	\$2.15	\$12,964.50	\$4.00	\$24,120.00	\$1.00	\$6,030.00	\$1.00	\$6,030.00
6320980	4.840	MILE	EPOXY PAVEMENT STRIPING (BROKEN YELLOW)	\$1,500.00	\$7,260.00	\$1,500.00	\$7,260.00	\$1,600.00	\$7,744.00	\$1,600.00	\$7,744.00
6321015	2.940	MILE	EPOXY PAVEMENT STRIPING (6-INCH SOLID YELLOW)	\$7,500.00	\$22,050.00	\$3,500.00	\$10,290.00	\$3,750.00	\$11,025.00	\$3,750.00	\$11,025.00
6321060	2.490	MILE	EPOXY PAVEMENT STRIPING (BROKEN YELLOW W/SOLID YELLOW)	\$3,000.00	\$7,470.00	\$3,800.00	\$9,462.00	\$5,500.00	\$13,695.00	\$5,500.00	\$13,695.00
6321080	10.920	MILE	EPOXY PAVEMENT STRIPING (DOUBLE SOLID YELLOW)	\$5,000.00	\$54,600.00	\$4,000.00	\$43,680.00	\$5,500.00	\$60,060.00	\$5,500.00	\$60,060.00
6340580	148.800	LINFT	PERMANENT PAVEMENT MARKING TAPE (TYPE 2) (24-INCH SOLID WHITE)	\$20.00	\$2,976.00	\$25.00	\$3,720.00	\$20.00	\$2,976.00	\$20.00	\$2,976.00
6341000	408.000	LINFT	THERMOPLASTIC PAVEMENT MARKING (SOLID WHITE)	\$10.00	\$4,080.00	\$25.00	\$10,200.00	\$20.00	\$8,160.00	\$20.00	\$8,160.00
6341060	1,582.500	SQFT	THERMOPLASTIC PAVEMENT MARKING (VARIES)	\$20.00	\$31,650.00	\$25.00	\$39,562.50	\$20.00	\$31,650.00	\$20.00	\$31,650.00
6370110	1.000	LS	TEMPORARY POLLUTION CONTROL	\$851,425.96	\$851,425.96	\$150,000.00	\$150,000.00	\$10,000.00	\$10,000.00	\$500,000.00	\$500,000.00
Totals:					\$62,053,110.88		\$47,888,888.00		\$48,600,000.00		\$74,878,878.00

Price Sensitivity
September 28, 2023

Contract No.: 3996
Project No.: NHP-STBG-0032(248)
Project Id: 69954
County: Churchill; Lyon
Range: R39 (\$59,000,000.01 to \$71,000,000)
Working: 250 days

RE: Samuel Thompson
Designer: Laura Wiggins

Engineer's Estimate	Road and Highway Builders LLC	Q & D Construction LLC	Diff. Between Low & 2nd	Diff Between EE & Low	Low Bid % of EE
\$62,053,110.88	\$47,888,888.00	\$48,600,000.00	\$711,112.00	-\$14,164,222.88	77.2%

Item No.	Quantity	Unit	Description	Engineer's Est. Unit Price	Low Bid Unit Price	2nd Low Bid Unit Price	Qty Chg Req'd to Chg Bid Order	% Change in Qty Req'd	Low % of EE	Significantly Unbalanced	Price & Quantity Check Comments
2010100	1.000	LS	CLEARING AND GRUBBING	\$908,480.00	\$350,000.00	\$65,000.00	N/A	N/A	38.5%	Yes	EE OK/ QTY OK
2020105	1.000	EACH	REMOVAL OF BRIDGE	\$240,000.00	\$350,000.00	\$500,000.00	-4.74	-474.1%	145.8%	No	EE OK, Design need to avoid the ordinary high water mark/ QTY OK
2020285	2392.000	LINFT	REMOVAL OF CULVERT PIPE	\$75.00	\$60.00	\$135.00	-9,481.49	-396.4%	80.0%	No	EE OK/ QTY OK
2020300	1723.000	LINFT	CLEAN CULVERT PIPE	\$60.00	\$30.00	\$60.00	-23,703.73	-1375.7%	50.0%	Yes	EE OK/ QTY OK
2020475	10465.000	LINFT	REMOVAL OF GUARDRAIL	\$7.00	\$5.00	\$6.00	-711,112.00	-6795.1%	71.4%	Yes	EE OK/ QTY OK
2020530	57.000	EACH	REMOVAL OF HEADWALL	\$2,200.00	\$2,000.00	\$1,550.00	1,580.25	2772.4%	90.9%	No	EE OK/ QTY OK
2020990	269659.460	SQYD	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	\$3.50	\$6.00	\$1.95	175,583.21	65.1%	171.4%	Yes	EE OK/ QTY OK
2021287	182660.610	LINFT	GRINDING FOR PAVEMENT MARKINGS	\$2.00	\$1.00	\$0.60	1,777,780.00	973.3%	50.0%	Yes	EE High should be \$1.00/ QTY OK
2030140	42947.810	CUYD	ROADWAY EXCAVATION	\$25.00	\$45.00	\$32.00	54,700.92	127.4%	180.0%	Yes	EE Low should be \$46/ QTY OK
2030160	3278.000	CUYD	DRAINAGE EXCAVATION	\$50.00	\$30.00	\$70.00	-17,777.80	-542.3%	60.0%	Yes	EE Low should be \$69/ QTY OK
2030230	92681.500	CUYD	BORROW EMBANKMENT	\$20.00	\$25.00	\$30.00	-142,222.40	-153.5%	125.0%	No	EE OK/ QTY OK
2060110	9926.000	CUYD	STRUCTURE EXCAVATION	\$80.00	\$60.00	\$25.00	20,317.49	204.7%	75.0%	No	EE OK/ QTY OK
2070110	3243.000	CUYD	GRANULAR BACKFILL	\$100.00	\$90.00	\$85.00	142,222.40	4385.5%	90.0%	No	EE OK/ QTY OK
2110150	51.300	ACRE	SEEDING	\$6,500.00	\$6,000.00	\$6,600.00	-1,185.19	-2310.3%	92.3%	No	EE OK/ QTY OK
2120045	2091.000	SQYD	PAINTING	\$80.00	\$50.00	\$5.50	15,980.04	764.2%	62.5%	Yes	EE High, should be \$48/ QTY OK
3020140	63180.550	CUYD	TYPE 1 CLASS B AGGREGATE BASE	\$100.00	\$8.50	\$87.00	-9,058.75	-14.3%	8.5%	Yes	EE OK/ QTY OK
4020100	25172.600	SQYD	PLANTMIXING MISCELLANEOUS AREAS	\$30.00	\$28.00	\$15.00	54,700.92	217.3%	93.3%	No	EE High should be \$20/ QTY OK
4020180	79748.230	TON	PLANTMIX SURFACING (TYPE 2) (WET)	\$170.00	\$122.00	\$121.00	711,112.00	891.7%	71.8%	Yes	EE High should be \$128/ QTY OK
4030110	15828.620	TON	PLANTMIX OPEN-GRADED SURFACING (3/8-INCH) (WET)	\$180.00	\$175.00	\$155.00	35,555.60	224.6%	97.2%	No	EE High should be \$165/ QTY OK
4060120	176429.000	SQYD	PRIME COAT	\$1.50	\$1.00	\$1.80	-888,890.00	-503.8%	66.7%	Yes	EE OK/ QTY OK
5020280	12669.000	LINFT	SINGLE SLOPE CONCRETE BARRIER RAIL, TYPE B	\$100.00	\$150.00	\$144.00	118,518.67	935.5%	150.0%	No	EE Low should be \$180/ QTY OK
5020281	422.000	LINFT	SINGLE SLOPE CONCRETE BARRIER RAIL, TYPE B (OFFSET)	\$225.00	\$200.00	\$425.00	-3,160.50	-748.9%	88.9%	No	EE Low, should be \$340 / QTY OK
5020750	70.490	CUYD	CLASS AA CONCRETE (MINOR)	\$4,000.00	\$4,000.00	\$2,950.00	677.25	960.8%	100.0%	No	EE OK/ QTY OK
5020881	111.000	CUYD	CLASS DA CONCRETE, MODIFIED (MAJOR) (STRUCTURES)	\$2,500.00	\$4,400.00	\$1,750.00	268.34	241.8%	176.0%	Yes	EE OK/ QTY OK
5020990	53.000	CUYD	CLASS DA CONCRETE, MODIFIED (MAJOR)	\$2,500.00	\$3,500.00	\$2,150.00	526.75	993.9%	140.0%	No	EE OK/ QTY OK
5021010	325.800	CUYD	CLASS EA CONCRETE, MODIFIED (MAJOR)	\$2,500.00	\$4,000.00	\$1,950.00	346.88	106.5%	160.0%	Yes	EE OK/ QTY OK
5050120	95261.000	POUND	REINFORCING STEEL (EPOXY COATED)	\$3.20	\$3.00	\$2.42	1,226,055.17	1287.0%	93.8%	No	EE High, should be \$2.30 / QTY OK
5060100	1.000	LS	STRUCTURAL STEEL	\$1,555,000.00	\$800,000.00	\$737,712.00	N/A	N/A	51.4%	Yes	EE OK/ QTY OK
5080270	854.000	LINFT	FURNISH STEEL PIPE PILES (18-INCH)	\$150.00	\$200.00	\$150.00	14,222.24	1665.4%	133.3%	No	EE OK/ QTY OK
5080410	28.000	EACH	DRIVE STEEL PIPE PILES	\$10,500.00	\$20,000.00	\$9,645.00	68.67	245.3%	190.5%	Yes	EE OK/ QTY OK
6030140	516.000	LINFT	15-INCH REINFORCED CONCRETE PIPE, CLASS III	\$275.00	\$250.00	\$145.00	6,772.50	1312.5%	90.9%	No	EE a little high, should be \$200 / QTY OK
6030170	917.000	LINFT	18-INCH REINFORCED CONCRETE PIPE, CLASS III	\$250.00	\$270.00	\$155.00	6,183.58	674.3%	108.0%	No	EE OK/ QTY OK
6030230	996.000	LINFT	24-INCH REINFORCED CONCRETE PIPE, CLASS III	\$225.00	\$300.00	\$215.00	8,366.02	840.0%	133.3%	No	EE OK/ QTY OK
6030290	817.000	LINFT	30-INCH REINFORCED CONCRETE PIPE, CLASS III	\$275.00	\$320.00	\$215.00	6,772.50	828.9%	116.4%	No	EE OK/ QTY OK
6030350	372.000	LINFT	36-INCH REINFORCED CONCRETE PIPE, CLASS III	\$350.00	\$350.00	\$260.00	7,901.24	2124.0%	100.0%	No	EE OK/ QTY OK
6030410	497.000	LINFT	42-INCH REINFORCED CONCRETE PIPE, CLASS III	\$250.00	\$380.00	\$420.00	-17,777.80	-3577.0%	152.0%	Yes	EE OK/ QTY OK
6030440	214.000	LINFT	48-INCH REINFORCED CONCRETE PIPE, CLASS III	\$450.00	\$420.00	\$330.00	7,901.24	3692.2%	93.3%	No	EE OK/ QTY OK
6031050	21.000	EACH	24-INCH PRECAST END SECTION	\$2,600.00	\$2,500.00	\$2,450.00	14,222.24	67725.0%	96.2%	No	EE OK/ QTY OK
6031070	15.000	EACH	30-INCH PRECAST END SECTION	\$3,500.00	\$3,000.00	\$2,850.00	4,740.75	31605.0%	85.7%	No	EE OK/ QTY OK
6091040	13359.000	POUND	STRUCTURAL STEEL GRATES	\$5.50	\$4.00	\$4.75	-948,149.33	-7097.5%	72.7%	Yes	EE OK/ QTY OK
6091742	863.000	LINFT	24-INCH PIPE LINER	\$300.00	\$250.00	\$268.00	-39,506.22	-4577.8%	83.3%	No	EE OK/ QTY OK
6100190	387.000	CUYD	RIPRAP (CLASS 300)	\$200.00	\$250.00	\$385.00	-5,267.50	-1361.1%	125.0%	No	EE OK/ QTY OK
6100200	1274.000	CUYD	RIPRAP (CLASS 400)	\$250.00	\$250.00	\$215.00	20,317.49	1594.8%	111.1%	No	EE OK/ QTY OK
6100210	385.000	CUYD	RIPRAP (CLASS 550)	\$250.00	\$250.00	\$245.00	142,222.40	36940.9%	100.0%	No	EE OK/ QTY OK
6100470	9746.000	CUYD	RIPRAP BEDDING (CLASS 300)	\$115.00	\$45.00	\$115.00	-10,158.74	-104.2%	39.1%	Yes	EE OK/ QTY OK
6100480	338.000	CUYD	RIPRAP BEDDING (CLASS 400)	\$150.00	\$250.00	\$91.00	4,472.40	1323.2%	166.7%	Yes	EE OK/ QTY OK
6160730	41601.000	LINFT	TYPE A-4B FENCE (SPECIAL)	\$7.00	\$7.00	\$7.49	-1,451,248.98	-3488.5%	100.0%	No	EE OK/ QTY OK
6170770	2.000	EACH	24-FOOT PRECAST CATTLE GUARD	\$32,000.00	\$38,000.00	\$35,000.00	237.04	11851.9%	118.8%	No	EE OK/ QTY OK
6170790	3.000	EACH	30-FOOT PRECAST CATTLE GUARD	\$45,000.00	\$42,000.00	\$41,000.00	711.11	23703.7%	93.3%	No	EE OK/ QTY OK
6170860	2.000	EACH	46-FOOT PRECAST CATTLE GUARD	\$73,000.00	\$50,000.00	\$57,000.00	-101.59	-5079.4%	68.5%	Yes	EE High, should be \$60,000/ QTY OK
6170880	1.000	EACH	56-FOOT PRECAST CATTLE GUARD	\$60,000.00	\$55,000.00	\$67,000.00	-59.26	-5925.9%	91.7%	No	EE OK/ QTY OK
6180350	35.000	EACH	GUARDRAIL TERMINAL (FLARED)	\$5,500.00	\$6,500.00	\$6,500.00	N/A	N/A	118.2%	No	EE OK/ QTY OK
6180400	28.000	EACH	GUARDRAIL- BARRIER RAIL CONNECTION (TRIPLE CORRUGATION)	\$4,700.00	\$10,000.00	\$9,000.00	711.11	2539.7%	212.8%	Yes	EE OK/ QTY OK
6180540	3028.000	LINFT	GALVANIZED GUARDRAIL	\$95.00	\$60.00	\$65.00	-142,222.40	-4696.9%	63.2%	Yes	EE High should be \$64/ QTY OK
6230201	107.000	EACH	ITS VAULT	\$8,500.00	\$8,000.00	\$8,800.00	-888.89	-830.7%	94.1%	No	EE OK/ QTY OK

Price Sensitivity
September 28, 2023

6230236	109.000	EACH	NO. 7 PULL BOX, MODIFIED	\$2,500.00	\$2,700.00	\$2,700.00	N/A	N/A	108.0%	No	EE OK/ QTY high, should have been 107
6230480	18.000	EACH	SOLAR STREET LIGHT	\$28,500.00	\$1,000.00	\$21,500.00	-34.69	-192.7%	3.5%	Yes	EE OK- (SLI received price quotes from the
6230537	4.000	EACH	SOLAR POLE	\$18,000.00	\$8,000.00	\$21,200.00	-53.87	-1346.8%	44.4%	Yes	EE OK/ QTY OK
6230575	10.000	EACH	STEEL POLE, TYPE 7 (WITH SAFETY BASE)	\$11,750.00	\$12,000.00	\$11,900.00	7,111.12	71111.2%	102.1%	No	EE OK/ QTY OK
6231820	96378.000	LINFT	3-INCH CONDUIT	\$17.00	\$12.00	\$11.00	711,112.00	737.8%	70.6%	Yes	EE OK/ QTY OK
6231835	601.000	LINFT	4-INCH CONDUIT(METAL)	\$125.00	\$70.00	\$70.00	N/A	N/A	56.0%	Yes	EE OK/ QTY OK
6231850	187764.000	LINFT	4-INCH MULTIDUCT CONDUIT	\$27.00	\$15.00	\$15.00	N/A	N/A	55.6%	Yes	EE OK/ QTY OK
6232175	106274.000	LINFT	FIBER OPTIC CABLE	\$8.00	\$8.00	\$6.90	646,465.45	608.3%	100.0%	No	EE OK/ QTY OK
6240140	250.000	DAY	TRAFFIC CONTROL SUPERVISOR	\$1,200.00	\$1,000.00	\$1,000.00	N/A	N/A	83.3%	No	EE OK/ QTY OK
6250490	1.000	LS	RENT TRAFFIC CONTROL DEVICES	\$2,302,000.00	\$1,731,869.06	\$423,587.90	N/A	N/A	75.2%	No	EE OK/ QTY OK
6270190	1331.800	SQFT	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	\$140.00	\$150.00	\$145.00	142,222.40	10679.0%	107.1%	No	EE OK/ QTY OK
6280120	1.000	LS	MOBILIZATION	\$5,641,191.90	\$4,700,000.00	\$4,692,220.77	N/A	N/A	83.3%	No	Fixed Percentage 10%
6320920	33.870	MILE	EPOXY PAVEMENT STRIPING (6-INCH SOLID WHITE)	\$4,000.00	\$3,500.00	\$3,750.00	-2,844.45	-8398.1%	87.5%	No	EE OK/ QTY OK
6321080	10.920	MILE	EPOXY PAVEMENT STRIPING (DOUBLE SOLID YELLOW)	\$5,000.00	\$4,000.00	\$5,500.00	-474.07	-4341.3%	80.0%	No	EE OK/ QTY OK
6370110	1.000	LS	TEMPORARY POLLUTION CONTROL	\$851,425.96	\$150,000.00	\$10,000.00	5.08	507.9%	17.6%	Yes	EE OK/ QTY OK

Additional Comments: The Bid Review Analysis Team has reviewed and checked the engineer's estimate and quantities; one bid item quantity error was found. Bid Item 6230236 No. 7 Pull Box, Modified was high and will decrease from 109 Each to 107 Each. The BRAT also discussed the overall engineer's estimate and varying bid item pricing received from the contractors. General construction material price uncertainty continues to be difficult to estimate. All other prices and quantities have been verified. **BRAT Recommends to Award.**

Purpose and Need of Project: This project is located on US 50 and begins near Silver Springs Roundabout in Lyon County and continues east to Leeteville Junction and US 50A. Project improvements include a 2-inch mill and a 3-inch overlay with open-grade. Lighting, signs, as well as several chain up access areas will be paved and improved to provide drivers a safe place to pull over. Lastly, this section of US 50, will also widen and pave the shoulders to provide 4 feet of paving beyond the rumble strips and add additional bike route signage as this section of US 50 is designated as a National Bike Route.



1263 South Stewart Street
Carson City, NV 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 29, 2023

TO: Department of Transportation Board of Directors
FROM: Tracy Larkin Thomason, P.E., Director
SUBJECT: December 11, 2023 | Transportation Board of Directors Meeting
ITEM # 6: Contract 4500, Project No. SPF-395-1(036), on US 395, from the CA/NV State line to 3.228 miles north of the Leviathan Mine Road, with GRANITE CONSTRUCTION COMPANY, to cold mill, and place plantmix bituminous surface with open grade, construct passing lanes, hydraulic, lighting, and ITS improvements, Douglas County, Nevada. – *For possible action*

Summary:

October 19, 2023, at 2:00 PM, the following bids were opened for Contract 4500, Project No. SPF-395-1(036), on US 395, from the CA/NV State line to 3.228 miles north of the Leviathan Mine Road, in Douglas County, to cold mill, and place plantmix bituminous surface with open grade, construct passing lanes, hydraulic, lighting, and ITS improvements.

Granite Construction Company.....	\$21,887,887.00
Road and Highway Builders LLC.....	\$23,555,555.00
Engineer’s Estimate.....	\$19,088,546.14

List of Attachment(s):

- A. Concurrence in Award Memorandum
- B. Unofficial Bid Results
- C. Disadvantaged Business Enterprise (SBE) Goal
- D. Bid Review and Analysis Team (BRAT) Summary Report

Recommendation for Board Action:

Award contract 4500, to GRANITE CONSTRUCTION COMPANY, in the amount of \$21,887,887.00.

Prepared by:

Administrative Services Division



Attachment A
1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7070
Fax: (775) 888-7101

MEMORANDUM
Administrative Services

November 7, 2023

To: Tracy Larkin Thomason, P.E., Director
Scott Hein, Assistant Director, Engineering
Jeffrey Lerud, Deputy Director, Operations and Maintenance

From: Vanessa Pickles, Contract Services Manager, Administrative Services DS
VP

Subject: Concurrence in Award for Contract No. 4500, Project No. SPF-395-1-(036), on US 395, from the CA/NV state line to 3.228 miles North of Leviathan Mine Road, in Douglas County, described as: cold mill and place plantmix bituminous surface with open grade, construct passing lanes, hydraulic, lighting, and ITS improvements. The Engineer's Estimate is \$19,066,114.95.

This memo is to confirm concurrence in award of the subject contract.

Bid proposals were opened on October 19, 2023. Granite Construction Company is the apparent low bidder at \$21,887,887.00 and they submitted a properly executed proposal, bid bond, and anti-collusion affidavit. The second low bidder is Road and Highway Builders LLC with a bid of \$23,555,555.00.

The project is State funded, required 7.00% SBE and Bidder's Preference was applied, but did not affect the successful contractor's ranking.

The subcontractor and supplier listings submitted by Granite Construction Company have been reviewed and confirmed by Contract Services. The SBE information submitted by Granite Construction Company has been reviewed and certified by the External Civil Rights office. Granite Construction Company has met the required SBE participation with a 7.59% commitment. The bid is above the Engineer's Estimate Range, and a copy of the Unofficial Bid Results report is attached for your reference. The BRAT Co-Chairs have provided their recommendation to award, and the report is attached.

Your concurrence in award of this contract by endorsement hereon is respectfully requested. Upon receipt, a packet will be prepared to obtain approval of the award at the December 2023 Transportation Board meeting.

Concurrence to award:

DocuSigned by:

Scott Hein, Assistant Director

DocuSigned by:

Jeffrey Lerud, Deputy Director

DocuSigned by:

Tracy Larkin Thomason, P.E., Director

- Attachments:
- Unofficial Bid Results
- SBE Sub Approval
- BRAT Summary Report



Nevada Department of Transportation Unofficial Bid Results

Contract #: 4500**Bid Opening Date and Time:** 10/19/2023 2:00 PM**Designer:** Michael Walters**Liquidated Damages (\$):** 8,000.00**Project Coordinator:** TYLER WOOD**Anticipated Working Days:** 110**Engineer's Estimate Range (\$):** R32 (\$16,500,000.01 to \$20,000,000.00)**District:** District 2**Project Number:** SPF-395-1-(036)**County:** Douglas County**Location Description:** US 395, DOUGLAS COUNTY, FROM THE CA/NV STATELINE TO 3.228 MILES NORTH OF THE LEVIATHAN MINE ROAD, MP DO 0.00 TO MP DO 12.083**Project Scope:** 3R PROJECT CONSISTING OF A MILL AND OVERLAY WITH PASSING LANES, HYDRAULIC, LIGHTING, AND ITS IMPROVEMENTS

		Actual Bid Amount
Apparent Low Bidder:	Granite Construction Company	\$21,887,887.00
Apparent 2nd:	ROAD AND HIGHWAY BUILDERS LLC	\$23,555,555.00

Bidders		Actual Bid Amount
1	Granite Construction Company PO Box 50085, Watsonville, California, 95077 (831) 724-1011	\$21,887,887.00
2	ROAD AND HIGHWAY BUILDERS LLC PO BOX 70846, RENO, Nevada, 89570 (775) 852-7283	\$23,555,555.00




Attachment C

1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7497
Fax: (775) 888-7235

MEMORANDUM
Contract Compliance

October 26, 2023

To: Cori Brennan, Assistant Chief, Administrative Services

From: Jess Lis, DBE Specialist 

Subject: NDOT Bidder SBE Information – Contract no. 4500, US 395, Douglas County, From the CA/NA Stateline to 3.228 Miles North of the Leviathan Mine Road, MP DO 0.00 to MP DO 12.083, in Douglas County, to 3R Project consisting of a mill and overlay with passing lanes, hydraulic, lighting, and its improvements

Apparent low bid: \$21,887,887.00

The SBE information for TITAN ELECTRICAL CONTRACTING, INC. as submitted by the apparent low bidder, Granite Construction Company, has been received by External Civil Rights and we have concluded:

TITAN ELECTRICAL CONTRACTING, INC. holds active State of Nevada business licenses, active Nevada State Contractors Board license and are Nevada certified SBE firms. TITAN ELECTRICAL CONTRACTING, INC. is clear of State disqualification and Federal exclusion.

The SBE goal of 7% has been met with a 7.59% SBE committed participation by the apparent low bidder Granite Construction Company.

The SBE firm is approved for this contract.

cc: Contract Services
Contract Compliance
Teri Lewis, SBE/DBE/Title VI Manager



Attachment D

1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7070
Fax: (775) 888-7101

MEMORANDUM
Administrative Services

November 6, 2023

To: Cori Brennan, Assistant Chief, Administrative Services Division
From: Bid Review and Analysis Team
Subject: BRAT Summary Report for Contract No.: 4500


The Bid Review and Analysis Team (BRAT) met on October 31, 2023, to discuss bids for the above referenced contract. The following were in attendance:

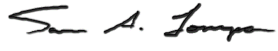
- Samantha Dowd, Assistant Chief Roadway Design Engineer
- Sam Lompa, Chief Construction Engineer
- Tonia Andree, Professional Engineer
- Mark Cukrov, Professional Engineer
- Brian Deal, Professional Engineer
- David Fox, Professional Engineer
- Mebrahtu Gobena, Associate Engineer
- Steve Hale, Professional Engineer
- Monty Lowe, Associate Engineer
- Eric MacGill, Associate Engineer
- Kevin Maxwell, Professional Engineer
- Brandon Monette, Associate Engineer
- Wes Osmer, Professional Engineer
- Shawn Paterson, Professional Engineer
- Vanessa Pickles, Contract Services Manager
- Jesse Smithson Professional Engineer
- Sierra Udey, Program Officer
- Michael West, Associate Engineer
- Courtney Whitfield, Associate Engineer
- Tyler Wood, Associate Engineer
- Thomas Young, Professional Engineer

The overall bid proposal was evaluated and determined to be acceptable. The Bid Tabulation and Price Sensitivity is attached.

The apparent lowest responsive bidder, Granite Construction Company, submitted a bid which is 114.7% of the Engineer's Estimate. The BRAT recommends award of this contract.

Submitted:

DocuSigned by:

Samantha Dowd, BRAT Co-Chair

DocuSigned by:

Sam Lompa, BRAT Co-Chair

cc: Attendees
Lori Story, Legal
Design Admin

Contract # : 4500
Project Scope : 3R PROJECT CONSISTING OF A MILL AND OVERLAY WITH PASSING LANES, HYDRAULIC, LIGHTING, AND ITS IMPROVEMENTS
Location : US 395, DOUGLAS COUNTY, FROM THE CANV STATELINE TO 3.228 MILES NORTH OF THE LEVIATHAN MINE ROAD, MP DO 0.00 TO MP DO 12.083
Bid Opening Date : October 19, 2023, 02:00 PM

Project EA : 74239
Project Number(s) : SPF-395-1-(036)
County : Douglas County
Engineers Estimate Range : R32 (\$16,500,000.01 to \$20,000,000.00)
Anticipated Working Days : 110

Item Number	Quantity	Unit	Item Description	Engineer's Estimate		Granite Construction Company		ROAD AND HIGHWAY BUILDERS LLC	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
2010100	1.000	LS	CLEARING AND GRUBBING	\$98,000.00	\$98,000.00	\$90,000.00	\$90,000.00	\$50,000.00	\$50,000.00
2020285	1,250.000	LINFT	REMOVAL OF CULVERT PIPE	\$50.00	\$62,500.00	\$55.00	\$68,750.00	\$50.00	\$62,500.00
2020310	9.000	SOYD	REMOVAL OF CONCRETE SLAB	\$100.00	\$900.00	\$1,700.00	\$15,300.00	\$200.00	\$1,800.00
2020415	4.000	EACH	REMOVAL OF CONCRETE FOUNDATION	\$1,000.00	\$4,000.00	\$2,200.00	\$8,800.00	\$1,500.00	\$6,000.00
2020450	18.000	EACH	REMOVE END SECTION	\$500.00	\$9,000.00	\$700.00	\$12,600.00	\$300.00	\$5,400.00
2020455	1.000	EACH	RESET END SECTION	\$1,000.00	\$1,000.00	\$700.00	\$700.00	\$800.00	\$800.00
2020475	684.000	LINFT	REMOVAL OF GUARDRAIL	\$10.00	\$6,840.00	\$8.00	\$5,472.00	\$15.00	\$10,260.00
2020530	7.000	EACH	REMOVAL OF HEADWALL	\$2,000.00	\$14,000.00	\$1,650.00	\$11,550.00	\$1,500.00	\$10,500.00
2020595	52.000	LINFT	REMOVAL OF CHAIN LINK FENCE	\$40.00	\$2,080.00	\$46.00	\$2,392.00	\$50.00	\$2,600.00
2020625	4.000	EACH	REMOVE EMBANKMENT PROTECTOR	\$2,000.00	\$8,000.00	\$400.00	\$1,600.00	\$1,000.00	\$4,000.00
2020895	11.000	EACH	REMOVE LIGHTING FIXTURES	\$275.00	\$3,025.00	\$180.00	\$1,980.00	\$500.00	\$5,500.00
2020925	7.000	EACH	REMOVAL OF PULL BOX	\$250.00	\$1,750.00	\$340.00	\$2,380.00	\$500.00	\$3,500.00
2020935	56.000	CUYD	REMOVAL OF COMPOSITE SURFACE	\$200.00	\$11,200.00	\$150.00	\$8,400.00	\$150.00	\$8,400.00
2020955	1,529.000	LINFT	REMOVAL OF BITUMINOUS SHOULDER DIKE	\$5.00	\$7,645.00	\$4.00	\$6,227.60	\$5.00	\$22,935.00
2020990	327,166.410	SOYD	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	\$3.00	\$981,499.23	\$1.00	\$327,166.41	\$16.00	\$1,962,998.46
2021040	4.000	EACH	REMOVAL OF DROP INLET	\$2,000.00	\$8,000.00	\$3,000.00	\$12,000.00	\$1,500.00	\$6,000.00
2021070	810.000	LINFT	REMOVAL OF CURB AND GUTTER	\$10.00	\$8,100.00	\$35.00	\$28,350.00	\$10.00	\$8,100.00
2021160	1.000	EACH	REMOVAL OF DYNAMIC MESSAGE SIGN	\$5,000.00	\$5,000.00	\$13,700.00	\$13,700.00	\$5,000.00	\$5,000.00
2021280	2,654.370	SOYD	REMOVAL OF MEDIAN ISLAND	\$15.00	\$39,815.55	\$14.50	\$38,488.37	\$10.00	\$26,543.70
2021287	8,432.760	LINFT	GRINDING FOR PAVEMENT MARKINGS	\$0.50	\$4,216.38	\$1.00	\$8,432.76	\$3.00	\$25,298.28
2030140	4,977.190	CUYD	ROADWAY EXCAVATION	\$40.00	\$199,087.60	\$45.00	\$223,973.55	\$55.00	\$273,745.45
2060110	1,654.000	CUYD	STRUCTURE EXCAVATION	\$80.00	\$132,320.00	\$190.00	\$314,260.00	\$60.00	\$99,240.00
2070110	651.700	CUYD	GRANULAR BACKFILL	\$85.00	\$55,394.50	\$73.00	\$47,574.10	\$90.00	\$58,653.00
2110150	5.070	ACRE	SEEDING	\$6,000.00	\$30,420.00	\$13,450.00	\$68,191.50	\$4,000.00	\$20,280.00
3020140	6,383.960	CUYD	TYPE 1 CLASS B AGGREGATE BASE	\$125.00	\$797,995.00	\$40.00	\$255,358.40	\$40.00	\$255,358.40
4020100	5,338.470	SOYD	PLANTMIXING MISCELLANEOUS AREAS	\$30.00	\$160,154.10	\$37.00	\$197,523.39	\$30.00	\$160,154.10
4020130	1,529.000	LINFT	PLANTMIX BITUMINOUS SHOULDER DIKES	\$12.00	\$18,348.00	\$9.25	\$14,143.25	\$25.00	\$38,225.00
4020180	37,436.350	TON	PLANTMIX SURFACING (TYPE 2) (WET)	\$110.00	\$4,117,998.50	\$163.00	\$6,102,125.05	\$95.00	\$3,556,453.25
4030050	700.000	LINFT	TRANSVERSE MILLED RUMBLE STRIPS	\$50.00	\$35,000.00	\$10.00	\$7,000.00	\$3.00	\$2,100.00
4030100	12.370	MILE	MILLED RUMBLE STRIPS	\$1,200.00	\$14,844.00	\$1,200.00	\$14,844.00	\$1,800.00	\$22,266.00
4030110	11,586.390	TON	PLANTMIX OPEN-GRADED SURFACING (3/8-INCH) (WET)	\$150.00	\$1,737,958.50	\$202.00	\$2,340,450.78	\$180.00	\$2,085,550.20
4060120	10,354.930	SOYD	PRIME COAT	\$1.25	\$12,943.66	\$1.50	\$15,532.40	\$2.00	\$20,709.86
4060210	1,670.040	TON	SAND BLOTTER	\$90.00	\$150,303.60	\$2.50	\$4,175.10	\$6.00	\$10,020.24
4070190	231.670	TON	EMULSIFIED ASPHALT, TYPE SS-1H (DILUTED)	\$1,500.00	\$347,505.00	\$26.00	\$6,023.42	\$250.00	\$57,917.50
5020750	32.670	CUYD	CLASS AA CONCRETE (MINOR)	\$3,000.00	\$98,010.00	\$3,500.00	\$114,345.00	\$4,500.00	\$147,015.00
5020760	216.210	CUYD	CLASS AA CONCRETE (ISLAND PAVING)	\$600.00	\$129,726.00	\$775.00	\$167,562.75	\$300.00	\$64,863.00
5050100	674.000	POUND	REINFORCING STEEL	\$3.00	\$2,022.00	\$10.00	\$6,740.00	\$12.00	\$8,088.00
6030140	191.000	LINFT	15-INCH REINFORCED CONCRETE PIPE, CLASS III	\$125.00	\$23,875.00	\$60.00	\$11,460.00	\$300.00	\$57,300.00
6030170	458.000	LINFT	18-INCH REINFORCED CONCRETE PIPE, CLASS III	\$150.00	\$68,700.00	\$84.00	\$38,472.00	\$320.00	\$146,560.00
6030230	515.000	LINFT	24-INCH REINFORCED CONCRETE PIPE, CLASS III	\$140.00	\$72,100.00	\$90.00	\$46,350.00	\$350.00	\$180,250.00
6030290	144.000	LINFT	30-INCH REINFORCED CONCRETE PIPE, CLASS III	\$150.00	\$21,600.00	\$173.00	\$24,912.00	\$400.00	\$57,600.00
6031020	2.000	EACH	15-INCH PRECAST END SECTION	\$1,500.00	\$3,000.00	\$1,800.00	\$3,600.00	\$1,500.00	\$3,000.00
6031030	9.000	EACH	18-INCH PRECAST END SECTION	\$1,300.00	\$11,700.00	\$2,200.00	\$19,800.00	\$2,000.00	\$18,000.00
6031050	10.000	EACH	24-INCH PRECAST END SECTION	\$1,400.00	\$14,000.00	\$2,500.00	\$25,000.00	\$2,500.00	\$25,000.00
6031070	2.000	EACH	30-INCH PRECAST END SECTION	\$1,800.00	\$3,600.00	\$2,800.00	\$5,600.00	\$2,800.00	\$5,600.00
6040205	10.000	LINFT	12-INCH CORR. METAL PIPE (16 GAGE)	\$100.00	\$1,000.00	\$56.00	\$560.00	\$250.00	\$2,500.00
6040280	4.000	LINFT	18-INCH CORR. METAL PIPE (16 GAGE)	\$1,000.00	\$4,000.00	\$209.00	\$836.00	\$300.00	\$1,200.00
6040390	48.000	LINFT	24-INCH CORR. METAL PIPE (16 GAGE)	\$200.00	\$9,600.00	\$66.00	\$3,168.00	\$280.00	\$14,400.00
6041370	2.000	EACH	49-INCH X 33-INCH METAL ARCH END SECTION	\$2,000.00	\$4,000.00	\$3,900.00	\$7,800.00	\$3,000.00	\$6,000.00
6042415	5.000	EACH	18-INCH METAL END SECTION	\$1,000.00	\$5,000.00	\$1,100.00	\$5,500.00	\$1,200.00	\$6,000.00
6042440	13.000	EACH	24-INCH METAL END SECTION	\$900.00	\$11,700.00	\$1,200.00	\$15,600.00	\$1,500.00	\$19,500.00
6042460	1.000	EACH	30-INCH METAL END SECTION	\$1,200.00	\$1,200.00	\$1,900.00	\$1,900.00	\$1,800.00	\$1,800.00
6042510	1.000	EACH	48-INCH METAL END SECTION	\$2,000.00	\$2,000.00	\$3,200.00	\$3,200.00	\$2,500.00	\$2,500.00
6080170	4.000	EACH	EMBANKMENT PROTECTOR, TYPE 5-2G	\$6,000.00	\$24,000.00	\$6,200.00	\$24,800.00	\$5,000.00	\$20,000.00
6090620	3.000	EACH	ADJUST DROP INLET	\$2,000.00	\$6,000.00	\$2,300.00	\$6,900.00	\$1,500.00	\$4,500.00
6091040	3,028.000	POUND	STRUCTURAL STEEL GRATES	\$5.00	\$15,140.00	\$4.00	\$12,112.00	\$6.00	\$18,168.00
6100050	120.000	SOYD	GEOTEXTILE (CLASS 1)	\$7.00	\$840.00	\$20.00	\$2,400.00	\$8.00	\$960.00
6100190	42.000	CUYD	RIPRAP (CLASS 300)	\$200.00	\$8,400.00	\$173.00	\$7,266.00	\$400.00	\$16,800.00
6100200	11.000	CUYD	RIPRAP (CLASS 400)	\$200.00	\$2,200.00	\$155.00	\$1,705.00	\$400.00	\$4,400.00

6100470	16,000	CUYD	RIPRAP BEDDING (CLASS 300)	\$200.00	\$3,200.00	\$187.00	\$2,992.00	\$300.00	\$4,800.00
6100480	3,000	CUYD	RIPRAP BEDDING (CLASS 400)	\$200.00	\$600.00	\$325.00	\$975.00	\$300.00	\$900.00
6130390	7,352,000	LINFT	CLASS AA CONCRETE GLUE DOWN CURB (TYPE B)	\$12.00	\$88,224.00	\$12.50	\$91,900.00	\$20.00	\$147,040.00
6130830	1,001,000	LINFT	CLASS AA CONCRETE CURB AND GUTTER (TYPE 5)	\$50.00	\$50,050.00	\$36.00	\$36,036.00	\$40.00	\$40,040.00
6130890	1,529,000	LINFT	CLASS AA CONCRETE CURB AND GUTTER (TYPE 8)	\$50.00	\$76,450.00	\$36.00	\$55,044.00	\$45.00	\$68,805.00
6131370	18,000	SOYD	CLASS AA CONCRETE SLAB (4-INCH)	\$250.00	\$4,500.00	\$1,000.00	\$18,000.00	\$100.00	\$1,800.00
6160420	1,000	EACH	4-FOOT METAL WALK GATE	\$550.00	\$550.00	\$1,430.00	\$1,430.00	\$1,500.00	\$1,500.00
6160480	1,000	EACH	12-FOOT SWING GATE (DOUBLE)	\$3,500.00	\$3,500.00	\$1,650.00	\$1,650.00	\$5,000.00	\$5,000.00
6161250	42,000	LINFT	72-INCH CHAIN-LINK FENCE (VINYL SLATS)	\$100.00	\$4,200.00	\$200.00	\$8,400.00	\$150.00	\$6,300.00
6180250	23,646,000	LINFT	REMOVE AND RESET GUARDRAIL	\$5.00	\$118,230.00	\$7.50	\$177,345.00	\$6.00	\$141,876.00
6180270	2,000	EACH	TRAILING END ANCHOR	\$1,500.00	\$3,000.00	\$2,000.00	\$4,000.00	\$4,000.00	\$8,000.00
6180360	4,000	EACH	GUARDRAIL TERMINAL (TANGENTIAL)	\$5,000.00	\$20,000.00	\$5,500.00	\$22,000.00	\$5,000.00	\$20,000.00
6180390	2,000	EACH	GUARDRAIL-BARRIER RAIL CONNECTION	\$8,000.00	\$16,000.00	\$7,850.00	\$15,700.00	\$4,000.00	\$8,000.00
6180540	8,059,000	LINFT	GALVANIZED GUARDRAIL	\$50.00	\$402,950.00	\$55.00	\$443,245.00	\$60.00	\$483,540.00
6190200	702,000	EACH	GUIDE POSTS (RIGID)	\$50.00	\$35,100.00	\$65.00	\$45,630.00	\$60.00	\$42,120.00
6190260	8,000	EACH	OBJECT MARKERS, TYPE 2	\$100.00	\$800.00	\$175.00	\$1,400.00	\$150.00	\$1,200.00
6230201	96,000	EACH	ITS VAULT	\$8,000.00	\$768,000.00	\$10,300.00	\$988,800.00	\$10,000.00	\$960,000.00
6230226	17,000	EACH	NO. 3-1/2 PULL BOX, MODIFIED	\$1,250.00	\$21,250.00	\$1,700.00	\$28,900.00	\$1,200.00	\$20,400.00
6230232	19,000	EACH	NO. 5 PULL BOX, MODIFIED	\$1,900.00	\$36,100.00	\$2,000.00	\$38,000.00	\$1,500.00	\$28,500.00
6230236	110,000	EACH	NO. 7 PULL BOX, MODIFIED	\$2,200.00	\$242,000.00	\$3,000.00	\$330,000.00	\$4,000.00	\$440,000.00
6230268	36,000	EACH	LUMINAIRE, TYPE B	\$825.00	\$29,700.00	\$740.00	\$26,640.00	\$500.00	\$18,000.00
6230537	1,000	EACH	SOLAR POLE	\$14,000.00	\$14,000.00	\$28,300.00	\$28,300.00	\$10,000.00	\$10,000.00
6230570	8,000	EACH	STEEL POLE, TYPE 7	\$8,500.00	\$68,000.00	\$11,800.00	\$94,400.00	\$12,000.00	\$96,000.00
6230575	18,000	EACH	STEEL POLE, TYPE 7 (WITH SAFETY BASE)	\$9,250.00	\$166,500.00	\$12,100.00	\$217,800.00	\$12,000.00	\$216,000.00
6230653	2,000	EACH	ITS POLE (30 FOOT)	\$22,500.00	\$45,000.00	\$18,000.00	\$36,000.00	\$18,000.00	\$36,000.00
6230775	8,000	EACH	LOOP DETECTOR	\$1,000.00	\$8,000.00	\$880.00	\$7,040.00	\$600.00	\$4,800.00
6230921	2,000	EACH	RADAR DETECTOR SYSTEM	\$20,000.00	\$40,000.00	\$28,300.00	\$56,600.00	\$4,000.00	\$8,000.00
6230987	1,000	EACH	MODIFY CABINET	\$1,200.00	\$1,200.00	\$5,000.00	\$5,000.00	\$2,500.00	\$2,500.00
6231055	1,000	EACH	SPECIAL CABINET	\$3,500.00	\$3,500.00	\$6,800.00	\$6,800.00	\$4,000.00	\$4,000.00
6231061	3,000	EACH	COMMUNICATION CABINET	\$25,000.00	\$75,000.00	\$23,300.00	\$69,900.00	\$20,000.00	\$60,000.00
6231105	3,000	EACH	FLASHING BEACON CONTROLLER	\$6,500.00	\$19,500.00	\$4,400.00	\$13,200.00	\$1,500.00	\$4,500.00
6231115	1,000	LS	ROAD AND WEATHER INFORMATION SYSTEM	\$67,000.00	\$67,000.00	\$107,100.00	\$107,100.00	\$120,000.00	\$120,000.00
6231259	66,000	LINFT	ETHERNET CABLE	\$8.50	\$561.00	\$13.00	\$858.00	\$20.00	\$1,320.00
6231261	4,000	EACH	FIELD HARDENED ETHERNET SWITCH	\$11,400.00	\$45,600.00	\$14,300.00	\$57,200.00	\$20,000.00	\$80,000.00
6231264	1,000	EACH	CCTV CAMERA (FIXED)	\$7,800.00	\$7,800.00	\$7,400.00	\$7,400.00	\$6,000.00	\$6,000.00
6231375	4,000	EACH	REMOVAL OF POLE	\$1,300.00	\$5,200.00	\$1,900.00	\$7,600.00	\$1,000.00	\$4,000.00
6231600	1,000	EACH	SOLAR PHOTOVOLTAIC ARRAY	\$6,750.00	\$6,750.00	\$14,800.00	\$14,800.00	\$5,000.00	\$5,000.00
6231620	5,000	EACH	UNDERGROUND ELECTRICAL SERVICE	\$12,000.00	\$60,000.00	\$12,500.00	\$62,500.00	\$20,000.00	\$100,000.00
6231630	1,000	EACH	REMOVE ELECTRICAL SERVICE	\$2,000.00	\$2,000.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00
6231635	1,000	EACH	MODIFY ELECTRICAL SERVICE	\$900.00	\$900.00	\$1,900.00	\$1,900.00	\$25,000.00	\$25,000.00
6231790	88,000	LINFT	1 1/4-INCH CONDUIT	\$10.00	\$880.00	\$41.00	\$3,608.00	\$45.00	\$3,960.00
6231795	211,000	LINFT	1 1/2-INCH CONDUIT	\$12.00	\$2,532.00	\$49.00	\$10,339.00	\$50.00	\$10,550.00
6231805	488,000	LINFT	2-INCH CONDUIT	\$25.00	\$12,200.00	\$111.00	\$54,168.00	\$120.00	\$58,560.00
6231820	73,690,000	LINFT	3-INCH CONDUIT	\$13.00	\$957,970.00	\$19.10	\$1,407,479.00	\$22.00	\$1,621,180.00
6231850	131,610,000	LINFT	4-INCH MULTIDUCT CONDUIT	\$17.00	\$2,237,370.00	\$22.30	\$2,934,903.00	\$27.00	\$3,553,470.00
6231960	14,465,000	LINFT	NO. 2 CONDUCTOR	\$3.00	\$43,395.00	\$3.50	\$50,627.50	\$2.00	\$28,930.00
6231970	16,934,000	LINFT	NO. 4 CONDUCTOR	\$2.00	\$33,868.00	\$2.60	\$44,028.40	\$2.00	\$33,868.00
6231975	29,505,000	LINFT	NO. 6 CONDUCTOR	\$1.40	\$41,307.00	\$1.90	\$56,059.50	\$1.00	\$29,505.00
6231985	3,997,000	LINFT	NO. 10 CONDUCTOR	\$1.20	\$4,796.40	\$1.00	\$3,997.00	\$1.00	\$3,997.00
6232175	72,469,000	LINFT	FIBER OPTIC CABLE	\$5.00	\$362,345.00	\$7.30	\$529,023.70	\$8.00	\$579,752.00
6232179	5,295,000	LINFT	FIBER OPTIC BRANCH CABLE	\$8.75	\$46,331.25	\$6.80	\$36,006.00	\$12.00	\$63,540.00
6232185	66,000	LINFT	COMPOSITE CABLE	\$15.00	\$990.00	\$42.00	\$2,772.00	\$20.00	\$1,320.00
6232220	1,000	EACH	STEEL POST, 20-FOOT	\$9,750.00	\$9,750.00	\$13,900.00	\$13,900.00	\$18,000.00	\$18,000.00
6232225	8,000	EACH	STEEL POST, 30-FOOT	\$11,500.00	\$92,000.00	\$15,500.00	\$124,000.00	\$18,000.00	\$144,000.00
6232550	1,000	EACH	SIGNAL HEAD 1W1C, POST TOP	\$1,500.00	\$1,500.00	\$1,300.00	\$1,300.00	\$1,500.00	\$1,500.00
6232565	3,000	EACH	SIGNAL HEAD 2W1C, POST TOP	\$1,700.00	\$5,100.00	\$1,700.00	\$5,100.00	\$2,000.00	\$6,000.00
6232660	33,630,000	LINFT	REMOVAL OF EXISTING CABLE	\$1.00	\$33,630.00	\$1.00	\$33,630.00	\$2.00	\$67,260.00
6232680	138,250	SOFT	TRAFFIC SIGNAL SIGNS	\$75.00	\$10,368.75	\$92.00	\$12,719.00	\$100.00	\$13,825.00
6232688	4,000	EACH	INTELLIGENT TRAFFIC SIGN	\$8,000.00	\$32,000.00	\$8,600.00	\$34,400.00	\$18,000.00	\$72,000.00
6232840	1,000	EACH	DMS CONTROLLER AND CABINET	\$15,500.00	\$15,500.00	\$35,700.00	\$35,700.00	\$40,000.00	\$40,000.00
6232870	1,000	EACH	CELLULAR TELEPHONE MODEM	\$12,000.00	\$12,000.00	\$9,400.00	\$9,400.00	\$15,000.00	\$15,000.00
6232880	1,000	EACH	INSTALL STATE FURNISHED MATERIALS (DMS)	\$8,700.00	\$8,700.00	\$16,500.00	\$16,500.00	\$25,000.00	\$25,000.00
6232915	10,000	EACH	INTEGRATED FIBER OPTIC SPLICE/TERMINATION UNIT (UNDERGROUND)	\$5,775.00	\$57,750.00	\$3,600.00	\$36,000.00	\$6,000.00	\$60,000.00
6233012	1,000	LS	AUTOMATED VEHICLE CLASSIFICATION SYSTEM (2-LANE CONFIGURATION)	\$50,000.00	\$50,000.00	\$90,200.00	\$90,200.00	\$140,000.00	\$140,000.00
6233030	1,000	EACH	CCTV CAMERA (PTZ)	\$12,000.00	\$12,000.00	\$11,500.00	\$11,500.00	\$18,000.00	\$18,000.00
6240130	1,000	FA	UNIFORMED TRAFFIC CONTROL OFFICER	\$123,200.00	\$123,200.00	\$123,200.00	\$123,200.00	\$123,200.00	\$123,200.00
6240140	110,000	DAY	TRAFFIC CONTROL SUPERVISOR	\$900.00	\$99,000.00	\$1,600.00	\$176,000.00	\$1,000.00	\$110,000.00
6250490	1,000	LS	RENT TRAFFIC CONTROL DEVICES	\$300,000.00	\$300,000.00	\$350,000.00	\$350,000.00	\$795,716.06	\$795,716.06
6270100	1,000	LS	INSTALL STATE FURNISHED SIGNS	\$5,000.00	\$5,000.00	\$2,500.00	\$2,500.00	\$6,000.00	\$6,000.00
6270110	1,000	LS	PERMANENT OVERHEAD SIGN SUPPORT STRUCTURES	\$120,000.00	\$120,000.00	\$85,000.00	\$85,000.00	\$60,000.00	\$60,000.00
6270190	2,080,360	SOFT	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	\$110.00	\$228,839.60	\$150.00	\$312,054.00	\$150.00	\$312,054.00
6270220	134,550	SOFT	PERMANENT SIGN PANELS (PANELS ONLY)	\$75.00	\$10,091.25	\$38.50	\$5,180.18	\$120.00	\$16,146.00
6270240	1,411,150	SOFT	PERMANENT SIGNS, REMOVE	\$6.00	\$8,466.90	\$10.00	\$14,111.50	\$15.00	\$21,167.25

6270250	112.430	SQFT	PERMANENT SIGNS, REMOVE (PANEL ONLY)	\$10.00	\$1,124.30	\$10.00	\$1,124.30	\$15.00	\$1,686.45
6280120	1.000	LS	MOBILIZATION	\$1,735,322.38	\$1,735,322.38	\$1,072,574.77	\$1,072,574.77	\$2,300,000.00	\$2,300,000.00
6320800	380.940	SQFT	EPOXY PAVEMENT STRIPING (VARIES)	\$35.00	\$13,332.90	\$25.00	\$9,523.50	\$20.00	\$7,618.80
6320820	150.090	LINFT	EPOXY PAVEMENT STRIPING (6-INCH DOTTED WHITE)	\$1.00	\$150.09	\$2.00	\$300.18	\$5.00	\$750.45
6320875	2.598	MILE	EPOXY PAVEMENT STRIPING (6-INCH BROKEN WHITE)	\$2,000.00	\$5,196.00	\$1,500.00	\$3,897.00	\$2,000.00	\$5,196.00
6320920	24.589	MILE	EPOXY PAVEMENT STRIPING (6-INCH SOLID WHITE)	\$2,000.00	\$49,178.00	\$3,750.00	\$92,208.75	\$4,000.00	\$98,356.00
6320930	2,019.690	LINFT	EPOXY PAVEMENT STRIPING (8-INCH SOLID WHITE)	\$1.50	\$3,029.54	\$2.00	\$4,039.38	\$5.00	\$10,098.45
6320950	906.650	LINFT	EPOXY PAVEMENT STRIPING (12-INCH SOLID WHITE)	\$2.00	\$1,813.30	\$2.50	\$2,266.63	\$8.00	\$7,253.20
6320980	2.165	MILE	EPOXY PAVEMENT STRIPING (BROKEN YELLOW)	\$3,500.00	\$7,577.50	\$1,500.00	\$3,247.50	\$2,500.00	\$5,412.50
6321015	2.300	MILE	EPOXY PAVEMENT STRIPING (6-INCH SOLID YELLOW)	\$4,000.00	\$9,200.00	\$3,750.00	\$8,825.00	\$4,500.00	\$10,350.00
6321060	3.644	MILE	EPOXY PAVEMENT STRIPING (BROKEN YELLOW W/SOLID YELLOW)	\$2,000.00	\$7,288.00	\$3,750.00	\$13,665.00	\$4,000.00	\$14,576.00
6321080	5.888	MILE	EPOXY PAVEMENT STRIPING (DOUBLE SOLID YELLOW)	\$3,000.00	\$17,664.00	\$5,500.00	\$32,384.00	\$4,500.00	\$26,496.00
6330110	59.000	EACH	REFLECTIVE PAVEMENT MARKERS	\$2.50	\$147.50	\$20.00	\$1,180.00	\$20.00	\$1,180.00
6341030	360.870	LINFT	THERMOPLASTIC PAVEMENT MARKING (24-INCH SOLID WHITE)	\$16.00	\$5,773.92	\$20.00	\$7,217.40	\$20.00	\$7,217.40
6341060	884.500	SQFT	THERMOPLASTIC PAVEMENT MARKING (VARIES)	\$15.00	\$13,267.50	\$20.00	\$17,690.00	\$20.00	\$17,690.00
6370110	1.000	LS	TEMPORARY POLLUTION CONTROL	\$48,428.45	\$48,428.45	\$25,000.00	\$25,000.00	\$35,000.00	\$35,000.00
Totals :					\$19,088,546.14		\$21,887,887.00		\$23,555,555.00
Adjusted Totals :									

Contract # : 4500
 Project No(s) : SPF-395-1-(036)
 Project EA : 74239
 County : Douglas County
 Engineers Estimate Range : R32 (\$16,500,000.01 to \$20,000,000.00)
 Days : 110

Project Manager : TYLER WOOD
 Resident Engineer : WESLEY OSMER

Engineer's Estimate	Granite Construction Company	ROAD AND HIGHWAY BUILDERS LLC	Diff. Between Low and 2nd	Diff. Between EE and Low	Low Bid % of EE
\$19,088,546.14	\$21,887,887.00	\$23,555,555.00	\$1,667,668.00	\$2,799,340.86	114.7%

Item Number	Quantity	Unit	Item Description	Engineer's Est. Unit Price	Low Bid Unit Price	2nd Low Bid Unit Price	Qty Chg Req'd to Chg Bid Order	% Change in Qty Req'd	Low % of EE	Significantly Unbalanced	Price & Quantity Check Comments
2010100	1,000	LS	CLEARING AND GRUBBING	\$98,000.00	\$90,000.00	\$50,000.00	N/A	N/A	91.8%	No	EE OK / QTY OK
2020285	1,250,000	LINFT	REMOVAL OF CULVERT PIPE	\$50.00	\$55.00	\$50.00	333,533.60	26682.7%	110.0%	No	EE OK / QTY OK
2020990	327,166.410	SQYD	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	\$3.00	\$1.00	\$6.00	-333,533.60	-101.9%	33.3%	Yes	EE OK / QTY OK
2030140	4,977,190	CUYD	ROADWAY EXCAVATION	\$40.00	\$45.00	\$55.00	-166,766.80	-3350.6%	112.5%	No	EE OK / QTY OK
2060110	1,654,000	CUYD	STRUCTURE EXCAVATION	\$80.00	\$190.00	\$60.00	12,828.22	775.6%	237.5%	Yes	EE OK / QTY OK
2070110	651,700	CUYD	GRANULAR BACKFILL	\$85.00	\$73.00	\$90.00	-98,098.12	-15052.6%	85.9%	No	EE OK / QTY OK
2110150	5,070	ACRE	SEEDING	\$6,000.00	\$13,450.00	\$4,000.00	176.47	9480.7%	224.2%	Yes	EE OK / QTY OK
3020140	6,383,960	CUYD	TYPE 1 CLASS B AGGREGATE BASE	\$125.00	\$40.00	\$40.00	#DIV/0!	#DIV/0!	32.0%	Yes	EE OK / QTY OK
4020100	5,338,470	SOYD	PLANTMIXING MISCELLANEOUS AREAS	\$30.00	\$37.00	\$30.00	238,238.29	4462.7%	123.3%	No	EE OK / QTY OK
4020180	37,436,350	TON	PLANTMIX SURFACING (TYPE 2) (WET)	\$110.00	\$163.00	\$95.00	24,524.53	65.5%	148.2%	No	EE OK / QTY OK
4030110	11,586,390	TON	PLANTMIX OPEN-GRADED SURFACING (3/8-INCH) (WET)	\$150.00	\$202.00	\$180.00	75,803.09	654.2%	134.7%	No	EE OK / QTY OK
4060210	1,670,040	TON	SAND BLOTTER	\$90.00	\$2.50	\$6.00	-476,476.57	-28530.8%	2.8%	Yes	EE OK / QTY High, should be 24.13 Tons. Original quantity accounted for all of the paving on the project including paving during traffic control instead of approaches and sprandrels.
4070190	231,670	TON	EMULSIFIED ASPHALT, TYPE SS-1H (DILUTED)	\$1,500.00	\$26.00	\$250.00	-7,444.95	-3213.6%	1.7%	Yes	EE OK / QTY High, should be 3.60 Tons. Original quantity accounted for all of the paving on the project including paving during traffic control instead of approaches and sprandrels.
5020750	32,670	CUYD	CLASS AA CONCRETE (MINOR)	\$3,000.00	\$3,500.00	\$4,500.00	-1,667.67	-5104.6%	116.7%	No	EE OK / QTY OK
5020760	216,210	CUYD	CLASS AA CONCRETE (ISLAND PAVING)	\$600.00	\$775.00	\$300.00	3,510.88	1623.8%	129.2%	No	EE OK / QTY OK
6030170	458,000	LINFT	18-INCH REINFORCED CONCRETE PIPE, CLASS III	\$150.00	\$84.00	\$320.00	-7,066.39	-1542.9%	56.0%	Yes	EE OK / QTY OK
6030230	515,000	LINFT	24-INCH REINFORCED CONCRETE PIPE, CLASS III	\$140.00	\$90.00	\$350.00	-6,414.11	-1245.5%	64.3%	Yes	EE OK / QTY OK
6130390	7,352,000	LINFT	CLASS AA CONCRETE GLUE DOWN CURB (TYPE B)	\$12.00	\$12.50	\$20.00	-222,355.73	-3024.4%	104.2%	No	EE OK / QTY OK
6130830	1,001,000	LINFT	CLASS AA CONCRETE CURB AND GUTTER (TYPE 5)	\$50.00	\$36.00	\$40.00	-416,917.00	-41650.0%	72.0%	Yes	EE OK / QTY OK
6130890	1,529,000	LINFT	CLASS AA CONCRETE CURB AND GUTTER (TYPE 8)	\$50.00	\$36.00	\$45.00	-185,296.44	-12118.8%	72.0%	Yes	EE OK / QTY OK
6180250	23,646,000	LINFT	REMOVE AND RESET GUARDRAIL	\$5.00	\$7.50	\$6.00	1,111,778.67	4701.8%	150.0%	No	EE OK / QTY OK
6180540	8,059,000	LINFT	GALVANIZED GUARDRAIL	\$50.00	\$55.00	\$60.00	-333,533.60	-4138.6%	110.0%	No	EE OK / QTY OK
6230201	96,000	EACH	ITS VAULT	\$8,000.00	\$10,300.00	\$10,000.00	5,598.89	5790.5%	128.8%	No	EE OK / QTY Low, and should be 99
6230236	110,000	EACH	NO. 7 PULL BOX, MODIFIED	\$2,200.00	\$3,000.00	\$4,000.00	-1,667.67	-1516.1%	136.4%	No	EE OK / QTY High, and should be 106
6230570	8,000	EACH	STEEL POLE, TYPE 7	\$8,500.00	\$11,800.00	\$12,000.00	-8,338.34	-104229.3%	138.8%	No	EE a little low, could be \$10,000 / QTY OK
6230575	18,000	EACH	STEEL POLE, TYPE 7 (WITH SAFETY BASE)	\$9,250.00	\$12,100.00	\$12,000.00	16,676.68	92548.2%	130.8%	No	EE a little low, could be \$11,000 / QTY OK
6230921	2,000	EACH	RADAR DETECTOR SYSTEM	\$20,000.00	\$28,300.00	\$4,000.00	68.63	3431.4%	141.5%	No	EE OK / QTY OK
6231061	3,000	EACH	COMMUNICATION CABINET	\$25,000.00	\$23,300.00	\$20,000.00	505.35	16845.4%	93.2%	No	EE OK / QTY OK
6231115	1,000	LS	ROAD AND WEATHER INFORMATION SYSTEM	\$67,000.00	\$107,100.00	\$120,000.00	N/A	N/A	159.9%	Yes	EE OK / QTY OK
6231261	4,000	EACH	FIELD HARDENED ETHERNET SWITCH	\$11,400.00	\$14,300.00	\$20,000.00	-292.57	-7314.3%	125.4%	No	EE OK / QTY OK
6231620	5,000	EACH	UNDERGROUND ELECTRICAL SERVICE	\$12,000.00	\$12,500.00	\$20,000.00	-222.36	-4447.1%	104.2%	No	EE OK / QTY OK
6231805	488,000	LINFT	2-INCH CONDUIT	\$25.00	\$111.00	\$120.00	-185,296.44	-37970.6%	444.0%	Yes	EE OK / QTY OK
6231820	73,690,000	LINFT	3-INCH CONDUIT	\$13.00	\$19.10	\$22.00	-575,057.93	-780.4%	146.9%	No	EE OK / QTY OK
6231850	131,610,000	LINFT	4-INCH MULTIDUCT CONDUIT	\$17.00	\$22.30	\$27.00	-354,822.98	-269.6%	131.2%	No	EE OK / QTY OK
6231960	14,465,000	LINFT	NO. 2 CONDUCTOR	\$3.00	\$3.50	\$2.00	1,111,778.67	7686.0%	116.7%	No	EE OK / QTY high, and should be 13,013 LinFt
6231975	29,505,000	LINFT	NO. 8 CONDUCTOR	\$1.40	\$1.90	\$1.00	1,852,964.44	6280.2%	135.7%	No	EE OK / QTY OK
6232175	72,469,000	LINFT	FIBER OPTIC CABLE	\$5.00	\$7.30	\$8.00	-2,382,382.86	-3287.5%	146.0%	No	EE OK / QTY OK
6232225	8,000	EACH	STEEL POST, 30-FOOT	\$11,500.00	\$15,500.00	\$18,000.00	-667.07	-8338.3%	134.8%	No	EE a little low, could be \$15,000 / QTY High, should be 7 Each
6232915	10,000	EACH	INTEGRATED FIBER OPTIC SPLICE/TERMINATION UNIT (UNDERGROUND)	\$5,775.00	\$3,600.00	\$6,000.00	-694.86	-6948.6%	62.3%	Yes	EE OK / QTY OK
6233012	1,000	LS	AUTOMATED VEHICLE CLASSIFICATION SYSTEM (2-LANE CONFIGURATION)	\$50,000.00	\$90,200.00	\$140,000.00	N/A	N/A	180.4%	Yes	EE Low, could be \$100,000 / QTY OK
6240140	110,000	DAY	TRAFFIC CONTROL SUPERVISOR	\$900.00	\$1,600.00	\$1,000.00	2,779.45	2526.6%	177.8%	Yes	EE OK / QTY OK
6250490	1,000	LS	RENT TRAFFIC CONTROL DEVICES	\$300,000.00	\$350,000.00	\$795,716.06	N/A	N/A	116.7%	No	EE OK / QTY OK
6270110	1,000	LS	PERMANENT OVERHEAD SIGN SUPPORT STRUCTURES	\$120,000.00	\$85,000.00	\$60,000.00	N/A	N/A	70.8%	Yes	EE OK / QTY OK
6270190	2,080,360	SQFT	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	\$110.00	\$150.00	\$150.00	#DIV/0!	#DIV/0!	136.4%	No	EE OK / QTY OK
6280120	1,000	LS	MOBILIZATION	\$1,735,322.38	\$1,072,574.77	\$2,300,000.00	N/A	N/A	61.8%	Yes	Fixed Percentage 10%
6320920	24,589	MILE	EPOXY PAVEMENT STRIPING (6-INCH SOLID WHITE)	\$2,000.00	\$3,750.00	\$4,000.00	-6,670.67	-27128.7%	187.5%	Yes	EE OK / QTY OK

Additional Comments : The Bid Review Analysis Team has reviewed and checked the engineer's estimate and quantities; six bid item errors were identified. Bid Item 4060210 Sand Blotter was very high due to a calculation error and will decrease from 1,670,040 Tons to 24.13 Tons. Bid Item 4070190 Emulsified Asphalt, Type SS-1H (Diluted) was very high due to a calculation error and will decrease from 231,670 Tons to 3.60 Tons. Bid Item 6230201 ITS Vault was low and will increase from 96 Each to 99 Each. Bid Item 6230236 No. 8 Pull Box, Modified was high and will decrease from 110 Each to 106 Each. Bid Item 6231960 No. 2 Conductor was high and will decrease from 14,465 LinFt to 13,013 LinFt, and Bid Item 6232225 Steel Post, 30-Foot was high and will decrease from 8 Each to 7 Each. The adjustments in the above mentioned quantities do not change the overall outcome of the bidding order. All other prices and quantities have been verified. **BRAT Recommends to Award.**

Purpose and Need of Project : This project is located on US 395 from the California/Nevada State line and continues north to Leviathan Mine Road in Douglas County. The paving strategy is 2" of coldmilling with 2" of dense grade plantmix surface and 3/4" of open grade plantmix surface. Paved approaches abutting US 395 will be reconstructed, including some curb and gutter replacement in the Topaz area. The existing northbound passing lane north of Hobrook Junction will be extended to meet sight-distance criteria. Hydraulic improvements include sporadic culvert replacements. Lighting will be upgraded near Hobrook Junction, as well as a Dynamic Message Sign (DMS) relocation in the same area, and ITS trunkline conduit will be installed along the corridor. Sign and striping replacement will occur throughout the project limits.



1263 South Stewart Street
Carson City, NV 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 29, 2023

TO: Department of Transportation Board of Directors
FROM: Tracy Larkin Thomason, P.E., Director
SUBJECT: December 11, 2023 | Transportation Board of Directors Meeting
ITEM # 7: Contract 4501, Project No. NHP-STBG-006-1(038), on US 6, from 1.936 miles west of Millers Roadside Park to the Slime Wash, with ROAD AND HIGHWAY BUILDERS, LLC, to cold mill, and place plantmix bituminous surface with open grade, construct passing lanes and upgrade drainage facilities, Esmeralda and Nye Counties, Nevada. – *For possible action*

Summary:

October 19, 2023, at 1:30 PM, the following bids were opened for Contract 4501, Project No. NHP-STBG-006-1(038), on US 6, from 1.936 miles west of Millers Roadside Park to the Slime Wash, in Esmeralda and Nye Counties, to cold mill, and place plantmix bituminous surface with open grade, construct passing lanes, and upgrade drainage facilities.

Road and Highway Builders LLC.....	\$29,292,292.00
W.W. Clyde & Co.....	\$33,800,000.00
Engineer’s Estimate.....	\$21,360,420.95

List of Attachment(s):

- A. Concurrence in Award Memorandum
- B. Unofficial Bid Results
- C. Disadvantaged Business Enterprise (DBE) Goal
- D. Bid Review and Analysis Team (BRAT) Summary Report

Recommendation for Board Action:

Award contract 4501, to ROAD AND HIGHWAY BUILDERS, LLC, in the amount of \$29,292,292.00.

Prepared by:

Administrative Services Division

1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7070
Fax: (775) 888-7101



MEMORANDUM
Administrative Services

November 7, 2023

To: Tracy Larkin Thomason, P.E., Director
Scott Hein, Assistant Director, Engineering
Jeffrey Lerud, Deputy Director, Operations and Maintenance

From: Vanessa Pickles, Contract Services Manager, Administrative Services 

Subject: Concurrence in Award for Contract No. 4501, Project No. NHP-STBG-006-1(038), on US 6, from 1.936 miles West of Millers Roadside Park to the Slime Wash, in Esmeralda and Nye Counties, described as: cold mill and place plantmix bituminous surface with open grade, construct passing lanes and upgrade drainage facilities. The Engineer's Estimate is \$21,360,420.95.

This memo is to confirm concurrence in award of the subject contract.

Bid proposals were opened on October 19, 2023. Road and Highway Builders LLC is the apparent low bidder at \$29,292,292.00 and they submitted a properly executed proposal, bid bond, and anti-collusion affidavit. The second low bidder is W.W. Clyde & Co. with a bid of \$33,800,000.00.

The project is Federally funded, required 3.85% DBE participation, and is not subject to State Bidder Preference provisions.

The subcontractor and supplier listings submitted by Road and Highway Builders LLC have been reviewed and confirmed by Contract Services. The DBE information submitted by Road and Highway Builders LLC has been reviewed and certified by the External Civil Rights office. Road and Highway Builders LLC has met the required DBE participation with a 5.09% commitment. The bid is above the Engineer's Estimate Range, and a copy of the Unofficial Bid Results report is attached for your reference. The BRAT Co-Chairs have provided their recommendation to award, and the report is attached.

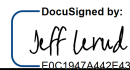
Your concurrence in award of this contract by endorsement hereon is respectfully requested. Upon receipt, a packet will be prepared to obtain Transportation Board approval of the award at the December 2023 meeting.

Concurrence in award:

DocuSigned by:

E7E2D4506AC08488

Scott Hein, Assistant Director

DocuSigned by:

E0C1947A442EA35

Jeffrey Lerud, Deputy Director

DocuSigned by:

82702450908044E

Tracy Larkin Thomason, P.E., Director

- Enclosures:
- Unofficial Bid Results
- DBE Sub Approval
- BRAT Summary Report



Nevada Department of Transportation Unofficial Bid Results

Contract #: 4501**Bid Opening Date and Time:** 10/19/2023 1:30 PM**Designer:** Courtney Whitfield**Liquidated Damages (\$):** 9,000.00**Project Coordinator:** Dennis Faulkner**Anticipated Working Days:** 150**Engineer's Estimate Range (\$):** R33 (\$20,000,000.01 to \$23,500,000.00)**District:** District 1**Project Number:** NHP-STBG-006-1-(038), MS-006-2-(020)**County:** Esmeralda County, Nye County**Location Description:** US 6, ESMERALDA COUNTY, 1.936 MILES WEST OF MILLERS ROADSIDE PARK TO THE SLIME WASH IN NYE COUNTY; MP ES 44.01 TO MP ES 57.87 AND MP NY 0.00 TO MP NY 0.66; US 6, NYE COUNTY, FROM CUTTING STREET TO SLIME WASH; MP NY 0.33 TO MP NY 0.84**Project Scope:** MILL AND OVERLAY WITH OPEN-GRADE. CONSTRUCT PASSING LANES AND EXTEND DRAINAGE FACILITIES.; UPGRADE EXISTING DRAINAGE FACILITIES**Actual Bid Amount**

Apparent Low Bidder:	ROAD AND HIGHWAY BUILDERS LLC	\$29,292,292.00
Apparent 2nd:	W.W. CLYDE & CO.	\$33,800,000.00

Bidders		Actual Bid Amount
1	ROAD AND HIGHWAY BUILDERS LLC PO BOX 70846, RENO, Nevada, 89570 (775) 852-7283	\$29,292,292.00
2	W.W. CLYDE & CO. PO BOX 1898, OREM, Utah, 84059 (801) 802-6800	\$33,800,000.00



Attachment C

1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7497
Fax: (775) 888-7235

MEMORANDUM
Contract Compliance

October 26, 2023

To: Cori Brennan, Assistant Chief, Administrative Services

From: Jess Lis, DBE Specialist

^{DS}

Subject: NDOT Bidder DBE Information – Contract no. 4501, US 6, ESMERALDA COUNTY, 1.936 MILES WEST OF MILLERS ROADSIDE PARK TO THE SLIME WASH IN NYE COUNTY; MP ES 44.01 TO MP ES 57.87 AND MP NY 0.00 TO MP NY 0.66; US 6, NYE COUNTY, FROM CUTTING STREET TO SLIME WASH; MP NY 0.33 TO MP NY 0.84, in Esmeralda County, Nye County, to MILL AND OVERLAY WITH OPEN-GRADE. CONSTRUCT PASSING LANES AND EXTEND DRAINAGE FACILITIES.; UPGRADE EXISTING DRAINAGE FACILITIES

Apparent low bid: \$29,292,292.00

The DBE information for C and S Company Inc. submitted by the apparent low bidder, Road and Highway Builders LLC has been received by External Civil Rights and we have concluded:

C and S Company Inc. holds an active State of Nevada business license, an active Nevada State Contractors Board license and is a Nevada certified DBE firm. C and S Company Inc. is clear of State disqualification and Federal exclusion.

The DBE goal of 3.85% has been met with a 5.09% DBE committed participation by the apparent low bidder Road and Highway Builders LLC.

The DBE firm is approved for this contract.

cc: Contract Services
Contract Compliance
Teri Lewis, SBE/DBE/Title VI Manager



Attachment D

1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7070
Fax: (775) 888-7101

MEMORANDUM
Administrative Services

November 6, 2023

To: Cori Brennan, Assistant Chief, Administrative Services Division
From: Bid Review and Analysis Team
Subject: BRAT Summary Report for Contract No.: 4501

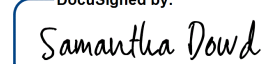
The Bid Review and Analysis Team (BRAT) met on October 31, 2023, to discuss bids for the above referenced contract. The following were in attendance:

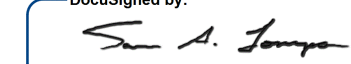
- Samantha Dowd, Assistant Chief Roadway Design Engineer
- Sam Lompa, Chief Construction Engineer
- Tonia Andree, Professional Engineer
- Mark Cukrov, Professional Engineer
- Brian Deal, Professional Engineer
- David Fox, Professional Engineer
- Mebrahtu Gobena, Associate Engineer
- Steve Hale, Professional Engineer
- Monty Lowe, Associate Engineer
- Eric MacGill, Associate Engineer
- Kevin Maxwell, Professional Engineer
- Brandon Monette, Associate Engineer
- Wes Osmer, Professional Engineer
- Shawn Paterson, Professional Engineer
- Vanessa Pickles, Contract Services Manager
- Jesse Smithson Professional Engineer
- Sierra Udey, Program Officer
- Michael West, Associate Engineer
- Courtney Whitfield, Associate Engineer
- Tyler Wood, Associate Engineer
- Thomas Young, Professional Engineer

The overall bid proposal was evaluated and determined to be acceptable. The Bid Tabulation and Price Sensitivity is attached.

The apparent lowest responsive bidder, road and Highway Builders, LLC., submitted a bid which is 137.1% of the Engineer's Estimate. The BRAT recommends award of this contract.

Submitted:

DocuSigned by:

53D971C98A35414...
Samantha Dowd, BRAT Co-Chair

DocuSigned by:

B55C00ABA04F48F
Sam Lompa, BRAT Co-Chair

cc: Attendees
Lori Story, Legal
Design Admin

Contract # : 4501
Project Scope : MILL AND OVERLAY WITH OPEN-GRADE. CONSTRUCT PASSING LANES AND EXTEND DRAINAGE FACILITIES.; UPGRADE EXISTING US 6, ESMERALDA COUNTY, 1.936 MILES WEST OF MILLERS ROADSIDE PARK TO THE SLIME WASH IN NYE COUNTY; MP ES 44.01 TO MP ES 57.87 AND MP NY 0.00 TO MP NY 0.66; US 6, NYE COUNTY, FROM CUTTING STREET TO SLIME WASH; MP NY 0.33 TO MP NY 0.84
Location :
Bid Opening Date : October 19, 2023, 01:30PM

Project EA : 61007, 69959
Project Number(s) : NHP-STBG-006-1-(038), MS-006-2-(020)
County : Esmeralda County, Nye County
Engineers Estimate Range : R33 (\$20,000,000.01 to \$23,500,000.00)
Anticipated Working Days : 150

Item Number	Quantity	Unit	Item Description	Engineer's Estimate		ROAD AND HIGHWAY BUILDERS LLC		W.W. CLYDE & CO.	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
1100050	800.000	HOURL	TRAINING	\$0.80	\$640.00	\$0.80	\$640.00	\$0.85	\$680.00
2000100	10.000	HOURL	SURVEY CREW	\$300.00	\$3,000.00	\$300.00	\$3,000.00	\$600.00	\$6,000.00
2010120	30.810	ACRE	CLEARING AND GRUBBING	\$5,000.00	\$154,050.00	\$18,000.00	\$554,580.00	\$4,000.00	\$123,240.00
2020285	91.000	LINFT	REMOVAL OF CULVERT PIPE	\$80.00	\$7,280.00	\$300.00	\$27,300.00	\$100.00	\$9,100.00
2020450	21.000	EACH	REMOVE END SECTION	\$500.00	\$10,500.00	\$600.00	\$12,600.00	\$420.00	\$8,820.00
2020530	4.000	EACH	REMOVAL OF HEADWALL	\$3,300.00	\$13,200.00	\$2,000.00	\$8,000.00	\$3,800.00	\$15,200.00
2020585	472.000	LINFT	REMOVAL OF FENCE	\$4.00	\$1,888.00	\$12.00	\$5,664.00	\$5.00	\$2,360.00
2020700	60.000	LINFT	REMOVAL OF WATER PIPE	\$250.00	\$15,000.00	\$200.00	\$12,000.00	\$1,000.00	\$60,000.00
2020935	37.500	CUYD	REMOVAL OF COMPOSITE SURFACE	\$130.00	\$4,875.00	\$300.00	\$11,250.00	\$270.00	\$10,125.00
2020950	778.000	SOYD	REMOVAL OF BITUMINOUS PAVED DITCH	\$20.00	\$15,560.00	\$20.00	\$15,560.00	\$15.00	\$11,670.00
2020990	281.558.000	SOYD	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	\$2.50	\$703,895.00	\$5.00	\$1,407,790.00	\$3.00	\$844,674.00
2021040	3.000	EACH	REMOVAL OF DROP INLET	\$4,000.00	\$12,000.00	\$1,500.00	\$4,500.00	\$3,000.00	\$9,000.00
2021120	1.000	EACH	REMOVAL OF CATTLE GUARD	\$10,000.00	\$10,000.00	\$5,000.00	\$5,000.00	\$14,000.00	\$14,000.00
2021225	380.000	LINFT	REMOVAL OF SEWER PIPE	\$80.00	\$30,400.00	\$200.00	\$76,000.00	\$300.00	\$114,000.00
2021230	134.000	LINFT	REMOVAL OF STORM DRAIN PIPE	\$55.00	\$7,370.00	\$300.00	\$40,200.00	\$130.00	\$17,420.00
2021235	60.000	LINFT	REMOVE STEEL PIPE	\$60.00	\$3,600.00	\$300.00	\$18,000.00	\$290.00	\$17,400.00
2030140	25,670.000	CUYD	ROADWAY EXCAVATION	\$20.00	\$513,400.00	\$60.00	\$1,540,200.00	\$25.00	\$641,750.00
2030160	592.100	CUYD	DRAINAGE EXCAVATION	\$85.00	\$50,328.50	\$100.00	\$59,210.00	\$90.00	\$53,289.00
2030230	466.000	CUYD	BORROW EMBANKMENT	\$80.00	\$37,280.00	\$100.00	\$46,600.00	\$25.00	\$11,650.00
2030360	3,752.800	SOYD	BASE PREPARATION	\$3.30	\$12,384.24	\$8.00	\$30,022.40	\$4.00	\$15,011.20
2060110	5,385.000	CUYD	STRUCTURE EXCAVATION	\$70.00	\$376,950.00	\$90.00	\$484,650.00	\$175.00	\$942,375.00
2070110	1,837.400	CUYD	GRANULAR BACKFILL	\$110.00	\$202,114.00	\$140.00	\$257,236.00	\$450.00	\$826,830.00
2110530	4,647.500	CUYD	ROCK MULCH	\$60.00	\$278,850.00	\$20.00	\$92,950.00	\$180.00	\$836,550.00
2120045	264.200	SOYD	PAINTING	\$80.00	\$21,136.00	\$50.00	\$13,210.00	\$71.50	\$18,890.30
2120930	99.200	SOYD	ROCK COLORING	\$5.50	\$545.60	\$80.00	\$7,936.00	\$63.25	\$6,274.40
3020130	81,715.000	TON	TYPE 1 CLASS B AGGREGATE BASE	\$25.00	\$2,042,875.00	\$40.00	\$3,268,600.00	\$60.00	\$4,085,750.00
3070100	1,259.000	TON	SHOULDERING MATERIAL	\$30.00	\$37,770.00	\$30.00	\$37,770.00	\$50.00	\$62,950.00
4020100	2,990.700	SOYD	PLANTMIXING MISCELLANEOUS AREAS	\$22.00	\$65,795.40	\$40.00	\$119,628.00	\$35.00	\$104,674.50
4020110	778.000	SOYD	PLANTMIX PAVED DITCHES	\$25.00	\$19,450.00	\$40.00	\$31,120.00	\$25.00	\$19,450.00
4020180	51,809.000	TON	PLANTMIX SURFACING (TYPE 2) (WET)	\$120.00	\$6,217,080.00	\$150.00	\$7,771,350.00	\$190.00	\$9,843,710.00
4030100	39.000	MILE	MILLED RUMBLE STRIPS	\$850.00	\$33,150.00	\$1,500.00	\$58,500.00	\$1,300.00	\$50,700.00
4030110	13,086.000	TON	PLANTMIX OPEN-GRADED SURFACING (3/8-INCH) (WET)	\$175.00	\$2,290,050.00	\$195.00	\$2,551,770.00	\$210.00	\$2,748,060.00
4060120	61,125.420	SOYD	PRIME COAT	\$1.50	\$91,688.13	\$1.00	\$61,125.42	\$2.50	\$152,813.55
4060210	10.000	TON	SAND BLOTTER	\$60.00	\$600.00	\$50.00	\$500.00	\$300.00	\$3,000.00
4070190	1.380	TON	EMULSIFIED ASPHALT, TYPE SS-1H (DILUTED)	\$1,000.00	\$1,380.00	\$12,000.00	\$16,560.00	\$6,000.00	\$8,280.00
5020280	305.000	LINFT	SINGLE SLOPE CONCRETE BARRIER RAIL, TYPE B	\$180.00	\$54,900.00	\$300.00	\$91,500.00	\$600.00	\$183,000.00
5020750	6.710	CUYD	CLASS AA CONCRETE (MINOR)	\$4,700.00	\$31,537.00	\$5,000.00	\$33,550.00	\$12,000.00	\$80,520.00
5020990	152.460	CUYD	CLASS DA CONCRETE, MODIFIED (MAJOR)	\$2,500.00	\$381,150.00	\$6,000.00	\$914,760.00	\$4,500.00	\$686,070.00
5021260	989.000	LINFT	8-FOOT X 4-FOOT PRECAST CONCRETE BOX CULVERT	\$1,400.00	\$1,384,600.00	\$1,600.00	\$1,582,400.00	\$1,500.00	\$1,483,500.00
5022050	7.000	EACH	CONCRETE PIPE COLLAR	\$2,300.00	\$16,100.00	\$1,000.00	\$7,000.00	\$2,800.00	\$19,600.00
5050100	32,243.000	POUND	REINFORCING STEEL	\$3.70	\$119,299.10	\$3.00	\$96,729.00	\$2.50	\$80,607.50
5050110	144.000	POUND	REINFORCING STEEL (DOWELED)	\$30.00	\$4,320.00	\$20.00	\$2,880.00	\$140.00	\$20,160.00
6030170	10.000	LINFT	18-INCH REINFORCED CONCRETE PIPE, CLASS III	\$250.00	\$2,500.00	\$300.00	\$3,000.00	\$190.00	\$1,900.00
6030230	97.000	LINFT	24-INCH REINFORCED CONCRETE PIPE, CLASS III	\$330.00	\$32,010.00	\$320.00	\$31,040.00	\$170.00	\$16,490.00
6040280	130.000	LINFT	18-INCH CORR. METAL PIPE (16 GAGE)	\$300.00	\$39,000.00	\$300.00	\$39,000.00	\$200.00	\$26,000.00
6040390	10.000	LINFT	24-INCH CORR. METAL PIPE (16 GAGE)	\$300.00	\$3,000.00	\$400.00	\$4,000.00	\$300.00	\$3,000.00
6040470	21.000	LINFT	30-INCH CORR. METAL PIPE (16 GAGE)	\$320.00	\$6,720.00	\$425.00	\$8,925.00	\$200.00	\$4,200.00
6040545	60.000	LINFT	36-INCH CORR. METAL PIPE (16 GAGE)	\$400.00	\$24,000.00	\$450.00	\$27,000.00	\$200.00	\$12,000.00
6041030	76.000	LINFT	21-INCH X 15-INCH CORR. METAL ARCH PIPE (16 GAGE)	\$400.00	\$30,400.00	\$450.00	\$34,200.00	\$150.00	\$11,400.00
6041285	4.000	EACH	21-INCH X 15-INCH METAL ARCH END SECTION	\$1,000.00	\$4,000.00	\$2,000.00	\$8,000.00	\$2,300.00	\$9,200.00
6041320	1.000	EACH	28-INCH X 20-INCH METAL ARCH END SECTION	\$1,000.00	\$1,000.00	\$2,400.00	\$2,400.00	\$2,400.00	\$2,400.00
6042415	2.000	EACH	18-INCH METAL END SECTION	\$1,100.00	\$2,200.00	\$1,000.00	\$2,000.00	\$2,500.00	\$5,000.00
6042420	4.000	EACH	18-INCH METAL END SECTION (SAFETY TYPE)	\$4,000.00	\$16,000.00	\$1,800.00	\$7,200.00	\$2,600.00	\$10,400.00
6042440	4.000	EACH	24-INCH METAL END SECTION	\$1,500.00	\$6,000.00	\$1,200.00	\$4,800.00	\$2,300.00	\$9,200.00
6042445	1.000	EACH	24-INCH METAL END SECTION (SAFETY TYPE)	\$4,000.00	\$4,000.00	\$2,000.00	\$2,000.00	\$3,600.00	\$3,600.00
6042475	11.000	EACH	36-INCH METAL END SECTION	\$2,750.00	\$30,250.00	\$2,500.00	\$27,500.00	\$4,000.00	\$44,000.00
6090360	4.000	EACH	SPECIAL MANHOLE (RCB)	\$10,000.00	\$40,000.00	\$7,000.00	\$28,000.00	\$13,000.00	\$52,000.00
6090380	8.000	EACH	TYPE 1 MANHOLE (MODIFIED)	\$9,000.00	\$72,000.00	\$20,000.00	\$160,000.00	\$24,000.00	\$192,000.00
6090490	3.000	EACH	CONNECT TO SANITARY SEWER MAIN	\$1,500.00	\$4,500.00	\$15,000.00	\$45,000.00	\$20,000.00	\$60,000.00

6090560	1,000	LS	TEMPORARY SEWER LINE RELOCATION	\$150,000.00	\$150,000.00	\$25,000.00	\$25,000.00	\$23,000.00	\$23,000.00
6090580	1,000	FA	LATERAL CONNECTION	\$16,000.00	\$16,000.00	\$16,000.00	\$16,000.00	\$16,000.00	\$16,000.00
6090610	1,000	EACH	ADJUSTING VALVE COVERS (METHOD C)	\$1,500.00	\$1,500.00	\$2,500.00	\$2,500.00	\$1,430.00	\$1,430.00
6091030	2,200,000	POUND	CASTINGS	\$5.00	\$11,000.00	\$6.00	\$13,200.00	\$15.00	\$33,000.00
6091040	933,000	POUND	STRUCTURAL STEEL GRATES	\$5.00	\$4,665.00	\$6.00	\$5,598.00	\$15.00	\$13,995.00
6091410	442,000	LINFT	ABANDON PIPE	\$65.00	\$28,730.00	\$300.00	\$132,600.00	\$210.00	\$92,820.00
6091490	134,000	LINFT	8-INCH POLYVINYL CHLORIDE PIPE (SDR-35)	\$190.00	\$25,460.00	\$300.00	\$40,200.00	\$480.00	\$64,320.00
6091510	848,000	LINFT	10-INCH POLYVINYL CHLORIDE PIPE (SDR-35)	\$200.00	\$169,600.00	\$350.00	\$296,800.00	\$150.00	\$127,200.00
6091705	1,000	FA	PIPE REPAIR	\$13,000.00	\$13,000.00	\$13,000.00	\$13,000.00	\$13,000.00	\$13,000.00
6091730	196,000	LINFT	18-INCH PIPE LINER	\$200.00	\$39,200.00	\$250.00	\$49,000.00	\$305.00	\$59,780.00
6091742	489,000	LINFT	24-INCH PIPE LINER	\$275.00	\$134,475.00	\$300.00	\$146,700.00	\$320.00	\$156,480.00
6091764	1,096,000	LINFT	36-INCH PIPE LINER	\$300.00	\$328,800.00	\$350.00	\$383,600.00	\$400.00	\$438,400.00
6100050	696,000	SOYD	GEOTEXTILE (CLASS 1)	\$7.00	\$4,872.00	\$10.00	\$6,960.00	\$6.00	\$4,176.00
6100170	33,000	CUYD	RIPRAP (CLASS 150)	\$165.00	\$5,445.00	\$400.00	\$13,200.00	\$360.00	\$11,880.00
6100190	12,000	CUYD	RIPRAP (CLASS 300)	\$250.00	\$3,000.00	\$400.00	\$4,800.00	\$700.00	\$8,400.00
6100200	67,000	CUYD	RIPRAP (CLASS 400)	\$200.00	\$13,400.00	\$400.00	\$26,800.00	\$300.00	\$20,100.00
6100210	497,000	CUYD	RIPRAP (CLASS 550)	\$130.00	\$64,610.00	\$400.00	\$198,800.00	\$220.00	\$109,340.00
6100470	19,000	CUYD	RIPRAP BEDDING (CLASS 300)	\$260.00	\$4,940.00	\$250.00	\$4,750.00	\$310.00	\$5,890.00
6100480	19,000	CUYD	RIPRAP BEDDING (CLASS 400)	\$150.00	\$2,850.00	\$300.00	\$5,700.00	\$300.00	\$5,700.00
6100490	124,000	CUYD	RIPRAP BEDDING (CLASS 550)	\$110.00	\$13,640.00	\$300.00	\$37,200.00	\$100.00	\$12,400.00
6130130	7,300	SOYD	DETECTABLE WARNINGS	\$750.00	\$5,475.00	\$250.00	\$1,825.00	\$600.00	\$4,380.00
6130610	8,000	LINFT	CLASS AA CONCRETE VALLEY GUTTER (SPECIAL)	\$250.00	\$2,000.00	\$1,500.00	\$12,000.00	\$350.00	\$2,800.00
6130780	159,000	LINFT	CLASS AA CONCRETE CURB AND GUTTER (TYPE 1)	\$55.00	\$8,745.00	\$80.00	\$12,720.00	\$60.00	\$9,540.00
6131140	2,800	SOYD	CLASS AA CONCRETE SIDEWALK (4-INCH)	\$200.00	\$560.00	\$400.00	\$1,120.00	\$450.00	\$1,260.00
6131300	31,000	SOYD	CLASS AA CONCRETE DRIVEWAY (9-INCH) (REINFORCED)	\$400.00	\$12,400.00	\$250.00	\$7,750.00	\$450.00	\$13,950.00
6131430	28,000	SOYD	CLASS AA CONCRETE RAMP (4-INCH)	\$400.00	\$11,200.00	\$250.00	\$7,000.00	\$300.00	\$8,400.00
6161000	360,000	LINFT	TYPE C-NV-4B FENCE	\$30.00	\$10,800.00	\$12.00	\$4,320.00	\$9.00	\$3,240.00
6161520	85,000	LINFT	DEBRIS FENCE	\$200.00	\$17,000.00	\$200.00	\$17,000.00	\$14.00	\$1,190.00
6170820	1,000	EACH	36-FOOT PRECAST CATTLE GUARD	\$60,000.00	\$60,000.00	\$65,000.00	\$65,000.00	\$70,000.00	\$70,000.00
6180350	1,000	EACH	GUARDRAIL TERMINAL (FLARED)	\$6,000.00	\$6,000.00	\$6,000.00	\$6,000.00	\$6,000.00	\$6,000.00
6180540	108,000	LINFT	GALVANIZED GUARDRAIL	\$70.00	\$7,560.00	\$80.00	\$8,640.00	\$62.00	\$6,696.00
6190200	505,000	EACH	GUIDE POSTS (RIGID)	\$70.00	\$35,350.00	\$70.00	\$35,350.00	\$63.00	\$31,815.00
6190250	2,000	EACH	OBJECT MARKERS, TYPE 1	\$200.00	\$400.00	\$150.00	\$300.00	\$200.00	\$400.00
6190270	2,000	EACH	OBJECT MARKERS, TYPE 2 (MODIFIED)	\$200.00	\$400.00	\$150.00	\$300.00	\$200.00	\$400.00
6190280	58,000	EACH	OBJECT MARKERS, TYPE 3	\$160.00	\$9,280.00	\$150.00	\$8,700.00	\$200.00	\$11,600.00
6230201	2,000	EACH	ITS VAULT	\$10,000.00	\$20,000.00	\$5,000.00	\$10,000.00	\$13,000.00	\$26,000.00
6230226	12,000	EACH	NO. 3-1/2 PULL BOX, MODIFIED	\$2,150.00	\$25,800.00	\$1,500.00	\$18,000.00	\$2,000.00	\$24,000.00
6230232	2,000	EACH	NO. 5 PULL BOX, MODIFIED	\$2,750.00	\$5,500.00	\$2,000.00	\$4,000.00	\$3,000.00	\$6,000.00
6230236	6,000	EACH	NO. 7 PULL BOX, MODIFIED	\$3,200.00	\$19,200.00	\$2,500.00	\$15,000.00	\$4,500.00	\$27,000.00
6230268	16,000	EACH	LUMINAIRE, TYPE B	\$900.00	\$14,400.00	\$500.00	\$8,000.00	\$600.00	\$9,600.00
6230465	1,000	EACH	SOLAR POWERED WARNING LIGHTS	\$4,000.00	\$4,000.00	\$2,500.00	\$2,500.00	\$32,000.00	\$32,000.00
6230570	3,000	EACH	STEEL POLE, TYPE 7	\$10,000.00	\$30,000.00	\$12,000.00	\$36,000.00	\$21,000.00	\$63,000.00
6230575	7,000	EACH	STEEL POLE, TYPE 7 (WITH SAFETY BASE)	\$11,500.00	\$80,500.00	\$18,000.00	\$126,000.00	\$24,000.00	\$168,000.00
6230595	3,000	EACH	STEEL POLE, TYPE 14 (WITH SAFETY BASE)	\$14,000.00	\$42,000.00	\$20,000.00	\$60,000.00	\$26,000.00	\$78,000.00
6230775	4,000	EACH	LOOP DETECTOR	\$1,500.00	\$6,000.00	\$1,000.00	\$4,000.00	\$2,000.00	\$8,000.00
6231620	1,000	EACH	UNDERGROUND ELECTRICAL SERVICE	\$11,500.00	\$11,500.00	\$5,000.00	\$5,000.00	\$21,000.00	\$21,000.00
6231795	186,000	LINFT	1 1/2-INCH CONDUIT	\$25.00	\$4,650.00	\$20.00	\$3,720.00	\$100.00	\$18,600.00
6231820	4,746,000	LINFT	3-INCH CONDUIT	\$38.00	\$180,348.00	\$25.00	\$118,650.00	\$42.00	\$199,332.00
6231850	2,202,000	LINFT	4-INCH MULTIDUCT CONDUIT	\$42.00	\$92,484.00	\$50.00	\$110,100.00	\$65.00	\$143,130.00
6231975	12,192,000	LINFT	NO. 6 CONDUCTOR	\$2.00	\$24,384.00	\$2.00	\$24,384.00	\$14.00	\$170,688.00
6231985	2,376,000	LINFT	NO. 10 CONDUCTOR	\$2.50	\$5,940.00	\$2.00	\$4,752.00	\$12.00	\$28,512.00
6233012	1,000	LS	AUTOMATED VEHICLE CLASSIFICATION SYSTEM (2-LANE CONFIGURATION)	\$75,000.00	\$75,000.00	\$15,000.00	\$15,000.00	\$150,000.00	\$150,000.00
6240130	1,000	FA	UNIFORMED TRAFFIC CONTROL OFFICER	\$130,200.00	\$130,200.00	\$130,200.00	\$130,200.00	\$130,200.00	\$130,200.00
6240140	150,000	DAY	TRAFFIC CONTROL SUPERVISOR	\$1,200.00	\$180,000.00	\$2,000.00	\$300,000.00	\$650.00	\$97,500.00
6250490	1,000	LS	RENT TRAFFIC CONTROL DEVICES	\$1,050,000.00	\$1,050,000.00	\$1,208,672.58	\$1,636,935.89	\$1,636,935.89	\$1,636,935.89
6270190	1,112,740	SOFT	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	\$120.00	\$133,528.80	\$160.00	\$178,038.40	\$140.00	\$155,783.60
6270220	26,960	SOFT	PERMANENT SIGN PANELS (PANELS ONLY)	\$65.00	\$1,752.40	\$100.00	\$2,696.00	\$43.00	\$1,159.28
6270240	875,500	SOFT	PERMANENT SIGNS, REMOVE	\$10.00	\$8,755.00	\$15.00	\$13,132.50	\$11.00	\$9,630.50
6270250	27,680	SOFT	PERMANENT SIGNS, REMOVE (PANEL ONLY)	\$11.00	\$304.48	\$15.00	\$415.20	\$11.00	\$304.48
6270260	74,050	SOFT	PERMANENT SIGNS, RESET	\$100.00	\$7,405.00	\$50.00	\$3,702.50	\$160.00	\$11,848.00
6270270	3,000	SOFT	PERMANENT SIGNS, RESET (PANELS ONLY)	\$80.00	\$240.00	\$50.00	\$150.00	\$43.00	\$129.00
6280120	1,000	LS	MOBILIZATION	\$1,877,631.00	\$1,877,631.00	\$2,900,000.00	\$2,900,000.00	\$3,300,000.00	\$3,300,000.00
6320875	3,721	MILE	EPOXY PAVEMENT STRIPING (6-INCH BROKEN WHITE)	\$2,100.00	\$7,814.10	\$1,500.00	\$5,581.50	\$1,500.00	\$5,581.50
6320920	29,154	MILE	EPOXY PAVEMENT STRIPING (6-INCH SOLID WHITE)	\$3,200.00	\$93,292.80	\$4,000.00	\$116,616.00	\$4,200.00	\$122,448.00
6320940	0.830	MILE	EPOXY PAVEMENT STRIPING (8-INCH SOLID WHITE)	\$5,000.00	\$4,150.00	\$5,000.00	\$4,150.00	\$6,300.00	\$5,229.00
6320980	9,140	MILE	EPOXY PAVEMENT STRIPING (BROKEN YELLOW)	\$556.95	\$5,090.52	\$1,500.00	\$13,710.00	\$1,500.00	\$13,710.00
6321015	0.130	MILE	EPOXY PAVEMENT STRIPING (6-INCH SOLID YELLOW)	\$6,000.00	\$780.00	\$4,000.00	\$520.00	\$4,300.00	\$559.00
6321060	1.490	MILE	EPOXY PAVEMENT STRIPING (BROKEN YELLOW W/SOLID YELLOW)	\$3,200.00	\$4,768.00	\$4,000.00	\$5,960.00	\$4,300.00	\$6,407.00
6321080	7.195	MILE	EPOXY PAVEMENT STRIPING (DOUBLE SOLID YELLOW)	\$5,000.00	\$35,975.00	\$4,500.00	\$32,377.50	\$6,100.00	\$43,889.50
6341020	1,671,000	LINFT	THERMOPLASTIC PAVEMENT MARKING (12-INCH SOLID WHITE)	\$18.00	\$30,078.00	\$15.00	\$25,065.00	\$22.00	\$36,762.00
6341030	236,000	LINFT	THERMOPLASTIC PAVEMENT MARKING (24-INCH SOLID WHITE)	\$9.33	\$2,201.88	\$20.00	\$4,720.00	\$22.00	\$5,192.00
6341060	1,002,000	SOFT	THERMOPLASTIC PAVEMENT MARKING (VARIES)	\$20.00	\$20,040.00	\$20.00	\$20,040.00	\$22.00	\$22,044.00
6370110	1,000	LS	TEMPORARY POLLUTION CONTROL	\$53,000.00	\$53,000.00	\$50,000.00	\$50,000.00	\$350,000.00	\$350,000.00

6410100	1.000	EACH	IMPACT ATTENUATOR	\$36,000.00	\$36,000.00	\$35,000.00	\$35,000.00	\$40,000.00	\$40,000.00
6500150	2.000	EACH	CONNECTION TO EXISTING WATER LINE	\$4,000.00	\$8,000.00	\$25,000.00	\$50,000.00	\$31,000.00	\$62,000.00
6500350	1.000	LS	TEMPORARY WATER LINE RELOCATION	\$20,000.00	\$20,000.00	\$25,000.00	\$25,000.00	\$42,000.00	\$42,000.00
6500385	1.000	LS	UTILITY MODIFICATIONS	\$16,500.00	\$16,500.00	\$20,000.00	\$20,000.00	\$25,000.00	\$25,000.00
6500660	75.000	LINFT	8-INCH DUCTILE IRON PIPE	\$600.00	\$45,000.00	\$500.00	\$37,500.00	\$750.00	\$56,250.00
6501050	2.000	EACH	8-INCH INLINE GATE VALVE ASSEMBLY	\$6,000.00	\$12,000.00	\$4,000.00	\$8,000.00	\$3,500.00	\$7,000.00
6501340	149.000	LINFT	10-INCH POLYVINYL CHLORIDE PIPE	\$220.00	\$32,780.00	\$400.00	\$59,600.00	\$400.00	\$59,600.00
6501380	56.000	LINFT	18-INCH PIPE CASING	\$500.00	\$28,000.00	\$400.00	\$22,400.00	\$800.00	\$44,800.00
6501410	74.000	LINFT	24-INCH PIPE CASING	\$750.00	\$55,500.00	\$400.00	\$29,600.00	\$800.00	\$59,200.00
Totals :					\$21,360,420.95		\$29,292,292.00		\$33,800,000.00
Adjusted Totals :									

Contract #: 4501
 Project No(s): NHP-STBG-006-1-(038), MS-006-2-(020)
 Project EA: 61007, 69959
 County: Esmeralda County, Nye County
 Engineers Estimate Range: R33 (\$20,000,000.01 to \$23,500,000.00)
 Days: 150

Project Manager: Dennis Faulkner
 Resident Engineer: BRANDON MONETTE

Engineer's Estimate	ROAD AND HIGHWAY BUILDERS LLC	W.W. CLYDE & CO.	Diff. Between Low and 2nd	Diff. Between EE and Low	Low Bid % of EE
\$21,360,420.95	\$29,292,292.00	\$33,800,000.00	\$4,507,708.00	\$7,931,871.05	137.1%

Item Number	Quantity	Unit	Item Description	Engineer's Est. Unit Price	Low Bid Unit Price	2nd Low Bid Unit Price	Qty Chg Req'd to Chg Bid Order	% Change in Qty Req'd	Low % of EE	Significantly Unbalanced	Price & Quantity Check Comments
2010120	30.810	ACRE	CLEARING AND GRUBBING	\$5,000.00	\$18,000.00	\$4,000.00	321.98	1045.0%	360.0%	Yes	EE OK / QTY OK
2020990	281,558.000	SQYD	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	\$2.50	\$5.00	\$3.00	2,253,854.00	800.5%	200.0%	Yes	EE OK / QTY OK
2021225	380.000	LINFT	REMOVAL OF SEWER PIPE	\$80.00	\$200.00	\$300.00	-45,077.08	-11862.4%	250.0%	Yes	EE OK, Limited Price History and Data / QTY OK
2030140	25,670.000	CUYD	ROADWAY EXCAVATION	\$20.00	\$60.00	\$25.00	128,791.66	501.7%	300.0%	Yes	EE Low, should have been \$27 / QTY OK
2030160	592.100	CUYD	DRAINAGE EXCAVATION	\$85.00	\$100.00	\$90.00	450,770.80	76130.9%	117.6%	No	EE OK / QTY OK
2060110	5,385.000	CUYD	STRUCTURE EXCAVATION	\$70.00	\$90.00	\$175.00	-53,031.86	-984.8%	128.6%	No	EE OK / QTY OK
2070110	1,837.400	CUYD	GRANULAR BACKFILL	\$110.00	\$140.00	\$450.00	-14,540.98	-791.4%	127.3%	No	EE OK / QTY OK
2110530	4,647.500	CUYD	ROCK MULCH	\$60.00	\$20.00	\$180.00	-28,173.18	-606.2%	33.3%	Yes	EE OK / QTY OK
3020130	81,715.000	TON	TYPE 1 CLASS B AGGREGATE BASE	\$25.00	\$40.00	\$50.00	-450,770.80	-551.6%	160.0%	Yes	EE OK / QTY OK
4020100	2,990.700	SOYD	PLANTMIXING MISCELLANEOUS AREAS	\$22.00	\$40.00	\$35.00	901,541.60	30144.8%	181.8%	Yes	EE OK / QTY OK
4020180	51,809.000	TON	PLANTMIX SURFACING (TYPE 2) (WET)	\$120.00	\$150.00	\$190.00	-112,692.70	-217.5%	125.0%	No	EE OK / QTY OK
4030100	39.000	MILE	MILLED RUMBLE STRIPS	\$850.00	\$1,500.00	\$1,300.00	22,538.54	57791.1%	176.5%	Yes	EE OK / QTY OK
4030110	13,086.000	TON	PLANTMIX OPEN-GRADED SURFACING (3/8-INCH) (WET)	\$175.00	\$195.00	\$210.00	-300,513.87	-2296.5%	111.4%	No	EE OK / QTY OK
4060120	61,125.420	SOYD	PRIME COAT	\$1.50	\$1.00	\$2.50	-3,005,138.67	-4916.3%	66.7%	Yes	EE OK / QTY OK
5020280	305.000	LINFT	SINGLE SLOPE CONCRETE BARRIER RAIL, TYPE B	\$180.00	\$300.00	\$600.00	-15,025.69	-4926.5%	166.7%	Yes	EE Low, Should have been \$285 / QTY OK
5020990	152.460	CUYD	CLASS DA CONCRETE, MODIFIED (MAJOR)	\$2,500.00	\$6,000.00	\$4,500.00	3,005.14	1971.1%	240.0%	Yes	EE OK / QTY OK
5021260	989.000	LINFT	8-FOOT X 4-FOOT PRECAST CONCRETE BOX CULVERT	\$1,400.00	\$1,600.00	\$1,500.00	45,077.08	4557.8%	114.3%	No	EE OK / QTY OK
5050100	32,243.000	POUND	REINFORCING STEEL	\$3.70	\$3.00	\$2.50	9,015,416.00	27960.8%	81.1%	No	EE High, should have been \$2.40 / QTY OK
6090380	8.000	EACH	TYPE 1 MANHOLE (MODIFIED)	\$9,000.00	\$20,000.00	\$24,000.00	-1,126.93	-14086.6%	222.2%	Yes	EE OK / QTY OK
6090560	1.000	LS	TEMPORARY SEWER LINE RELOCATION	\$150,000.00	\$25,000.00	\$23,000.00	N/A	N/A	16.7%	Yes	EE OK, Limited Price History and data / QTY OK
6091410	442.000	LINFT	ABANDON PIPE	\$65.00	\$300.00	\$210.00	50,085.64	11331.6%	461.5%	Yes	EE OK / QTY OK
6091510	848.000	LINFT	10-INCH POLYVINYL CHLORIDE PIPE (SDR-35)	\$200.00	\$350.00	\$150.00	22,538.54	2657.8%	175.0%	Yes	EE OK / QTY OK
6091742	489.000	LINFT	24-INCH PIPE LINER	\$275.00	\$300.00	\$320.00	-225,385.40	-46091.1%	109.1%	No	EE Low, should have been \$310 / QTY OK
6091764	1,096.000	LINFT	36-INCH PIPE LINER	\$300.00	\$350.00	\$400.00	-90,154.16	-8225.7%	116.7%	No	EE Low, should have been \$375 / QTY OK
6100210	497.000	CUYD	RIPRAP (CLASS 550)	\$130.00	\$400.00	\$220.00	25,042.82	5038.8%	307.7%	Yes	EE OK / QTY OK
6170820	1.000	EACH	36-FOOT PRECAST CATTLE GUARD	\$60,000.00	\$65,000.00	\$70,000.00	-901.54	-90154.2%	108.3%	No	EE OK / QTY OK
6230575	7.000	EACH	STEEL POLE, TYPE 7 (WITH SAFETY BASE)	\$11,500.00	\$18,000.00	\$24,000.00	-751.28	-10732.6%	156.5%	Yes	EE OK / QTY OK
6230595	3.000	EACH	STEEL POLE, TYPE 14 (WITH SAFETY BASE)	\$14,000.00	\$20,000.00	\$26,000.00	-751.28	-25042.8%	142.9%	No	EE OK / QTY OK
6231820	4,746.000	LINFT	3-INCH CONDUIT	\$38.00	\$25.00	\$42.00	-265,159.29	-5587.0%	65.8%	Yes	EE OK / QTY OK
6231850	2,202.000	LINFT	4-INCH MULTIDUCT CONDUIT	\$42.00	\$50.00	\$65.00	-300,513.87	-13647.3%	119.0%	No	EE OK / QTY OK
6233012	1.000	LS	AUTOMATED VEHICLE CLASSIFICATION SYSTEM (2-LANE CONFIGURATION)	\$75,000.00	\$15,000.00	\$150,000.00	N/A	N/A	20.0%	Yes	EE Low, Could have been \$100,000 / QTY OK
6240140	150.000	DAY	TRAFFIC CONTROL SUPERVISOR	\$1,200.00	\$2,000.00	\$650.00	3,339.04	2226.0%	166.7%	Yes	EE OK / QTY OK
6250490	1.000	LS	RENT TRAFFIC CONTROL DEVICES	\$1,050,000.00	\$1,208,672.58	\$1,636,935.89	N/A	N/A	115.1%	No	EE OK / QTY OK
6270190	1,112.740	SOFT	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	\$120.00	\$160.00	\$140.00	225,385.40	20255.0%	133.3%	No	EE OK / QTY OK
6280120	1.000	LS	MOBILIZATION	\$1,877,631.00	\$2,900,000.00	\$3,300,000.00	N/A	N/A	154.4%	Yes	Fixed Percentage 10%
6320920	29.154	MILE	EPOXY PAVEMENT STRIPING (6-INCH SOLID WHITE)	\$3,200.00	\$4,000.00	\$4,200.00	-22,538.54	-77308.6%	125.0%	No	EE OK / QTY OK
6370110	1.000	LS	TEMPORARY POLLUTION CONTROL	\$53,000.00	\$50,000.00	\$50,000.00	N/A	N/A	94.3%	No	EE OK / QTY OK
6501340	149.000	LINFT	10-INCH POLYVINYL CHLORIDE PIPE	\$220.00	\$400.00	\$400.00	#DIV/0!	#DIV/0!	181.8%	Yes	EE OK, Limited Price History and data / QTY OK
6501410	74.000	LINFT	24-INCH PIPE CASING	\$750.00	\$400.00	\$800.00	-11,269.27	-15228.7%	53.3%	Yes	EE OK, Limited Price History and data / QTY OK

Additional Comments : The Bid Review Analysis Team has reviewed and checked the engineer's estimate and quantities; no errors were identified. All other prices and quantities have been verified. BRAT Recommends to Award.

Purpose and Need of Project : This project is located on US 6 near the town of Tonopah in Esmeralda and Nye Counties. The purpose of this project is to preserve the existing pavement section with a mill and overlay and widen a 2 mile stretch of roadway to accommodate a new passing lane in the eastbound direction. Preserving the pavement is vital to the safety and maintainability of this route. The addition of a passing lane will enhance safety by eliminating the need for vehicles to enter the opposing lane to pass slower vehicles. Additional items include hydraulic and stormwater upgrades along with lighting, signing, and ITS improvements. Minor Landscape and Aesthetics improvements have also been included. Additionally, NDOT will also replace and upgrade the existing storm drain between Cutting Street and the Slime Wash outlet. NDOT will also replace the existing corrugated metal pipe (CMP) with a new reinforced concrete box (RCB), add riprap to the RCB outlet in the Slime Wash, and armor an exposed sanitary sewer lateral and it's adjacent slopes in the Slime Wash. Additional items include Utility and ITS replacements and installations.



1263 South Stewart Street
Carson City, NV 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 29, 2023

TO: Department of Transportation Board of Directors
FROM: Tracy Larkin Thomason, P.E., Director
SUBJECT: December 11, 2023 | Transportation Board of Directors Meeting
ITEM # 8: Contract 4502, Project No. STBG-NHPP-015-1-(343), on I-15 northbound from Jean to Bird Spring grade separation, with LAS VEGAS PAVING CORPORATION, to cold mill, and place plantmix bituminous surface with open grade, Clark County, Nevada. – *For possible action*

Summary:

October 12, 2023, at 2:00 PM, the following bids were opened for Contract 4502, Project No. STBG-NHPP-015-1-(343), on I-15 northbound from Jean to Bird Spring grade separation, in Clark County, to cold mill, and place plantmix bituminous surface with open grade.

Las Vegas Paving Corporation.....	\$16,075,000.00
Holcim - SWR, Inc.....	\$17,850,553.50
Engineer’s Estimate.....	\$19,022,291.23

List of Attachment(s):

- A. Concurrence in Award Memorandum
- B. Unofficial Bid Results
- C. Disadvantaged Business Enterprise (DBE) Goal
- D. Bid Review and Analysis Team (BRAT) Summary Report

Recommendation for Board Action:

Award contract 4502, to LAS VEGAS PAVING CORPORATION, in the amount of \$16,075,000.00.

Prepared by:

Administrative Services Division

1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7070
Fax: (775) 888-7101



MEMORANDUM
Administrative Services

October 31, 2023

To: Tracy Larkin Thomason, P.E., Director
Scott Hein, Assistant Director, Engineering
Jeffrey Lerud, Deputy Director, Operations and Maintenance

From: Vanessa Pickles, Contract Services Manager, Administrative Services



Subject: Concurrence in Award for Contract No. 4502, Project No. STBG-NHPP-015-1-(343), on I-15 from Jean to Bird Spring grade separation, in Clark County, described as: to cold mill and place plantmix bituminous surface with open grade. The Engineer's Estimate is \$19,029,881.23.

This memo is to confirm concurrence in award of the subject contract.

Bid proposals were opened on October 12, 2023. Las Vegas Paving Corporation is the apparent low bidder at \$16,075,000.00 and they submitted a properly executed proposal, bid bond, and anti-collusion affidavit. The second low bidder is Holcim - SWR, Inc., with a bid of \$17,850,553.50.

The project is Federally funded, required 9.80% DBE participation, and is not subject to State Bidder Preference provisions.

The subcontractor and supplier listings submitted by Las Vegas Paving Corporation have been reviewed and confirmed by Contract Services. The DBE information submitted by Las Vegas Paving Corporation has been reviewed and certified by the External Civil Rights office. Las Vegas Paving Corporation has met the required DBE participation with a 10.22% commitment. The bid is below the Engineer's Estimate Range, and a copy of the Unofficial Bid Results report is attached for your reference. The BRAT Co-Chairs have provided their recommendation to award, and the report is attached.

Your concurrence in award of this contract by endorsement hereon is respectfully requested. Upon receipt, a packet will be prepared to obtain Transportation Board approval of the award at the December 2023 meeting.

Concurrence in award:

DocuSigned by:

Scott Hein, Assistant Director

DocuSigned by:

Jeffrey Lerud, Deputy Director

DocuSigned by:

Tracy Larkin Thomason, P.E., Director

- Enclosures:
- Unofficial Bid Results
- DBE Sub Approval
- BRAT Summary Report



Nevada Department of Transportation Unofficial Bid Results

Contract #: 4502**Bid Opening Date and Time:** 10/12/2023 2:00 PM**Designer:** Ashton Hunter**Liquidated Damages (\$):** 8,500.00**Project Coordinator:** Brian Deal**Anticipated Working Days:** 100**Engineer's Estimate Range (\$):** R32 (\$16,500,000.01 to \$20,000,000.00)**District:** District 1**Project Number:** STBG-NHPP-015-1-(343)**County:** Clark County**Location Description:** IR15N, Clark County, Jean to Bird Spring Grade Separation, CL 0.000 to CL 16.380**Project Scope:** 2" Cold Mill, 2" Dense Grade with 0.75" Open Grade**Actual Bid Amount**

Apparent Low Bidder:	LAS VEGAS PAVING CORPORATION	\$16,075,000.00
Apparent 2nd:	HOLCIM - SWR, INC.	\$17,850,553.50

Bidders		Actual Bid Amount
1	LAS VEGAS PAVING CORPORATION 4420 South Decatur Blvd, Las Vegas, Nevada, 89103 (702) 251-5800	\$16,075,000.00
2	HOLCIM - SWR, INC. 4675 W Teco Ave, Suite 140 Las Vegas, Nevada, 89118 (702) 649-6252	\$17,850,553.50



Attachment C

123 E. Washington Ave.
Las Vegas, Nevada 89101
Phone: (775) 888-7497
Fax: (775) 888-7235

MEMORANDUM
External Civil Rights

October 25, 2023

To: Cori Brennan, Assistant Chief, Administrative Services, Administrative Services
From: Julie Boyster, DBE/Title VI Asst Mgr. ^{DS} JB
Subject: NDOT Bidder DBE Information – Contract no. 4502, IR15N, Clark County, Jean to Bird Spring Grade Separation, CL 0.000 to CL 16.380, in Clark County, 2" Cold Mill, 2" Dense Grade with 0.75" Open Grade

Apparent low bid: \$16,075,000.00

The DBE information for C AND S COMPANY INC, GENERAL DESIGN AND CONSTRUCTION CO INC, GMCONSTRUCTION, HIGHTOWER TRUCKING INC, PROTECH COATINGS, SAGEBRUSH TRUCKING LLC and UNIVERSAL CONSULTING CORPORATION DBA A-1 CONCRETE CUTTING submitted by the apparent low bidder, Las Vegas Paving Corporation, has been received by External Civil Rights and we have concluded:

C AND S COMPANY INC, GENERAL DESIGN AND CONSTRUCTION CO INC, GMCONSTRUCTION, HIGHTOWER TRUCKING INC, PROTECH COATINGS, SAGEBRUSH TRUCKING LLC and UNIVERSAL CONSULTING CORPORATION DBA A-1 CONCRETE CUTTING, hold active State of Nevada business licenses and are Nevada certified DBE firms. Additionally, C AND S COMPANY INC, GENERAL DESIGN AND CONSTRUCTION CO INC, GMCONSTRUCTION, PROTECH COATINGS, and UNIVERSAL CONSULTING CORPORATION DBA A-1 CONCRETE CUTTING, holds an active Nevada State Contractors Board license. All firms are clear of State disqualification and Federal exclusion.

The DBE goal of 9.8.0% has been met with a 10.22% DBE committed participation by the apparent low bidder Las Vegas Paving Corporation.

The DBE firms are approved for this contract.

cc: Contract Services
Contract Compliance
Teri Lewis, SBE/DBE/Title VI Manager



Attachment D

1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7070
Fax: (775) 888-7101

MEMORANDUM
Administrative Services

October 25, 2023

To: Cori Brennan, Assistant Chief, Administrative Services Division
From: Bid Review and Analysis Team
Subject: BRAT Summary Report for Contract No.: 4502

The Bid Review and Analysis Team (BRAT) met on October 24, 2023, to discuss bids for the above referenced contract. The following were in attendance:

- Sam Dowd, Assistant Chief Roadway Design Engineer
- Sam Lompa, Chief Construction Engineer
- Tonia Andree, Professional Engineer
- Ryan Bennett, Associate Engineer
- Brian Deal, Professional Engineer
- David Fox, Professional Engineer
- Mebrahtu Gobena, Associate Engineer
- Ricki Grundy, Program Officer
- Curtis Hartzell, Associate Engineer
- Ashton Hunter, Associate Engineer
- Eric MacGill, Associate Engineer
- Kevin Maxwell, Professional Engineer
- Brandon Monette, Associate Engineer
- Matthew Parker, Landscape Architect
- Vanessa Pickles, Contract Services Manager
- Phillip Slagel, Professional Engineer
- Sierra Udey, Program Officer
- Michael West, Associate Engineer


The overall bid proposal was evaluated and determined to be acceptable. The Bid Tabulation and Price Sensitivity is attached.

The apparent lowest responsive bidder, Las Vegas Paving Corporation., submitted a bid which is 84.5% of the Engineer's Estimate. The BRAT recommends award of this contract.

Submitted:

DocuSigned by:

53D971C98A35414
Sam Dowd, BRAT Co-Chair

DocuSigned by:

B95C00ABA04F485
Sam Lompa, BRAT Co-Chair

cc: Attendees
Lori Story, Legal
Design Admin

Contract #: 4502
 Project Scope: 2" Cold Mill, 2" Dense Grade with 0.75" Open Grade

Project EA: 61075
 Project Number(s): STBG-NHPP-015-1-(343)

Location: IR15N, Clark County, Jean to Bird Spring Grade Separation, CL 0.000 to CL 16.380

County: Clark County
 Engineers Estimate Range: R32 (\$16,500,000.01 to \$20,000,000.00)
 Anticipated Working Days: 100

Bid Opening Date: October 12, 2023, 02:00PM

Item Number	Quantity	Unit	Item Description	Engineer's Estimate		LAS VEGAS PAVING CORPORATION		HOLCIM - SWR, INC.	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
2000100	20.000	hour	SURVEY CREW	\$285.00	\$5,700.00	\$320.00	\$6,400.00	\$400.00	\$8,000.00
2020160	61.000	linft	REMOVAL OF EXPANSION JOINTS	\$115.00	\$7,015.00	\$408.00	\$24,768.00	\$56.00	\$3,416.00
2020285	120.000	linft	REMOVAL OF CULVERT PIPE	\$110.00	\$13,200.00	\$96.00	\$11,520.00	\$123.00	\$14,760.00
2020300	192.000	linft	CLEAN CULVERT PIPE	\$90.00	\$17,280.00	\$84.00	\$16,128.00	\$104.00	\$19,968.00
2020400	77.000	linft	REMOVAL OF CONCRETE BARRIER RAIL	\$140.00	\$10,780.00	\$106.00	\$8,162.00	\$166.00	\$12,782.00
2020450	15.000	each	REMOVE END SECTION	\$630.00	\$9,450.00	\$650.00	\$9,750.00	\$800.00	\$12,000.00
2020475	6,859.000	linft	REMOVAL OF GUARDRAIL	\$6.50	\$44,583.50	\$8.50	\$58,301.50	\$7.40	\$50,756.60
2020925	4.000	each	REMOVAL OF PULL BOX	\$525.00	\$2,100.00	\$935.00	\$3,740.00	\$1,155.00	\$4,620.00
2020965	1,483.000	sqyd	REMOVAL OF BITUMINOUS SURFACE	\$20.00	\$29,660.00	\$34.00	\$50,422.00	\$23.25	\$34,479.75
2020990	597,565.730	sqyd	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	\$2.50	\$1,493,914.33	\$1.40	\$836,592.02	\$2.05	\$1,225,009.75
2020995	17,926.970	sqyd	REMOVAL OF BITUMINOUS SURFACE (MISCELLANEOUS COLD MILLING)	\$1.75	\$31,372.20	\$1.40	\$25,097.76	\$2.75	\$49,299.17
2030140	1,761.100	cu yd	ROADWAY EXCAVATION	\$80.00	\$140,888.00	\$74.00	\$130,321.40	\$60.25	\$106,106.28
2030360	6,028.640	sqyd	BASE PREPARATION	\$3.50	\$21,100.24	\$3.50	\$21,100.24	\$1.50	\$9,042.96
2060110	3,148.800	cu yd	STRUCTURE EXCAVATION	\$75.00	\$236,160.00	\$96.00	\$302,284.80	\$105.00	\$330,624.00
2070110	88.700	cu yd	GRANULAR BACKFILL	\$150.00	\$13,305.00	\$205.00	\$18,183.50	\$243.00	\$21,554.10
2120045	9,254.500	sqyd	PAINTING	\$45.00	\$416,452.50	\$8.80	\$81,439.60	\$17.90	\$165,655.55
3020130	731.000	ton	TYPE 1 CLASS B AGGREGATE BASE	\$65.00	\$47,515.00	\$95.00	\$69,445.00	\$68.10	\$49,781.10
4020100	675.000	sqyd	PLANTMIXING MISCELLANEOUS AREAS	\$45.00	\$30,375.00	\$19.00	\$12,825.00	\$56.15	\$37,901.25
4020190	68,923.000	ton	PLANTMIX SURFACING (TYPE 2C) (WET)	\$115.00	\$7,926,145.00	\$113.00	\$7,788,299.00	\$119.00	\$8,201,837.00
4030100	32.700	mile	MILLED RUMBLE STRIPS	\$1,150.00	\$37,605.00	\$1,055.00	\$34,498.50	\$650.00	\$21,255.00
4030120	23,314.000	ton	PLANTMIX OPEN-GRADED SURFACING (1/2-INCH) (WET)	\$140.00	\$3,263,960.00	\$135.00	\$3,147,390.00	\$151.15	\$3,523,911.10
4060120	6,028.640	sqyd	PRIME COAT	\$2.25	\$13,564.44	\$0.70	\$4,220.05	\$0.90	\$5,425.78
5020280	6,940.000	linft	SINGLE SLOPE CONCRETE BARRIER RAIL, TYPE B	\$150.00	\$1,041,000.00	\$123.00	\$853,620.00	\$127.50	\$884,850.00
5020360	1.000	fa	CONCRETE BRIDGE DECK REPAIR	\$7,000.00	\$7,000.00	\$7,000.00	\$7,000.00	\$7,000.00	\$7,000.00
5020390	1.000	fa	REPAIR CONCRETE STRUCTURE	\$23,000.00	\$23,000.00	\$23,000.00	\$23,000.00	\$23,000.00	\$23,000.00
5020720	22.860	cu yd	CLASS A CONCRETE (MINOR)	\$4,000.00	\$91,440.00	\$1,290.00	\$29,489.40	\$1,038.00	\$23,728.68
5020731	10.900	cu yd	CLASS A CONCRETE (ISLAND PAVING) (SPECIAL)	\$1,300.00	\$14,170.00	\$2,950.00	\$32,155.00	\$1,545.00	\$16,840.50
5021700	220.000	linft	EXPANSION JOINT SEALANT	\$80.00	\$17,600.00	\$104.00	\$22,880.00	\$54.20	\$11,924.00
5021980	61.000	linft	PREFORMED JOINT FILLER, (1-INCH)	\$145.00	\$8,845.00	\$221.00	\$13,481.00	\$397.00	\$24,217.00
5022050	8.000	each	CONCRETE PIPE COLLAR	\$1,750.00	\$14,000.00	\$5,100.00	\$40,800.00	\$6,853.00	\$54,824.00
6040390	5.000	linft	24-INCH CORR. METAL PIPE (16 GAGE)	\$435.00	\$2,175.00	\$1,030.00	\$5,150.00	\$1,270.00	\$6,350.00
6041130	29.000	linft	42-INCH X 29-INCH CORR. METAL ARCH PIPE (16 GAGE)	\$950.00	\$27,550.00	\$130.00	\$3,770.00	\$160.00	\$4,640.00
6041175	68.000	linft	57-INCH X 38-INCH CORR. METAL ARCH PIPE (12 GAGE)	\$1,000.00	\$68,000.00	\$265.00	\$18,020.00	\$325.00	\$22,100.00
6041200	18.000	linft	71-INCH X 47-INCH CORR. METAL ARCH PIPE (8 GAGE)	\$1,250.00	\$22,500.00	\$585.00	\$10,530.00	\$726.00	\$13,068.00
6041350	4.000	each	42-INCH X 29-INCH METAL ARCH END SECTION	\$3,500.00	\$14,000.00	\$4,200.00	\$16,800.00	\$51.95	\$207.80
6041370	2.000	each	49-INCH X 33-INCH METAL ARCH END SECTION	\$4,000.00	\$8,000.00	\$5,500.00	\$11,000.00	\$6,759.00	\$13,518.00
6041385	4.000	each	57-INCH X 38-INCH METAL ARCH END SECTION	\$4,500.00	\$18,000.00	\$4,700.00	\$18,800.00	\$5,754.00	\$23,016.00
6041415	3.000	each	71-INCH X 47-INCH METAL ARCH END SECTION	\$5,000.00	\$15,000.00	\$5,900.00	\$17,700.00	\$7,273.00	\$21,819.00
6042440	1.000	each	24-INCH METAL END SECTION	\$2,250.00	\$2,250.00	\$2,920.00	\$2,920.00	\$4,470.00	\$4,470.00
6042445	1.000	each	24-INCH METAL END SECTION (SAFETY TYPE)	\$3,050.00	\$3,050.00	\$4,500.00	\$4,500.00	\$5,565.00	\$5,565.00
6090600	1.000	each	ADJUSTING VALVE COVERS (METHOD B)	\$2,250.00	\$2,250.00	\$1,025.00	\$1,025.00	\$1,400.00	\$1,400.00
6090610	5.000	each	ADJUSTING VALVE COVERS (METHOD C)	\$1,100.00	\$5,500.00	\$1,350.00	\$6,750.00	\$1,676.00	\$8,380.00
6100050	3,118.000	sqyd	GEOTEXTILE (CLASS 1)	\$7.50	\$23,385.00	\$4.30	\$13,407.40	\$5.40	\$16,837.20
6100190	609.000	cu yd	RIPRAP (CLASS 300)	\$165.00	\$100,485.00	\$133.00	\$80,997.00	\$158.00	\$96,222.00
6100210	1,629.000	cu yd	RIPRAP (CLASS 550)	\$150.00	\$244,350.00	\$96.00	\$156,384.00	\$112.00	\$182,448.00
6100470	221.000	cu yd	RIPRAP BEDDING (CLASS 300)	\$170.00	\$37,570.00	\$159.00	\$35,139.00	\$195.50	\$43,205.50
6100490	426.000	cu yd	RIPRAP BEDDING (CLASS 550)	\$130.00	\$55,380.00	\$166.00	\$70,716.00	\$207.00	\$88,182.00
6130350	157.000	linft	CLASS A CONCRETE GLUE DOWN CURB (TYPE A)	\$30.00	\$4,710.00	\$65.00	\$10,205.00	\$28.00	\$4,396.00
6130580	50.000	linft	CLASS A CONCRETE VALLEY GUTTER (SPECIAL)	\$120.00	\$6,000.00	\$300.00	\$15,000.00	\$216.00	\$10,800.00
6161082	1.000	fa	REPAIR TORTOISE FENCE	\$15,800.00	\$15,800.00	\$15,800.00	\$15,800.00	\$15,800.00	\$15,800.00
6180250	8,778.000	linft	REMOVE AND RESET GUARDRAIL	\$7.00	\$61,446.00	\$7.15	\$62,762.70	\$7.55	\$66,273.90
6190200	687.000	each	GUIDE POSTS (RIGID)	\$60.00	\$41,220.00	\$95.00	\$65,265.00	\$70.00	\$48,090.00
6190260	3.000	each	OBJECT MARKERS, TYPE 2	\$200.00	\$600.00	\$185.00	\$555.00	\$140.00	\$420.00
6190280	115.000	each	OBJECT MARKERS, TYPE 3	\$160.00	\$18,400.00	\$185.00	\$21,275.00	\$168.00	\$19,320.00
6230232	4.000	each	NO. 5 PULL BOX, MODIFIED	\$1,700.00	\$6,800.00	\$1,910.00	\$7,640.00	\$2,464.00	\$9,856.00
6230775	12.000	each	LOOP DETECTOR	\$1,400.00	\$16,800.00	\$1,170.00	\$14,040.00	\$1,285.00	\$15,420.00
6231820	30.000	linft	3-INCH CONDUIT	\$100.00	\$3,000.00	\$300.00	\$9,000.00	\$349.00	\$10,470.00
6231830	60.000	linft	4-INCH CONDUIT	\$100.00	\$6,000.00	\$160.00	\$9,600.00	\$151.00	\$9,060.00
6240130	1.000	fa	UNIFORMED TRAFFIC CONTROL OFFICER	\$77,000.00	\$77,000.00	\$77,000.00	\$77,000.00	\$77,000.00	\$77,000.00

6240140	100.000	DAY	TRAFFIC CONTROL SUPERVISOR	\$1,275.00	\$127,500.00	\$1,390.00	\$139,000.00	\$1,640.00	\$164,000.00
6250490	1.000	LS	RENT TRAFFIC CONTROL DEVICES	\$323,150.00	\$323,150.00	\$371,000.00	\$371,000.00	\$497,000.00	\$497,000.00
6270100	1.000	LS	INSTALL STATE FURNISHED SIGNS	\$12,480.00	\$12,480.00	\$6,360.00	\$6,360.00	\$3,910.00	\$3,910.00
6270190	2,213.060	SQFT	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	\$130.00	\$287,697.80	\$110.00	\$243,436.60	\$124.00	\$274,419.44
6270210	65.000	SQFT	PERMANENT SIGNS (GROUND MOUNTED) (TIMBER SUPPORTS)	\$95.00	\$6,175.00	\$60.00	\$3,900.00	\$140.00	\$9,100.00
6270220	518.750	SQFT	PERMANENT SIGN PANELS (PANELS ONLY)	\$65.00	\$33,718.75	\$55.00	\$28,531.25	\$44.00	\$22,825.00
6270240	1,992.740	SQFT	PERMANENT SIGNS, REMOVE	\$8.00	\$15,941.92	\$8.00	\$15,941.92	\$10.00	\$19,927.40
6270250	502.750	SQFT	PERMANENT SIGNS, REMOVE (PANEL ONLY)	\$9.00	\$4,524.75	\$6.00	\$3,016.50	\$10.00	\$5,027.50
6280120	1.000	LS	MOBILIZATION	\$1,728,594.66	\$1,728,594.66	\$293,054.11	\$293,054.11	\$546,000.00	\$546,000.00
6321180	0.320	MILE	POLYUREA PAVEMENT STRIPING (6-INCH SOLID WHITE)	\$6,850.00	\$2,192.00	\$6,900.00	\$2,208.00	\$7,262.00	\$2,323.84
6321200	17.430	MILE	POLYUREA PAVEMENT STRIPING (8-INCH SOLID WHITE)	\$7,890.00	\$137,522.70	\$7,420.00	\$129,330.60	\$7,820.00	\$136,302.60
6321210	5,089.000	LINFT	POLYUREA PAVEMENT STRIPING (12-INCH SOLID WHITE)	\$3.00	\$15,267.00	\$2.60	\$13,231.40	\$2.74	\$13,943.86
6321270	17.270	MILE	POLYUREA PAVEMENT STRIPING (8-INCH SOLID YELLOW)	\$8,285.00	\$143,081.95	\$7,420.00	\$128,143.40	\$7,820.00	\$135,051.40
6321310	0.540	MILE	POLYUREA PAVEMENT STRIPING (DOUBLE SOLID YELLOW)	\$6,850.00	\$3,699.00	\$7,420.00	\$4,006.80	\$7,820.00	\$4,222.80
6330100	13,537.000	EACH	NON-REFLECTIVE PAVEMENT MARKERS	\$3.00	\$40,611.00	\$2.65	\$35,873.05	\$2.80	\$37,903.60
6330110	4,986.000	EACH	REFLECTIVE PAVEMENT MARKERS	\$3.75	\$18,697.50	\$3.25	\$16,204.50	\$3.35	\$16,703.10
6341030	62.000	LINFT	THERMOPLASTIC PAVEMENT MARKING (24-INCH SOLID WHITE)	\$25.00	\$1,550.00	\$15.00	\$930.00	\$16.00	\$992.00
6341060	578.000	SQFT	THERMOPLASTIC PAVEMENT MARKING (VARIES)	\$19.00	\$10,982.00	\$19.00	\$10,982.00	\$20.00	\$11,560.00
6370110	1.000	LS	TEMPORARY POLLUTION CONTROL	\$90,000.00	\$90,000.00	\$65,000.00	\$65,000.00	\$73,000.00	\$73,000.00
6410100	1.000	EACH	IMPACT ATTENUATOR	\$45,000.00	\$45,000.00	\$36,000.00	\$36,000.00	\$33,515.00	\$33,515.00
6460110	1,483.000	SOYD	BRIDGE DECK PREPARATION	\$13.00	\$19,279.00	\$34.00	\$50,422.00	\$14.00	\$20,762.00
6460150	135.000	GAL	CRACK SEALANT	\$135.00	\$18,225.00	\$99.00	\$13,365.00	\$216.00	\$29,160.00
Totals :					\$19,022,291.23		\$16,075,000.00		\$17,850,553.50
Adjusted Totals :									

Contract #: 4502
 Project No(s): STBG-NHPP-015-1-(343)
 Project EA: 61075
 County: Clark County
 Engineers Estimate Range: R32 (\$16,500,000.01 to \$20,000,000.00)
 Days: 100

Project Manager: Brian Deal
 Resident Engineer: BRANDON MONETTE

Engineer's Estimate	LAS VEGAS PAVING CORPORATION	HOLCIM - SWR, INC.	Diff. Between Low and 2nd	Diff. Between EE and Low	Low Bid % of EE
\$19,022,291.23	\$16,075,000.00	\$17,850,553.50	\$1,775,553.50	-\$2,947,291.23	84.5%

Item Number	Quantity	Unit	Item Description	Engineer's Est. Unit Price	Low Bid Unit Price	2nd Low Bid Unit Price	Qty Chg Req'd to Chg Bid Order	% Change in Qty Req'd	Low % of EE	Significantly Unbalanced	Price & Quantity Check Comments
2020475	6,859,000	LINFT	REMOVAL OF GUARDRAIL	\$6.50	\$8.50	\$7.40	1,614,139.55	23533.2%	130.8%	No	EE OK/ QTY OK
2020965	1,483,000	SOYD	REMOVAL OF BITUMINOUS SURFACE	\$20.00	\$34.00	\$23.25	165,167.77	11137.4%	170.0%	Yes	EE OK/ QTY OK
2020990	597,565.730	SOYD	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	\$2.50	\$1.40	\$2.05	-2,731,620.77	-457.1%	56.0%	Yes	EE OK/ QTY OK
2030140	1,761,100	CUYD	ROADWAY EXCAVATION	\$80.00	\$74.00	\$60.25	129,131.16	7332.4%	92.5%	No	EE OK/ QTY OK
2060110	3,148,800	CUYD	STRUCTURE EXCAVATION	\$75.00	\$96.00	\$105.00	-197,283.72	-6265.4%	128.0%	No	EE OK/ QTY OK
2120045	9,254,500	SOYD	PAINTING	\$45.00	\$8.80	\$17.90	-195,115.77	-2108.3%	19.6%	Yes	EE OK/ QTY OK
3020130	731,000	TON	TYPE 1 CLASS B AGGREGATE BASE	\$65.00	\$95.00	\$68.10	66,005.71	9029.5%	146.2%	No	EE OK/ QTY OK
4020190	68,923,000	TON	PLANTMIX SURFACING (TYPE 2C) (WET)	\$115.00	\$113.00	\$119.00	-295,925.58	-429.4%	98.3%	No	EE OK/ QTY OK
4030120	23,314,000	TON	PLANTMIX OPEN-GRADED SURFACING (1/2-INCH) (WET)	\$140.00	\$135.00	\$151.15	-109,941.39	-471.6%	96.4%	No	EE OK/ QTY Low and will Increase by 32 Tons
5020280	6,940,000	LINFT	SINGLE SLOPE CONCRETE BARRIER RAIL, TYPE B	\$150.00	\$123.00	\$127.50	-394,567.44	-5685.4%	82.0%	No	EE OK/ QTY OK
5020720	22,860	CUYD	CLASS A CONCRETE (MINOR)	\$4,000.00	\$1,290.00	\$1,038.00	7,045.85	30821.7%	32.3%	Yes	EE OK/ QTY OK
6041175	68,000	LINFT	57-INCH X 38-INCH CORR. METAL ARCH PIPE (12 GAGE)	\$1,000.00	\$285.00	\$325.00	-29,592.56	-43518.5%	26.5%	Yes	EE OK/ QTY OK
6100190	609,000	CUYD	RIPRAP (CLASS 300)	\$165.00	\$133.00	\$158.00	-71,022.14	-11662.1%	80.6%	No	EE OK/ QTY OK
6100210	1,629,000	CUYD	RIPRAP (CLASS 550)	\$150.00	\$96.00	\$112.00	-110,972.09	-6812.3%	64.0%	Yes	EE OK/ QTY OK
6100490	426,000	CUYD	RIPRAP BEDDING (CLASS 550)	\$130.00	\$166.00	\$207.00	-43,306.18	-10165.8%	127.7%	No	EE OK/ QTY OK
6180250	8,778,000	LINFT	REMOVE AND RESET GUARDRAIL	\$7.00	\$7.15	\$7.55	-4,438,883.75	-50568.3%	102.1%	No	EE OK/ QTY OK
6190200	687,000	EACH	GUIDE POSTS (RIGID)	\$60.00	\$95.00	\$70.00	71,022.14	10338.0%	158.3%	Yes	EE OK/ QTY OK
6240140	100,000	DAY	TRAFFIC CONTROL SUPERVISOR	\$1,275.00	\$1,390.00	\$1,640.00	-7,102.21	-7102.2%	109.0%	No	EE OK/ QTY OK
6250490	1,000	LS	RENT TRAFFIC CONTROL DEVICES	\$323,150.00	\$371,000.00	\$497,000.00	N/A	N/A	114.8%	No	EE OK/ QTY OK
6270190	2,213,060	SOFT	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	\$130.00	\$110.00	\$124.00	-126,825.25	-5730.8%	84.6%	No	EE OK/ QTY OK
6280120	1,000	LS	MOBILIZATION	\$1,728,594.66	\$293,054.11	\$546,000.00	N/A	N/A	17.0%	Yes	Fixed Percentage 10%
6321200	17,430	MILE	POLYUREA PAVEMENT STRIPING (8-INCH SOLID WHITE)	\$7,890.00	\$7,420.00	\$7,820.00	-4,438.88	-25466.9%	94.0%	No	EE OK/ QTY OK
6321270	17,270	MILE	POLYUREA PAVEMENT STRIPING (8-INCH SOLID YELLOW)	\$8,285.00	\$7,420.00	\$7,820.00	-4,438.88	-25702.9%	89.6%	No	EE OK/ QTY OK
6370110	1,000	LS	TEMPORARY POLLUTION CONTROL	\$90,000.00	\$65,000.00	\$73,000.00	N/A	N/A	72.2%	Yes	EE OK/ QTY OK
6460110	1,483,000	SOYD	BRIDGE DECK PREPARATION	\$13.00	\$34.00	\$14.00	88,777.68	5986.4%	261.5%	Yes	EE OK/ QTY OK

Additional Comments: The Bid Review Analysis Team has reviewed and checked the engineer's estimate and quantities; one quantity error was identified. Bid Item 4030120 Plantmix Open-Graded Surfacing (1/2-Inch Wet) was low and will increase from 23,314 tons to 23,346 tons. All other prices and quantities have been verified. **BRAT Recommends to Award.**

Purpose and Need of Project: This project is located on I-15 from the California/ Nevada state line and continues 3.75 miles north of the Jean Interchange in Clark County. The project will consist of the following: a 2" mill and 2-3/4" overlay, update existing guardrail to barrier rail, repair hydraulic eroded outlets, repair damaged hydraulic facilities, bridge deck repair for all bridges within the project limits, update signs throughout the project limits, and repair tortoise fencing.



1263 South Stewart Street
Carson City, NV 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 29, 2023

TO: Department of Transportation Board of Directors
FROM: Tracy Larkin Thomason, P.E., Director
SUBJECT: December 11, 2023 | Transportation Board of Directors Meeting
ITEM # 9: Agreement 189-23-015, with GCW, INC., to provide consultant support services for the Summerlin Parkway SR 613 National Environmental Policy Act (NEPA) analysis, Clark County, Nevada. – *For possible action*

Agreement No.:	189-23-015	Amendment No.:	00
Contractor:	GCW, Inc.	Federal:	No
Original Amount:	\$5,490,000.00	Total of Prior Amendments:	\$0.00
Amendment Amount:	\$0.00	Agreement Type:	Service Provider
Payable Amount:	\$5,490,000.00	Receivable Amount:	\$0.00
Start Date:	12/11/2023	End Date:	12/31/2027
Division:	Project Management	Division Head:	Nick Johnson

Summary:

GCW, Inc., is responsible for providing consultant support services including environmental clearance, alternative development, preferred alternative selection, public outreach, documentation, and development of thirty percent (30%) design level plans for the Summerlin Parkway SR 613 National Environmental Policy Act (NEPA) analysis, Clark County, Nevada. NV B/L# NVD19721004148-R Proposers: GCW, Inc., HDR Engineering, Inc., Kimley-Horn and Associates, Inc.

List of Attachment(s):

- A. Negotiation Summary
- B. Scope of Services

Recommendation for Board Action:

Approve Agreement 189-23-015, with GCW, INC., to provide consultant support services for the Summerlin Parkway SR 613 NEPA Analysis in the amount of \$5,490,000.00.

Prepared by:


Administrative Services Division



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 8, 2023

TO: Scott Hein, P.E., Assistant Director
FROM: Ryan Hornback, P.E., Project Manager 
SUBJECT: Negotiation Summary for RFP 189-23-015 SR 613 Summerlin Pkwy NEPA Analysis

A negotiation meeting was held via MS TEAMS in Carson City on November 7, 2023, with Tim McCoy, P.E. of GCW, INC. and Ryan Hornback of the Nevada Department of Transportation (DEPARTMENT) in attendance.

The DBE goal for this agreement has been established at SEVEN POINT FIVE percent (7.5%).

The duration of this agreement will be for 4 years, ending on December 31, 2027.

The budgeted amount of this Agreement is comprised of 0% Federal / 100% State Funding.

The Scope of Services was reaffirmed by both parties at the outset.

The following schedule was agreed to by both parties:

Date	Task to be Completed
January 2024	Project Management Plan Submitted
January 2024	Kickoff
December 2024	Alternative Analysis Report
2024 & 2025	Public Outreach
March 2025	Preliminary EA Report (Department and FHWA concurrent review)
May 2025	Approved EA
June 2025	Public Hearing
August 2025	Final Revised EA
October 2026	30% Preliminary Drawings

Key personnel dedicated to this project are as follows:

Name	Title	Estimated Number of Hours
Tim McCoy, PE	Principal-In-Charge / Project Manager	1,000
John Tobin, PE	Design Lead	1,000
Ben Goldsworthy	NEPA Lead	500
Chad Anson, PE	Administration Lead	400

	Total Hours: 2,900
--	----------------------------------

Sub-consultant information regarding Project Descriptions on active Agreements:

Consultant	Project Description	Agreement No.
GCW	I-15 & SR 169 Climbing Lane	P300-22-044
GCW	IDIQ On-Call	P373-20-015
GCW	I-15 Sloan to Stateline Feasibility Study	P437-22-015
GCW	On-Call IDIQ Mapping and Location Services	327-23-010
GCW	Civil Engineering Services and Related Professional Design Services at Various Department Facilities throughout Nevada On-Call	P539-20-056

Sub-Consultant	Project Description	Agreement No.
CA Group	NDOT HOV High Occupancy Detection Pilot Program	P067-21-016
CA Group	I-80 East NEPA and Preliminary Engineering	P124-23-015
CA Group	I-15 Tropicana Design-Build Procurement	P192-17015
CA Group	Henderson Interchange Design-Build Procurement	P194-22-015
CA Group	Traffic Operations Staff Augmentation	P198-23-016
CA Group	Centennial Bowl Phase 3D Construction Augmentation	P217-20-040
CA Group	I-11 Hoover Dam 3R Construction Augmentation	P281-22-040
CA Group	Grant On-Call	P330-20-800
CA Group	I-15 Central Corridor NEPA	P365-22-015
CA Group	I-80 Mill and Overlay at Nightingale	P371-22-040
CA Group	IDIQ On-Call	P373-20-015
CA Group	I-15 Sloan to Stateline Feasibility Study	P437-22-015
CA Group	Planning On-Call	P454-21-802
CA Group	SR-361 Realignment Study	P475-22-015
CA Group	NDOT IDIQ PM On-Call	P582-20-015
CA Group	Traffic Operations On-Call	P662-18-015
CA Group	Traffic Operations On-Call ICE Evaluations	P662-18-016

CA Group	HSIP On-Call	P663-22-816
CA Group	IDIQ Design On-Call	P668-22-015
CA Group	I-15 South NEPA and High-Speed Rail Technical Expertise	P671-18-015
CA Group	Project Management On-Call	P673-19-015
CA Group	I-515 Charleston Boulevard Final Design	P779-15-015
Jacobs	Downtown Access Project	P566-14-110
Jacobs	One Nevada Plan	P702-18-802
Jacobs	On-Call Traffic Services	P253-21-016
Jacobs	On-Call Design Services	P376-20-015
Jacobs	On-Call IDIQ RFA 3 Geotech I-80	P673-22-015
Jacobs	On-Call Stuctures	P156-23-011
Jacobs	On-Call Geotech	P456-22-015
Jacobs	Final Design for Phase 2 of I-15 Project Neon	P085-23-110
Jacobs	I-80 East NEPA and Preliminary Engineering	P124-23-015
Jacobs	I-15 Central Corridor NEPA	P365-22-015
Jacobs	Henderson Interchange Design-Build Procurement	P194-22-015
Parametrix	On-Call Planning Consultant Services	P451-21-802
Parametrix	On-Call Grant Writing Support Services	P329-20-800
Parametrix	Nevada Freight Plan Update	P128-21-802
Parametrix	I-15 & I-80 Multi-State Coordination Master Services	P285-19-804
Parametrix	I-11 Feasibility Study	P438-22-015
Parametrix	I-80 Verdi - Bridge Replacements	P104-23-015
AeroTech Mapping	Flamingo TO4-Sound and MSE Wall Survey Only	P311-19-015
AeroTech Mapping	US395N-Widening	P466-22-015
BEC Environmental	Interstate 80 Verdi Bridges	P104-23-015
BEC Environmental	State Route 169 / State Route 172 Biological Monitoring	P082-22-013
BEC Environmental	Wildlife Connectivity Planning	P082-22-013
BEC Environmental	Monarch CCAA Application Assistance	P082-22-013
BEC Environmental	I-80 East NEPA and Preliminary Engineering	P124-23-015
BEC Environmental	On-Call Grant Writing Support Services	P329-20-800
BEC Environmental	I-15 Central Corridor NEPA	P365-22-015
BEC Environmental	IDIQ On-Call	P373-20-015
BEC Environmental	State Route 147 – Lake Mead Blvd	P375-20-015
BEC Environmental	I-15 Sloan to Stateline Feasibility Study	P437-22-015
BEC Environmental	Interstate 11 Kyle Canyon to Mercury Feasibility	P438-22-015

BEC Environmental	SR-361 Realignment	P475-22-015
BEC Environmental	Henderson Interchange P481-19-110	P481-19-110
Ericka Aviles Consulting	Downtown Access Project	P566-14-110
Ericka Aviles Consulting	I-15 Central Corridor NEPA	P365-22-015
Lage	Downtown Access Project	P566-14-110
Lage	I-15 South Phase 2 Landscape & Aesthetics	P066-21-015
Lage	I-80 Battle Mountain Landscape & Aesthetics	P726-19-010
Lage	I-80 Carlin & Elko Landscape & Aesthetics	P599-21-010
Lage	SBX Design-Build Management	P443-16-015
Lage	On-Call Design Services	P376-20-015
Lage	SR227 & Boyd Kennedy Rd. Roundabout	P377-20-015
Lage	I-15 North Phase 3	P304-18-015
Lage	I-15 North Phase 4	P109-17-015
Lage	Aultman Ave. Complete Street	P607-22-010
Ninyo & Moore	Final Design for Phase 2 of I-15 Project Neon	P085-23-110
RHA	I-15 Central Corridor NEPA	P365-22-015
RHA	I-80 East NEPA and Preliminary Engineering	P124-23-015
RHA	Final Design for Phase 2 of I-15 Project Neon	P085-23-110
Silver State Traffic Data Collection	US 50 E. Carson Complete Streets Study	434-8870-003
Silver State Traffic Data Collection	Downtown Access Project	P566-14-110
Silver State Traffic Data Collection	Virgina St. SMP	P778-19-816

DO NOT INCLUDE HOURLY RATES IN COST BREAKDOWN

The DEPARTMENT's original estimate was \$5,520,600 {including direct labor (22,000 man-hours of work by the SERVICE PROVIDER), overhead rate of 168%, a 10% fee}

The SERVICE PROVIDER's original estimate was \$6,929,791, {including direct labor (17,886 man-hours of work by the SERVICE PROVIDER), overhead rate of 150.90%, a 10% fee, and direct expenses at \$3,348,954 (including sub-consultant expenses)}

The overhead rate of 150.90% was provided by the Internal Audit Division.

The negotiations yielded the following:

1. Based upon the direct labor costs and an overhead rate of 150.90%, the overhead amount will be \$1,486,154.13

2. A fee of 10.0% was agreed to by both parties, and will be \$247,101.44 for this agreement based upon direct labor costs and an overhead rate of 150.90%
3. The direct expenses agreed to total \$2,616,119 for sub-consultants, reproduction, communication, travel and per diem. There will be no direct compensation for computer time
4. The total projected man-hours allocated for this project is 14,712 by the SERVICE PROVIDER
5. The total negotiated cost for this Agreement is \$5,490,000

Please provide the SERVICE PROVIDER's Transportation Board representative(s) name(s) and contact phone number(s).

SERVICE PROVIDER's Transportation Board representative(s):

- **Tim McCoy, PE**
- **Tmccoy@gcwengineering.com**
- **702.804.2000 office**
- **702.271.3187 mobile**

Reviewed and Approved:

DocuSigned by:

 E7F2D4506AC6488...
 Assistant Director

"" !) # ! # \$

34: << Ä 1579

Summerlin Parkway – State Route 613 National Environmental Policy Act (NEPA) Analysis

SCOPE OF SERVICES

Contents

Project Description	1
1 Management	2
1.1 Project Management	2
1.2 Project Controls	3
1.3 Quality.....	3
1.3.1 QA/QC.....	3
1.3.2 Value Analysis/Value Engineering (VE).....	3
1.4 Project Management Plan	4
1.5 Cost Risk Assessment (CRA).....	5
1.5.1 Workshops, Reports and Updates	5
1.5.2 Initial Financial Plan	6
1.6 Document Controls.....	6
1.6.1 General Document Management.....	6
1.6.2 Administrative Record	6
2 Public Outreach	7
2.1 Public Outreach Plan.....	7
2.2 Public Information Meeting/Hearing.....	7
2.3 Stakeholder Outreach.....	9
2.3.1 Stakeholder Meeting Materials and Exhibits.....	9
2.3.2 Stakeholder Presentations.....	9
2.3.3 Visualizations	9
2.3.4 Media Outreach	10
2.3.5 Internet Media	10
3 Engineering	10
3.1 Engineering Task Management	10
3.2 Concept Evaluation Report	11
3.2.1 Gather Existing Information and Concepts.....	11
3.2.2 Initial Concepts Development and Evaluation.....	11
3.3 Survey & Mapping.....	13
3.3.1 Aerial Mapping.....	13
3.3.2 Topographic Site Surveys.....	13
3.3.3 Utility Surveys and Compilation Maps.....	14
3.3.4 Right-of-Way Base Mapping	14
3.4 Alternative Analysis Report	14
3.4.1 Roadway	15
3.4.2 Alternative Construction Estimates	17
3.4.3 Structures.....	18
3.4.4 Drainage.....	18
3.4.5 Traffic Modeling and Operational Analysis.....	23
3.4.6 Traffic Safety Analysis	27
3.4.7 Traffic Design	27
3.4.8 Program Phasing.....	28

3.4.9	Geotechnical	29
3.4.10	Utilities	30
3.4.11	Right of Way.....	31
3.5	Preliminary Plans of the Preferred Alternative.....	31
3.5.1	Preliminary Plan Sheets	31
3.6	Landscape and Aesthetics.....	32
3.7	Right of Way Exhibits	32
3.7.1	ROW Engineering.....	32
3.7.2	ROW Acquisition	32
3.8	Benefit Cost Analysis.....	33
3.8.1	Benefit-Cost Analysis and Performance Measurement.....	33
3.8.2	Benefit-Cost Assumptions and Model	33
3.9	Change in Control of Access	34
3.9.1	Change of Control of Access Report	34
4	NEPA Compliance	34
4.1	General.....	34
4.2	Environmental Project Management and Coordination	34
4.3	Public Involvement	35
4.4	NEPA Process	35
4.4.1	NEPA Coordination	35
4.4.2	NEPA Analysis	36
4.4.3	Environmental Assessment (EA) & Decision Document (FONSI)	49
4.5	US Army Corps of Engineers Permitting	50
4.5.1	Jurisdictional Delineation.....	51

Project Description

State Route (SR) 613 (Summerlin Parkway) is located within Las Vegas and Clark County, Nevada. The Study Area of the project is:

- SR 613 Western Limits: Clark County (CC) 215 System Interchange.
- SR 613 Eastern Limits: US 95 System Interchange.
- US 95 from System Interchange to Valley View Boulevard.

SR 613 is the main east-west freeway providing direct access to the western Las Vegas Valley from a major north-south freeway (US 95, at the interchange with Rainbow Boulevard). Over the last 10 years, improvements have included extending High Occupancy Vehicle (HOV) lanes onto SR 613 from US 95, west to approximately 2,000 feet west of North Buffalo Drive. There is currently an ongoing Restoration, Rehabilitation and Resurfacing (3R) project in this vicinity to preserve and enhance the roadway surface.

This project will perform the necessary studies, prepare documentation, and conduct outreach required in the National Environmental Policy Act (NEPA). This project includes developing up to a thirty percent (30%) level design for the preferred alternative(s) to improve capacity, operation and safety of SR 613 and the adjacent interchanges and ramps. Additionally, the DEPARTMENT may consider extending HOV lanes westward to Rampart Boulevard. The anticipated NEPA clearance level is an Environmental Assessment (EA).

The project schedule is approximately three years with the following deliverables and milestone dates:

- | | |
|--|----------------|
| • Project Management Plan | December 2023 |
| • Public Outreach Plan | January 2024 |
| • Transportation System Performance Report | January 2024 |
| • Initial Concepts Screening Workshop | February 2024 |
| • Intent to Study Meeting | April 2024 |
| • Alternative Analysis Report | July 2024 |
| • 15% Preferred Alternatives Exhibits | September 2024 |
| • Public Information Meetings | (TBD) 2024 |
| • NEPA Technical Reports | December 2024 |
| • Administrative Draft EA (DEPARTMENT review) | December 2024 |
| • Preliminary EA (DEPARTMENT and FHWA concurrent review) | March 2025 |
| • Approved EA | May 2025 |
| • Public Hearing | June 2025 |
| • Draft Decision Document | July 2025 |
| • Final Revised EA | June 2025 |
| • Final Decision Document | September 2025 |
| • 30% Preliminary Drawings | October 2026 |

Project Goals - While providing and performing the tasks and services associated with the NEPA process, the goals of this procurement are as follows:

- Increase access to the western Las Vegas Valley by enhancing the operation, capacity, and safety of SR 613.
- Identify and develop Project design, phasing, and/or other strategies to reduce impacts to the traveling public during construction.

- Develop a comprehensive stakeholder and public outreach plan and establish effective communication and coordination with the Project Team, stakeholders, resource agencies, the public, and all other parties involved.

This project will build upon completed and current studies that have specifically addressed some of the needs of SR 613 and have provided traffic analysis within the limits of this project. They include:

- 2015: Southern Nevada HOV Plan (NDOT).
- 2019: Southern Nevada Traffic Study (SNTS) (NDOT).
- 2021: ACCESS 2050 Regional Transportation Plan for Southern Nevada (RTC of Southern Nevada).

Because SR 613 begins and ends at freeways, US 95 and CC 215, any alternative which proposes to add lanes on SR 613 may require local widening of US 95 or CC 215 to provide lane balance through the system interchanges and onto the adjoining freeways. The Study Area of the project will include the portions of US 95 and CC 215 where improvements may be necessary to provide lane balance and facilitate merges and divergences.

Based on the assumptions made for this scope of work, it is anticipated that this work will complete the preliminary alternative analysis and EA without need for additional amendment, however, the Department may amend the agreement after the completion of NEPA work and decision document (Finding of No Significant Impact (FONSI)) for final design, Design-Build, or other alternative delivery procurement, right of way activities etc. for the delivery of the project or phases of the project.

1 Management

1.1 Project Management

The SERVICE PROVIDER will provide a Project Manager to support the DEPARTMENT's Project Manager (PM), coordinate SERVICE PROVIDER activities, staff the project, assist with communications, participate in meetings, oversee the SERVICE PROVIDER tasks, and advise the DEPARTMENT management. The SERVICE PROVIDER's Project Manager will provide staff planning and resources to meet Project schedule commitments, including highway, structural, drainage, utilities, traffic, geotechnical engineers, NEPA professionals, and support staff to perform the work, oversight, and independent quality assurance reviews.

The SERVICE PROVIDER will provide a Project Assistant to provide various administrative duties, including but not limited to distributing meeting notes, organizing meetings, executing errands, and other duties as directed. It is expected that all discipline leads will participate in managing their respective aspects of the work and will report to the project manager weekly on the status of the work.

The SERVICE PROVIDER will attend up to twenty (20) progress/coordination meetings to be held with the DEPARTMENT. Progress meetings will be conducted on a monthly basis on Teams or in Las Vegas, and will be attended by the SERVICE PROVIDER's Project Manager, Project Engineer, and other key personnel as determined to be necessary. The SERVICE PROVIDER will prepare an agenda and meeting minutes for each progress meeting.

1.2 Project Controls

The SERVICE PROVIDER will create, monitor, and update the Project Schedule as part of the Monthly Progress Report process.

The SERVICE PROVIDER will provide monthly invoices including a progress summary. It will be based on data received from each task lead and SERVICE PROVIDER and will address the following:

- Work completed since the last report.
- Progress on work and overall percentage complete for the reporting period.
- DBE utilization/percentage of overall work.

In the event of a formal change request and/or contract amendment, a scope, schedule, and budget proposal will be developed for the DEPARTMENT's consideration. The Proposal will be sufficient to establish effects to project completion and include estimated labor detail and a clear depiction of services and deliverables to be provided.

1.3 Quality

1.3.1 QA/QC

The SERVICE PROVIDER is responsible for the quality, accuracy and completeness of the materials prepared under this contract and shall check all such material accordingly. The SERVICE PROVIDER will provide a comprehensive QC plan for all documents, plans, calculations and estimates for the work being performed under this contract. The SERVICE PROVIDER shall also have a QA review for this project that is independent of the design function.

The SERVICE PROVIDER will deliver copies of all comment summary sheets to the DEPARTMENT Project Manager.

QA reviews will be performed on all deliverables, documents, and processes necessary to complete the work on this project.

1.3.2 Value Analysis/Value Engineering (VE)

The SERVICE PROVIDER will facilitate a value analysis/engineering workshop. A Society of American Value Engineers (SAVE) International qualified Certified Value Specialist (CVS) facilitator and Workshop Assistant will organize and facilitate the value engineering workshop when the design and associated documents are approximately 30% complete.

The Value Engineering (VE) Workshop shall consist of the following:

- a. The VE study session will follow a six-step process outlined by SAVE International, which includes the following steps: Information, Function Analysis, Creativity, Evaluation, Development and Presentation. The study will also comply with FHWA requirements.
- b. The VE workshop will include a three-phase process which includes the pre-study (information gathering) phase, VE study session and the post study phase (VE report).
- c. The VE team will be made up of appropriate independent subject matter experts provided by the DEPARTMENT, that have had little or no involvement in the design phase, as well as a small number of members of the SERVICE PROVIDER's design team.

The VE team shall consist of a minimum of four (4) team members including the facilitator.

- d. Project documentation will be provided to the VE team during the pre-study phase which will include (but not limited to), available Plans, cost estimates, alternative analysis reports, design files, quantity calculations, traffic analysis, typical sections, geotechnical reports, project schedule, and other pertinent information as available.
- e. The VE Study Report will document the VE Team's findings, methodologies, recommendations, meeting minutes, and will include both draft and final reports. The SERVICE PROVIDER will respond and incorporate comments from the DEPARTMENT into the final report.
- f. Prior to the study, the SERVICE PROVIDER will provide the DEPARTMENT with a study agenda.
- g. The VE study session will be conducted at a yet to be determined study location where the VE team can work independent of other distractions.

In preparation for the VE study, the SERVICE PROVIDER will prepare documentation and information for the VE Team and attend the Designer Briefing and Presentation during the VE workshop. As part of this task, the SERVICE PROVIDER will provide the DEPARTMENT with updated/current Plans with corresponding quantity and cost estimates and graphics to communicate the current state of design and project approach.

Assumptions:

- VE Team members will be provided by the DEPARTMENT and up to three (3) Subject Matter Experts will be provided by the SERVICE PROVIDER.
- The SERVICE PROVIDER will attend a VE coordination meeting prior to the workshop, and a follow-up meeting to discuss VE implementation.

Deliverables:

- Draft VE Report to be issued approximately two weeks after the VE study session.
- Final VE Report.

1.4 Project Management Plan

A single Project management plan will be developed based on the DEPARTMENT's PM Division guidelines for the SR 613 NEPA EA with input from the DEPARTMENT.

The DEPARTMENT's Project Management Plan (PMP) for administering the NEPA project will provide guidance for planning, executing, monitoring, controlling, and closing the project. The plan will include a project schedule to define the activities and processes that the project team will follow to meet the project goals.

The PMP will receive annual updates for the assumed term of performance, or as needed to incorporate project changes affecting the project delivery/management. Updates and additional PMP's for potential project phases are not included in this scope of services.

1.5 Cost Risk Assessment (CRA)

1.5.1 Workshops, Reports and Updates

THE SERVICE PROVIDER will lead the cost and schedule risk assessment process for the Project, based on the currently envisioned project scope. The risk assessment will utilize a process consistent with the DEPARTMENT's Risk-Based Estimating Guidelines. The SERVICE PROVIDER will facilitate the risk identification and quantification process, working collaboratively with cost estimators and other subject-matter experts (SMEs) from the DEPARTMENT, and other team member organizations as necessary. It is anticipated that only one CRA will be completed for the NEPA phase.

The general process for the risk assessment is outlined below. This general process will be followed for the initial risk assessment. Additional (annual) risk assessment workshops are not included in this scope of services.

Pre-Workshop Preparation: Includes review of project materials, advance discussion of project issues and needs, and selection (with the Project Team) of SMEs. The task also includes conducting a preliminary review of the cost estimates and schedules, including development of a draft "flowchart" abstraction of the project schedule.

Risk Assessment (RA) Workshop: During the workshop, the SERVICE PROVIDER will work collaboratively with the project team to confirm the "base" project scope, delivery strategy, and key assumptions, and update project flow chart as necessary. The SERVICE PROVIDER will also coordinate with the project team and the DEPARTMENT independent cost estimators and other SMEs to establish the "base" cost estimate and quantify "base uncertainties", as appropriate. The SERVICE PROVIDER will lead the identification and review of "risk factors", to include the following: a comprehensive, non-overlapping set of risks and opportunities consistent with the "base" that reflects current project status; facilitate defensible and adequate quantification of risk factors by eliciting subjective assessments from project team and SMEs; and adequately document the assessments in a risk register. Potential risk management (RM) actions may be discussed during the workshop and will be documented in the risk register but will not be formally incorporated into the initial results. It is assumed that up to two new project scenarios will be evaluated.

RA Modeling: Following the conclusion of the RA workshop and finalization of necessary inputs, the "base" and "risk" factors will be combined within an integrated Monte Carlo simulation model to quantify uncertainty in the project cost and schedule, prior to risk mitigation. Critical risks and opportunities will be prioritized for assistance with subsequent risk management efforts. A summary of key draft results will be provided for project team review.

RA Results Presentation: The draft "unmitigated" results of the RA will be presented to the project team and the DEPARTMENT management.

Draft and Final Report: Prepare a draft summary report documenting the analysis and unmitigated/mitigated results, incorporating any comments received on the preliminary results. Finalize the written report, incorporating any comments received on the draft report.

1.5.2 Initial Financial Plan

Although the construction cost estimate is anticipated to be under \$500 million, the SERVICE PROVIDER will author an Informal Initial Financial Plan (IFP) for the project on behalf of the DEPARTMENT for submission to Federal Highways Administration (FHWA) for review and approval, if deemed necessary. The IFP will be structured based on the FHWA standard IFP template and will reflect the cost and schedule results developed through the CRA. DEPARTMENT staff will provide input to the IFP as needed (e.g., as related to NEPA development, financing information, programming papers, etc.). Annual updates to the IFP and grant writing services are not included in this scope of services.

1.6 Document Controls

1.6.1 General Document Management

The SERVICE PROVIDER shall develop and maintain a Project management system utilizing Bentley ProjectWise for the purpose of storing and transferring Project files throughout the life of the Project. The website will include, but not be limited to, all Project documentation including meeting minutes, design calculations, electronic files, correspondence, email, etc., including scanning of all hard copies not transmitted electronically. The DEPARTMENT Project Manager and task leads shall have access to the files through a secured account and may request access rights to other agency representatives, agents, employees, and officials involved with the Project. Provisions will also be made to archive this data.

- All working files will be updated as they are revised. Current versions will be available at all times.
- MicroStation files will be created and completed in Version V8i SS2.
- SharePoint Site (optional if ProjectWise access is not desired).
- Regular Administrative document control filing.

1.6.2 Administrative Record

As part of this task, the SERVICE PROVIDER will prepare an Administrative Record for the project which will include:

- NEPA documents. The draft environmental assessment, final environmental assessment.
- References. All documents referenced in the environmental assessment.
- Technical Reports. Technical reports developed in support of the NEPA document.
- Meeting Summaries. Meeting summaries including copies of meeting handouts and sign-in sheets along with the meeting summary. Meeting recordings will be available for Teams meetings for a limited period after the completion of the meeting for team members who may not have been able to attend.
- Telephone Memos. Telephone conversations for the purpose of gathering substantive information for the NEPA study will be included in the record.
- Correspondence with Agencies and Stakeholders. Correspondence from resource agencies and key stakeholders will be kept in the record.

- Public Information. Press releases, Newsletters, Draft EA comments, Final EA comments, displays, Public Hearing information, Public Hearing testimonies.
- Comment/Response Matrices. Comments received from agencies will be compiled in a comment/response matrix that tracks all of the comments and demonstrates how they have been addressed and retained in the record.
- The Administrative Record will be available in its in-progress completion on ProjectWise for the duration of the project.

An electronic version of the archive will be prepared on a portable storage device and delivered to the DEPARTMENT within ninety (90) days of acquiring a signed FONSI.

2 Public Outreach

2.1 Public Outreach Plan

The SERVICE PROVIDER will author and keep up to date an overall outreach plan for the project covering the intended outreach modes, meetings, and approach to maintaining the project's required public involvement and information aspects. The plan will be submitted to the DEPARTMENT's Public Hearings officer and PIO for review and acceptance. Upon acceptance, the SERVICE PROVIDER will maintain and update the plan as applicable throughout the project duration.

Upon completion of the project outreach aspects, the SERVICE PROVIDER will compile the full history of public outreach activities, including public meeting/hearing summaries, stakeholder meeting notes, contact lists, mailers, etc. and assemble a project public outreach summary.

2.2 Public Information Meeting/Hearing

The SERVICE PROVIDER will manage one (1) public hearing for this project per the NEPA scope requirements. The team will oversee and coordinate all logistical elements of the meeting, develop a comprehensive public meeting plan, provide staffing, publicity, mailers, flyers, website notification, and newspaper advertisements in coordination with the DEPARTMENT's Environmental Division, public information, and hearings offices.

The SERVICE PROVIDER will design, prepare, and distribute direct mailers for the public hearing. Mailings will be sent to addresses within a minimum of ½-mile radius of the planned project improvements. The mailers will be sent to both the property owner and tenant at the property to notify them of the events in a timely manner. In addition, neighborhood flyers or door hangers will be distributed within ¼-mile radius of the project corridor one (1) week prior to the meeting.

In addition to notifying residents and businesses within approximately ½ mile of the Project's right-of-way, the SERVICE PROVIDER will research and notify key residential areas, business owners, and stakeholders to ensure all interested parties have ample opportunity to provide feedback and input on the Project.

The SERVICE PROVIDER will manage up to two (2) public meetings in addition to the public hearing. The team will oversee and coordinate all logistical elements of the meetings, develop a comprehensive public meeting plan, provide staffing, publicity, website notification, and newspaper advertisements in coordination with the DEPARTMENT's Environmental Division, public information, and hearings offices.

No mailers or flyers will be distributed to the adjacent project owners. Advertisement to these public meetings will be limited to newspaper publications, website, media releases and emails notifications to stakeholders.

The SERVICE PROVIDER will develop all meeting materials in coordination with the project team, including a presentation, all exhibits, and handouts. All meeting materials, presentations, exhibits and handouts will be translated and available in Spanish. The SERVICE PROVIDER will provide a Spanish interpreter and a court reporter for the public hearing only. All materials as presented in the public meetings and hearing, including Spanish translations, will also be available on the NDOT website. The SERVICE PROVIDER will provide a meeting summary of the public hearing within 30 days following the hearing.

Displays will be prepared for the public information meetings and public hearing. The displays are assumed to be scaled to 36-inch x 48-inch plots mounted on foam core boards. Displays will be primarily plan view in nature. A maximum of ten (10) displays will be prepared for each meeting. At the conclusion of the Agreement, the SERVICE PROVIDER shall deliver all design files and renderings used as public meeting and hearing materials to the DEPARTMENT's Public Involvement Specialist.

The SERVICE PROVIDER will be responsible for designing, scheduling, delivering, and paying for all required newspaper publications and media advertising for the public hearing/meetings (assumes a total of three ads in the Review Journal and two ads in minority publications), as well as assisting the DEPARTMENT's public hearings officer and the public information office to disseminate meeting and project information to the media and the public. The SERVICE PROVIDER will also place meeting notices in area businesses, public places, and will disseminate meeting information to stakeholder groups as approved by the DEPARTMENT.

The public meetings and public hearing will also be available online for 30 days on the NDOT website. Content will mirror what will be available for the in-person meeting component, including all content in Spanish. Strategies will be employed to ensure access to the virtual meeting for technologically disadvantaged individuals and be ADA compliant. The virtual meeting component will include increased digital noticing and targeted social media to help drive users to the NDOT website.

The planning process for the public hearing/meetings will begin approximately 90 days prior to each meeting and include bi-weekly coordination meetings with NDOT and SERVICE PROVIDER staff. These meetings will cover logistics, location, advertising, presentations, and other items related to conducting successful public meetings/hearing.

The SERVICE PROVIDER will secure the meeting venue, secure the necessary presentation equipment (Screen, projector, audio system, etc.), seating for attendees, display mounts, and light refreshments (i.e., water, cookies).

The SERVICE PROVIDER will provide up to four (4) qualified professional support staff for the public hearing, including a public outreach lead, court reporter, interpreter, and sign-in table attendant who will also be responsible for setup and breakdown of the meeting room.

The SERVICE PROVIDER will provide one (1) project team member, Consultant Project Manager, to attend the two (2) public meetings along with the NDOT Project Manager.

Meetings required for the NEPA project phases will be held in the Project vicinity. The anticipated meetings are listed below.

- Intent to Study Meeting: Spring 2024.
- Public Information Meetings: (TBD) 2024.

- Public Hearing: Spring 2025.

2.3 Stakeholder Outreach

The SERVICE PROVIDER will proactively schedule stakeholder outreach meetings. These meetings will include business owners, community organizations, public officials, agency officials, chambers of commerce, schools, first responders, and other affected members of the community. In addition to these, the SERVICE PROVIDER will respond to requests for meetings made through other venues such as public meeting comments or the project website. Five (5) meetings are assumed for this activity.

The SERVICE PROVIDER will organize meetings in coordination with the Project Manager, manage and supply meeting graphics, and document the meeting within 10 business days for the administrative record. Additionally, the SERVICE PROVIDER will prepare written comment responses when required within 20 business days.

The SERVICE PROVIDER will proactively develop and maintain an outreach contact list for mailing and emailing project stakeholders. The list will be reviewed and updated on a quarterly basis, at a minimum. It will contain mailing addresses as well as email addresses where provided. The SERVICE PROVIDER shall use the DEPARTMENT'S preferred medium and/or template to store the outreach contact list, correspond with the public and stakeholders and to track engagement.

2.3.1 Stakeholder Meeting Materials and Exhibits

The SERVICE PROVIDER will prepare meeting materials for each stakeholder meeting tailored to the issues important to the individual group or partnering agency. These are anticipated to be 11x17 plan view type graphics that "zoom" in on the stakeholder area and topic of interest. The details of the exhibit will represent project development to date and no additional engineering will be necessary for the graphics. Five (5) meetings are assumed for this activity.

2.3.2 Stakeholder Presentations

PowerPoint style presentations will be prepared for every stakeholder meeting tailored to the individual group or partnering agency. Graphics for the presentations will be prepared and presentations will primarily be edited versions of prior presentations.

2.3.3 Visualizations

The SERVICE PROVIDER will provide renderings in support of the Public Outreach program.

2.3.3.1 EA Renderings

The SERVICE PROVIDER will create still composite renderings (3D model plus photography) to show specific project details at specific locations in the project limits. The renderings will be consistent with the concept alternative accuracy and detail developed at that time. The scope and scale of the rendering will also affect the detail evolved. No more than five (5) renderings will be provided.

At the conclusion of the agreement, the SERVICE PROVIDER shall deliver all design files (in .obj format) of renderings used as public outreach materials to the DEPARTMENT'S Public Involvement Specialist.

2.3.4 Media Outreach

The SERVICE PROVIDER will support the DEPARTMENT Public Information Office by supplying supporting narrative, fact checking, graphics, maps, schedules, videos, or photos throughout the NEPA process.

2.3.5 Internet Media

The SERVICE PROVIDERS will develop and host a project website for the duration of this contract, with a unique project domain name. The site will contain updated project information, graphics, photos, and updates, and will be updated at a minimum of once per month. The site will be utilized for each virtual public meeting and public hearing. The site will have the capability to be the primary on-line source for collecting comments from the public.

The SERVICE PROVIDER will support the DEPARTMENT Social Media outreach by supplying supporting narrative, fact checking, graphics, and schedules throughout the NEPA process. One (1) social media post per month.

ASSUMPTIONS

- DEPARTMENT will provide division experts for consultation at the public meetings/hearing.
- DEPARTMENT will be invited to attend all stakeholder meetings but may choose not to participate.

DELIVERABLES

- Public Outreach Plan.
- Public Meeting materials as described above.
- Project/Virtual Meeting website development and management.
- Public Outreach Summaries.
- Original design files of all displays and renderings.

3 Engineering

3.1 Engineering Task Management

An Engineering Task Manager will coordinate with the Project Management team and other discipline Task Leaders as needed throughout the project. Typical responsibilities include the following:

- Provide staff direction for task execution.
- Ensure interdisciplinary coordination and cooperation.
- Guide project design deliverables and recommendations.
- Communicate engineering design progress with the Project Management Team.
- Quality control/quality assurance (QC/QA).

- Review discipline progress against schedule, monitor the task budget and report monthly progress.

The SERVICE PROVIDER's engineering team responsible to the Engineering Manager includes the following task leads:

- Roadway/Interchange/Phasing Concepts.
- Drainage/Storm Water.
- Structures.
- Surveys, Right of Way, Utilities.
- Traffic/Modeling.
- Geotechnical.

3.2 Concept Evaluation Report

3.2.1 Gather Existing Information and Concepts

The SERVICE PROVIDER will gather and review existing information and concepts that have been identified to date. The available information is anticipated to include:

- 2015: Southern Nevada HOV Plan (NDOT).
- 2019: Southern Nevada Traffic Study (SNTS) (NDOT).
- 2021: ACCESS 2050 Regional Transportation Plan for Southern Nevada (RTC of Southern Nevada).
- As-built and other DEPARTMENT project information and files applicable to the concept development.

This information will form the basis for the brainstorming activities that are intended to identify additional solutions to address the needs of the project.

3.2.2 Initial Concepts Development and Evaluation

Initial Concepts will be developed based on previous transportation studies which have identified capacity and operational problems on SR 613, and on the system interchanges with US 95 and CC 215 and will be refined by the SERVICE PROVIDER using planning-level CADD, GIS, and MicroStation tools to a conceptual level of detail as defined in the following tasks. Concepts will consider the Clark County plans to upgrade the CC 215/SR 613 Interchange to include high-speed directional ramps. Refinements will be developed and evaluated in compliance with Context Sensitive Solutions procedures, with input from the DEPARTMENT, and to enhance recommendations from prior studies.

Initial Concept Screening Workshop

The SERVICE PROVIDER will plan, facilitate, and participate in an Initial Concept Screening Workshop. The intent of this one (1) day workshop is to identify initial concepts and discuss their potential feasibility moving forward. The workshop will focus on the constraints and fatal flaws associated with previously identified concepts, potential ideas developed by the SERVICE

PROVIDER, and how those concepts and ideas will address corridor demands, growth, and future needs. This workshop will provide the SERVICE PROVIDER direction in terms of potentially acceptable or needed lane configurations, directional movements, braided ramps, interchange upgrades, and safety improvements, along with dismissing concepts that are not acceptable to the DEPARTMENT or those that would have significant impact, whether environmentally or fiscally, and should not be carried forward into a more detailed concept development phase.

Initial Concepts Development

The SERVICE PROVIDER will develop the Initial Concepts identified in the Initial Concept Screening workshop. The Concepts will incorporate discussions and concepts identified during the Initial Concept Screening Workshop and develop up to three Initial Concepts, which can then be evaluated/constructed in “phases” to collectively address transportation objectives and Purpose and Need.

Initial Concept refinements will be developed for the SR 613 corridor, system interchanges, and multiple service interchanges and interchange cross streets as impacted by the proposed improvement elements being studied. Concepts will provide a functional layout level of detail to permit an initial assessment of engineering viability, potential environmental issues, potential impacts, and relative planning level costs. The functional layout will consist of the development of potential modifications, typical sections, access types (i.e., interchange layouts), and associated worst-case construction footprints. At this stage of development, the functional design exhibits will be prepared to represent the general horizontal layout of the Concepts. The layout will be developed with consideration of potential right-of-way impacts and vertical controls (such as vertical clearances, allowable vertical grades, and matching existing grade at improvement limits).

Assumptions:

- Computer Aided Drafting and Design tools for developing the project design will be Micro Station/InRoads meeting the DEPARTMENT’s current standards and versions. No conversions of information will be required.
- Initial Concept refinements will be developed, using feedback from the Initial Concepts Screening Workshop as a base, as horizontal linework showing edge of pavements, striping, and preliminary bridge and retaining wall structures. The initial Concepts will be developed to show a representative horizontal layout consistent with established design criteria and show modifications to the prior work.
- Modifications to 2 System Interchanges, at US 95 and at CC215, to accommodate additional lanes, provide lane balance, and improve operations. Modifications to the system interchange at CC 215 would be considered to accommodate directional ramps planned by Clark County.
- Possible major modifications to the Buffalo Drive Service Interchange to improve operations on SR 613 between US 95 and Buffalo Drive.
- Possible minor modifications to up to five (5) Service Interchanges (Buffalo Drive, Durango Drive, Rampart Boulevard, Town Center Drive and Anasazi Drive) to ensure coordination with design alternatives. This could include modification of ramps and ramp terminals and possible bridge widening to accommodate additional lanes on SR 613.

- Striping modifications on southbound US 95 to accommodate extension of auxiliary lane to Valley View Boulevard.

Deliverables:

- Initial Concepts/Refinements Exhibits.

Initial Concepts Evaluation and Screening

The SERVICE PROVIDER will conduct an evaluation of the relative engineering and environmental performance of the Initial Concepts/refinements. The objective of this evaluation will be to eliminate from further consideration any Concepts with potential engineering or environmental fatal flaws, and to identify the optimal performing Concepts to be carried forward as Alternatives for more detailed development and consideration. Evaluation findings will be presented to the DEPARTMENT for review and concurrence. Additional coordination and reviews of Initial Concepts with FHWA and other agencies will be conducted per direction from the DEPARTMENT. Initial Concepts evaluation findings will also be presented for discussion as part of the Stakeholder Involvement Plan under separate task.

Assumptions:

- It is anticipated that qualitative evaluation factors will be considered at this stage to distinguish amongst Concepts performance.

Deliverables:

- Draft Initial Concepts and Evaluation Technical Memorandum.
- Final Initial Concepts and Evaluation Technical Memorandum.

3.3 Survey & Mapping

3.3.1 Aerial Mapping

The SERVICE PROVIDER will provide aerial mapping to provide topographic and contour information within the SR 613 right-of-way and for a minimum of 500 feet outside of existing right-of-way. The aerial mapping and topographic information will include portions of US 95 and CC 215, a minimum of 1,000 feet north and south of SR 613. The segment of US 95 between the System Interchange and Valley View Boulevard will be included in the aerial flight to produce an aerial image. No topographic and contour information will be mapped for this segment on US 95.

3.3.2 Topographic Site Surveys

The SERVICE PROVIDER shall collect supplemental horizontal and vertical location of existing physical improvements to include utilities, curb and gutter, barrier rail, asphalt paving, drainage facilities, walls (sound, neighborhood, other...and labeled as such), concrete structures, and any other improvement necessary for design plans and match conditions. Invert elevations will be obtained for all sewer manholes, storm drain manholes, inlets, culverts, or drainage structures within the project limits or as needed for project design. The design survey will cover all necessary physical elements to ensure accuracy of information for design elements needed to establish footprint impacts and determine feasibility of concepts.

Integration of aerial topography with hard topo data, preparation of final Right-of-Way Maps, Base Engineering Drawings, and Horizontal Control Plans are included.

3.3.3 Utility Surveys and Compilation Maps

The SERVICE PROVIDER will identify and contact all existing utility companies crossing through and within the project limits to obtain utility record drawings. In addition, SERVICE PROVIDER will perform field surveys and visual inspections to identify existing utilities in the project area. The existing utility information provided by each utility company and those utilities identified by the field surveys will be compiled to create an existing utility base map for the project limits. This will be SUE Level C and D for the utility information created. Additional identification and location of utilities, including potholing or other physical means of location are not included in this scope of services.

3.3.4 Right-of-Way Base Mapping

The SERVICE PROVIDER will coordinate with the DEPARTMENT's Right-of-Way Survey Services Section to verify the DEPARTMENT's existing right-of-way mapping as pdfs. Previous contracts and Horizontal Control Plans will be provided by the DEPARTMENT's Design and Location Divisions. The SERVICE PROVIDER will utilize existing right-of-way design files as provided by the DEPARTMENT. The SERVICE PROVIDER will use local GIS information to provide approximate parcel lines and mapping for County or City right-of-way outside of the DEPARTMENT's Right-of-Way.

Deliverables:

- Draft Right-of-Way Base Mapping (pdf file).
- Final Right-of-Way Base Mapping (pdf and CAD files).

3.4 Alternative Analysis Report

The SERVICE PROVIDER will prepare an Alternative Analysis Report to evaluate the Preliminary Project refinements that were selected during the Initial Concept development and Evaluation phase. The Alternative Report will provide documentation of actions taken, decisions made, and information obtained during the 15% Design phase. A draft and final version will be prepared of this report and will be generally as described in the NDOT Road Design Division Policies and Procedures manual, as adapted to this project.

The screening methodology is anticipated to be a screening "measles" type matrix process that provides a comparative assessment of the design concepts/refinements based on criteria developed from the project Purpose and Need statement, with input from the DEPARTMENT, FHWA and key local agencies. The qualitative/quantitative measures for each criterion that are used to compare the concepts/refinements will be developed and reviewed for applicability. For this phase, a "detailed" assessment is necessary to equally weigh the benefits and impacts of each on the existing facility, traffic operations and environmental impacts. All assessments (or rankings) against the criteria will be summarized in the screening matrix. The evaluation findings will be presented to the DEPARTMENT for review and concurrence. A final recommendation for combining the proposed layouts and associated refinements will be made to identify a Preferred Alternative (Alternative) configuration.

3.4.1 Roadway

Design Criteria Report

The Design Criteria Report will be prepared prior to Alternative development and will include the following content:

- Introduction/Background.
- Guidelines and Standards.
- Geometric Design Criteria per roadway/alignment:
 - Design Speed.
 - Lane width.
 - Shoulder width.
 - Horizontal Alignment.
 - Vertical Alignment.
 - Vertical Clearance.
 - Horizontal Clearance.

Alternative Refinement

The Alternative(s) will be refined utilizing the topographic mapping, existing right of way, alignment, and survey data. Alternatives will consist of complete interchange options (up to 2 (two)), and one (1) complete alternative of Summerlin Parkway mainline. Development will be coordinated with the traffic analyses to identify the traffic needs along each alignment. For coordination of the Alternative design(s), overall PDF plots of each will be prepared for the DEPARTMENT and the design team's information. These will be prepared on an as needed basis in support of design meetings and include relevant information for cross discipline coordination.

The Alternative(s) will be developed incorporating the following:

- Freeway:
 - Mainline widening.
 - HOV lane extension.
 - Service interchanges and ramps.
- System Interchanges:
 - SR 613/US 95 Interchange ramp improvements or reconfiguration, possibly including braided ramps and other improvements from US 95 through the Buffalo Drive Interchange and possibly including the extension of additional auxiliary lanes on US 95 to Valley View Boulevard.
 - SR 613/CC 215 Interchange ramp improvements to provide compatibility with CC 215 planned upgrades by Clark County.
 - Lane balance.

Information developed at the 15% level will include the following:

- Horizontal centerline control data for each alignment.
- Lane and shoulder lines and widths.
- Preliminary cut and fill limits for the roadway prisms only.
- Preliminary right-of-way footprint.
- Preliminary barrier and retaining wall locations.
- Preliminary bridge footprints. Assume two new bridge structures between Buffalo Drive and US 95, modification of the Buffalo Drive bridge over SR 613, and two bridge widenings at Town Center Drive and Rampart Boulevard.
- Vertical existing ground, alignment, and control information for each alignment.
- Initial super elevation diagram for each alignment.

The Alternative(s) will be provided for review on roll plots at a scale consistent with public meeting exhibits. Only key profiles will be prepared for exhibits. Plans will not be prepared.

The Alternative(s) will be developed in sufficient detail to provide the information necessary to support the traffic analyses and environmental studies detailed in other sections of the scope.

Alternative Evaluation

The alternative evaluation work will entail:

- Development of a refinements screening methodology.
- Identification of the criteria and qualitative/quantitative measures.
- Development of supporting alternative information to aid in the screening activities.
- Screening and ranking of the concepts/refinements and documenting the results.
- Identification of the alternative(s) to be carried forward as the preferred.

Alternative Analysis Report

The purpose of the report is to document the development and screening process and results that will set aside the concepts/refinements not warranting further studies and identify a Preferred Alternative or Alternatives. It is intended to document the following:

- Background information.
- Existing project conditions.
- Design Criteria used.
- Screening process and results:
 - Traffic considerations.
 - Environmental considerations.
 - Right of way and Utility considerations.
 - Cost Considerations.
- Alternative(s) to carry forward.

The draft report will be prepared and submitted for review and comment. Comments will be addressed and incorporated, and the report will be submitted as final.

The SERVICE PROVIDER team will prepare a presentation for the DEPARTMENT, FHWA and other agencies as appropriate when the draft exhibits and screening process has been completed. At that time, comments will be received on both the concepts and the screening process. Any revisions will be incorporated into the final report.

Assumptions:

- One (1) alternative will be selected as preferred for completing the environmental documentation.
- The preferred alternative may include phasing.
- Meetings and coordination necessary to complete the Alternative Analysis Report are included. A total of nine (9) internal coordination meetings are anticipated.
- PDF concept plots for cross discipline coordination are for information only and not considered deliverables.
- Plan and report documents will be provided with exhibits prepared in appropriate scale for review in PDF format.

Deliverables:

- Draft and Final Design Criteria Report.
- 15% Preliminary Alternative Exhibits.
- Draft and Final Alternative Analysis Report.
- CADD files including pertinent MicroStation/InRoads files.

3.4.2 Alternative Construction Estimates

The purpose of this task is to prepare a reasonably reliable and accurate construction cost estimate for comparative refinements of components of the alternative (i.e., mainline, interchanges, identified phasing) as part of the NEPA phase of the project. It is understood that the accuracy of the estimates will be commensurate with the detail of the design developed at the time of the estimate. The previous work performed on Southern Nevada Traffic Study will be reviewed and incorporated into the overall cost estimates for the project concepts.

Concept Estimates

A total of 3 different sketch level concepts will be prepared for different SR 613 alternatives. An order of magnitude cost estimate will be prepared for the individual elements in support of the initial screening analysis. Concept estimates will utilize area or volume calculations for elements such as earthwork and roadway structural section. Percentage based items will be utilized for items not typically developed in the concept design phase (ITS, Lighting, Drainage, etc.).

Preferred Alternative Estimate(s)

Independent concepts comprising the Preferred Alternative will be estimated per project component in order to provide comparative/additive/subtractive estimates for project phasing. These concepts will not be estimated by phase, rather, the estimates will be used to aid in the

determination of project phasing. The estimates will be completed using area or volume calculations for elements such as earthwork and roadway structural section. Percentage based items will be utilized for items not typically developed during the concept design phase (ITS, Lighting, Drainage, etc.). This estimate will be a base estimate with no contingencies and used to compare, screen, and evaluate alternatives.

Preliminary Estimate

A preliminary estimate will be developed for the Preferred Alternative to an approximately 30% design level of detail. The preliminary estimate will utilize MicroStation based quantities for available preliminary design linework. Percentage based unit estimates will be used for items not developed at this stage (i.e., Erosion Control, Lighting, L&A) The preliminary estimate will be the base estimate utilized as part of the CRA process and will not include any contingencies. Uncertainty and risks will be included as part of the CRA estimate.

3.4.3 Structures

The SERVICE PROVIDER will develop preliminary layouts for new bridges and widened bridges identified with each of the advanced concepts. Preliminary structures layouts will help solidify development of interchange geometries and establish structure limits for cost comparisons. For proposed new bridges, SERVICE PROVIDER will develop span configurations and expected superstructure depth to assist in refining interchange geometry (roadway alignments and profiles) and in establishing the overall footprint for each alternative. The SERVICE PROVIDER will prepare a bridge type memo for bridges contained in the Preferred Alternative. The bridge type memo will list potential structure types and a preferred structure type and configuration. Preliminary foundation types will be qualitatively identified based on geotechnical information from previous projects along SR 613. In addition, a retaining wall memorandum will be prepared and submitted to the DEPARTMENT, providing a summary of the location, approximate limits, and potentially preferred type of retaining walls and potential alternative types. This memorandum will address items of concern, such as specialty wall types or possible construction/access restrictions or conflicts.

Deliverables:

- Concept level bridge configurations (MicroStation .DGN files).
- A single bridge type memo for bridges in the Preferred Alternative.
- A draft retaining wall memorandum.

3.4.4 Drainage

3.4.4.1 Task Management

The SERVICE PROVIDER Drainage Task Lead will review drainage design progress against schedule and report monthly drainage design progress.

The SERVICE PROVIDER Drainage Task Lead will coordinate development of drainage design improvements and alternatives with project discipline leads, the DEPARTMENT and project stakeholders. This includes but is not limited to.

- Arrange and conduct internal drainage design coordination meetings with staff as needed or as part of roadway coordination meetings.

- Arrange and conduct, or attend, interdisciplinary design “break out” meetings to resolve items that cannot be efficiently addressed during the internal project coordination meetings.
- Arrange and conduct, or attend, meetings with drainage counterparts at the DEPARTMENT and project stakeholders to coordinate drainage related project criteria, facilitate inter-agency communication and resolve design conflicts.
- Coordinate with affected drainage and water quality related permitting and regulatory agencies to determine permitting and coordination requirements.

3.4.4.2 Research and Data Acquisition

The SERVICE PROVIDER shall request, research, compile, and review data as needed to proceed with hydrologic and hydraulic analyses and design for the Project, including but not limited to:

- Record drainage studies from the DEPARTMENT and local entities.
- Record design plans from the DEPARTMENT and local entities.
- Record maintenance and flood reports.
- Clark County GIS datasets for hydrologic analysis.
- NRCS soils survey data.
- FEMA FIS Hydrologic and Hydraulic technical data used in floodplain mapping.
- A comprehensive existing facilities inventory report will not be included. A general summary of existing drainage facilities with the existing conditions report will be included.

3.4.4.3 Drainage Design Criteria Memorandum

The SERVICE PROVIDER shall prepare a Project specific Drainage Design Criteria Memorandum. Items to be documented include:

- Acceptable design manuals, circulars, and guidelines.
- Acceptable software and calculation methodologies.
- Offsite design criteria, based on roadway classification and jurisdiction.
- Onsite design criteria, based on roadway classification and jurisdiction.
- Acceptable standard details and specifications.
- Exclusions or limitations in use of standard details or materials.
- 15% design level required for drainage deliverables.
- Additional clarifications, as needed, to minimize ambiguity and ensure the SERVICE PROVIDER, the DEPARTMENT, and Project Stakeholders are in agreement on drainage criteria, standards, and deliverable expectations.

Deliverables:

- PDF Draft Drainage Design Criteria Memorandum

- PDF Final Drainage Design Criteria Memorandum

3.4.4.4 Existing Conditions Drainage Report

The SERVICE PROVIDER shall prepare an Existing Conditions Drainage Report, providing hydrologic, hydraulic, and water quality analyses for the project, consistent with the Alternative level of design, as outlined in the NDOT Drainage Manual, Appendix A – Sections I, II and III, and as amended in the Drainage Design Criteria Memorandum. The report will include, but is not limited to:

- Review of previously completed offsite watershed hydrology analysis from record drainage studies. SERVICE PROVIDER to revise or supplement existing analysis as needed utilizing methodologies identified in the NDOT Drainage Manual and/or consistent with available record drainage studies or complete an independent analysis of drainage sub-basins. The report shall summarize characteristics of design storms with a 25-year, 50-year, and 100-year return frequency. Onsite watersheds shall be analyzed at a level that is reasonable and appropriate to evaluate discharge at concentration points relevant to the project NEPA Corridor. The report shall discuss previous record drainage study methodologies and any differences in methodologies from previous studies and the provided Drainage Report.
- Preliminary normal depth hydraulic calculations of flow conveyance within the project site and offsite tributary areas, as needed, to determine routing and drainage patterns for the hydrologic model. This may include street, channel, storm drain capacity and flow split calculations.
- Preliminary normal depth calculations of local streets and major drainage facilities within the NEPA corridor, as needed to determine key concentration points and identify capacity limitations of existing systems.
- Reference available documentation from USACE, City of Las Vegas and Clark County Regional Flood Control Master Plan, studies prepared for other projects in the area, as appropriate.
- Identify critical areas where project improvements may pose potential impacts to FEMA floodways and flood zones.
- Sub-basin map exhibits showing tributary areas, flow patterns, key concentration points, and a summary of hydrologic results.
- Detailed exhibits, as needed, to show complex drainage patterns or areas of inundation.
- Identify existing points of discharge from the Project corridor to regional flood control facilities.

Deliverables:

- PDF Draft Existing Conditions Drainage Report
- PDF Final Existing Conditions Drainage Report

3.4.4.5 Preliminary Drainage Alternatives Design Memorandum

The SERVICE PROVIDER shall prepare a Preliminary Drainage Alternatives Design Memorandum, in support of the conceptual drainage design concepts. Content shall be consistent with the 15% level of design, as outlined in the NDOT Drainage Manual Drainage Report, Appendix A - Section IV, and as amended Drainage Design Criteria Memorandum. For each alternative, the report will include, but is not limited to:

- Narrative for each alternative's concepts, opportunities, and constraints, including:
 - Major utility conflicts.
 - Interdisciplinary coordination needs.
 - Right-of-way Impacts.
 - Potential impacts of roadway footprint on floodplain mapping and coordination efforts required with FEMA and the USACE.
 - Coordination efforts required with the USACE and FEMA and other Project Stakeholders, including 401, 404 and 408 permitting and LOMR/CLOMR requirements if needed. Permit coordination assessment to be based on readily available information and evaluation of how hydraulic improvements may trigger permit requirements. Development of 401, 404 and 408 permit applications are not included in this task but can be performed under a separate task.
 - Detailed on-site hydraulic design and layout will not be provided; however, the SERVICE PROVIDER shall provide existing condition and potential peak flows at discharge points from the Departments ROW and evaluate at a conceptual level that reasonable and appropriate on-site conveyance solutions and appropriate discharge points exist. Conceptually evaluate onsite drainage systems for major impacts associated with each alternative and to determine if the onsite system will be a significant factor in selecting a preferred alternative. This will include evaluation of permanent BMPs and LID practices.
 - General statements and considerations for each alternative how the following LID Strategies were implemented:
 - Minimizing Site Disturbance (quantify total estimated disturbed area with the project).
 1. Reducing and Disconnecting Impervious Areas
 2. Flattening Slopes.
 3. Utilizing Vegetation and/or riprap swales.
 4. Maintaining Natural Drainage Features (quantify natural drainage features that are permanently replaced with a ditch, channel, pipe, or other constructed conveyance)
- Hydrologic and Hydraulic Calculation Appendices:
 - Perform Hydraulic and Hydrologic analysis as necessary to establish project NEPA corridor.
- Floodplain Hydraulics Appendices:

- Conceptual normal depth analyses to assess potential change in conveyance area and water surface elevations from proposed freeway improvements, where appropriate.
- Water Quality Appendices:
 - Recommend appropriate water quality mitigation measures as necessary. Provide a mitigation plan at a conceptual level that includes conclusion of effects, permanent best management practices (BMPs), temporary/construction BMPs, erosion control measures, and maintenance measures and responsibilities. A detailed temporary BMP plan is not needed; however, any methodologies or practices specific to this project that are recommended shall be provided (i.e., specific construction time frames, limits of construction, etc.).
 - Identify areas where stormwater is required to be treated prior to discharge from the ROW.

Deliverables:

- PDF Draft Preliminary Drainage Alternatives Design Report.
- PDF Final Preliminary Drainage Alternatives Design Report.

3.4.4.6 Preliminary Stormwater Project Design Requirements and Water Quality Investigation Report

The SERVICE PROVIDER will prepare a Preliminary Stormwater Project Design Requirements and Water Quality Investigation Report, as identified in the NDOT Water Quality Manual Planning and Design Guide, in support of the Preliminary Drainage Alternatives Design Report submitted under Section 3.4.4.5.

Deliverables:

- PDF Draft Preliminary Stormwater Project Design Requirements and Water Quality Investigation Report.
- PDF Final Preliminary Stormwater Project Design Requirements and Water Quality Investigation Report.

3.4.4.7 Preliminary Drainage Alternatives Design Plans

The SERVICE PROVIDER will prepare Preliminary Drainage Design Exhibits for up to two (2) conceptual design concepts, in conformance with the Conceptual Plan Submittal requirements as outlined in the NDOT Drainage Manual, Table B-1, NDOT Water Quality Manuals, and as amended in the Drainage Design Criteria Memorandum. These exhibits will include, but are not limited to:

- Preliminary Plan layouts for offsite drainage facilities, showing alignments and sizing.
- Existing Right-of-way limits, and conceptual drainage (including permanent BMPs) right-of-way needs.
- Identification of potential major utility conflicts requiring significant coordination efforts.

- Identification of areas requiring significant structural, roadway or other design coordination efforts.
- Identification of areas where basins are proposed for drainage or water quality. Show ROW needed for basins based on a conceptual design level.
- Onsite drainage systems and temporary erosion control will not be provided.

Deliverables:

- Draft 15% level alternative drainage exhibits, based on the roadway Alternative and refinements considered, and independent drainage improvements as applicable.
- Final 15% level alternative drainage exhibits, based on the roadway Alternative and refinements considered, and independent drainage improvements as applicable.

3.4.5 Traffic Modeling and Operational Analysis

3.4.5.1 Previous Traffic Safety and Operational Analysis Assessment

The SERVICE PROVIDER will review and assess traffic analysis performed as part of the Southern Nevada Traffic Study (SNTS). The assessment will include a summary of the existing and forecasted operational deficiencies.

3.4.5.2 Traffic Forecasting and Operational Analysis

Traffic forecasting, modeling and analysis shall be performed in accordance with the most current version of the DEPARTMENT's Traffic Forecasting and Microsimulation Guidelines. The DEPARTMENT will provide the latest Aimsun Next Subarea Model for this project. Traffic forecasts will be developed for AM and PM peak period. The scope of traffic forecasting and operations analysis shall include the following:

3.4.5.2.1 Data Collection

The SERVICE PROVIDER will collect appropriate data needed for traffic forecasting and analysis that includes but not limited to traffic volumes, traffic signal timing plans, travel time, speed and Queues. The data sources will include the DEPARTMENT's short-term count stations, NDOT TRINA, INRIX, and field counts. This data will be post processed, compiled and formatted appropriately for use in the models and for traffic forecast. The SERVICE PROVIDER will collect the existing traffic counts for one (1) day at the following locations:

Intersection turning movements:

1. Buffalo Dr & Washington Ave
2. SR-613 Westbound & Buffalo Dr ramp terminal
3. SR-613 Eastbound & Buffalo Dr ramp terminal
4. Buffalo Dr & Westcliff Dr
5. Durango Dr & Washington Ave
6. SR-613 Westbound & Durango Dr ramp terminal
7. SR-613 Eastbound & Durango Dr ramp terminal

8. Durango Dr & Westcliff Dr
9. Rampart Blvd & Tournament Hills Dr
10. SR-613 Westbound & Rampart Blvd ramp terminal
11. SR-613 Eastbound & Rampart Blvd ramp terminal
12. Rampart Blvd & Canyon Run Dr
13. Town Center Dr & Spring Gate Ln/Hillwood Dr
14. SR-613 Westbound & Town Center Dr ramp terminal
15. SR-613 Eastbound & Town Center Dr ramp terminal
16. Town Center Dr & Covington Cross Dr
17. Anasazi Dr & Thomas Ryan Blvd
18. SR-613 Westbound & Anasazi Dr ramp terminal
19. SR-613 Eastbound & Anasazi Dr ramp terminal
20. Anasazi Dr & Banburry Cross Dr
21. CC-215 Northbound & SR-613 ramp terminal
22. CC-215 Southbound & SR-613 ramp terminal
23. US 95 Northbound & Rainbow Blvd SPUI terminal
24. Rainbow Blvd & Westcliff Dr
25. Rainbow Blvd & Silverstream Ave

Freeway/ramp segments:

1. US 95 Southbound to SR-613 Westbound
2. US 95 Northbound to SR-613 Westbound
3. US 95 Westbound HOV on-ramp to SR-613
4. US 95 Eastbound HOV off-ramp to US 95 Southbound
5. SR-613 Eastbound off-ramp to US 95 Southbound
6. SR-613 Eastbound off-ramp to US 95 Northbound
7. SR-613 Eastbound off-ramp to Rainbow Blvd Northbound
8. SR-613 Eastbound off-ramp to Rainbow Blvd Southbound
9. SR-613 between Buffalo Dr and Durango Dr (24-hr counts)
10. SR-613 between Town Center Dr and Anasazi Dr (24-hr counts)
11. CC-215 Northbound to SR-613 off-ramp
12. Far Hills Ave on-ramp to CC-215 Northbound
13. CC-215 Southbound to Far Hills Ave off-ramp
14. CC-215 Northbound to Lake Mead Blvd off-ramp
15. Lake Mead Blvd on-ramp to CC-215 Southbound
16. CC-215 between SR-613 and Lake Mead Blvd

Travel time will be collected along SR-613 in both eastbound and westbound direction from US 95/Rainbow Blvd to CC-215 interchange.

Any additional data collection if needed will be coordinated with the DEPARTMENT as required. The Aimsun Next Subarea Model provided by the DEPARTMENT for this project will include the 2022 and 2050 OD Matrices for the regional traffic assignment.

3.4.5.2.2 Traffic Forecasting Methodology and Assumptions Memorandum

The SERVICE PROVIDER will develop a technical memorandum describing the methodology based on NDOT's Traffic Forecasting Guidelines. This document will summarize the data sources, proposed methodology, and the assumptions involved in developing the traffic forecasting process. Traffic forecasting will be developed for the opening year (2030) and the design year (2050).

Deliverables:

- Traffic Forecasting Methodology and Assumptions Memorandum (Draft & Final)

3.4.5.2.3 Develop Traffic Forecasts

The output from the Aimsun Next model will be used to develop traffic forecasts for horizon year 2050. Traffic volumes will be forecasted for the AM and PM peak periods. Opening year 2030 forecasts will be linear interpolation from existing condition year 2023 to horizon year 2050. The horizon year 2050 forecasts developed from Aimsun Next model output is intended to aid in the initial screening of alternatives. All forecasts will be developed per the approved Traffic Forecasting Methodology and Assumptions Memorandum and will be documented in a technical memorandum.

Deliverables:

- Draft Traffic Forecasting Memorandum
- Final Traffic Forecasting Memorandum

3.4.5.2.4 Operational Methodology and Assumptions Memorandum

A technical memorandum will be developed to describe the methodology and assumptions to be used in the traffic operations analysis, demonstrating that the DEPARTMENTS's guidelines will be followed. The latest Aimsun Next model provided by the DEPARTMENT will be used to develop the base model used for the traffic operational analysis. The base model will be developed for both AM (6:30 to 9:30) and PM (2:00 to 6:00) peak periods. The microsimulation modeling limits will be:

SR-613: Rainbow Blvd to CC-215. Include all ramps to/from US 95 and Rainbow Blvd

Surface street intersections: Twenty-five intersections will be included in the traffic analysis. These 25 intersections are listed in the Data Collection Section.

Deliverables:

Draft Traffic Operations Methodology and Assumptions Memorandum

Final Traffic Operations Methodology and Assumptions Memorandum

3.4.5.2.5 Calibrate Existing Conditions Aimsun Next Model

The Aimsun Next model provided by the DEPARTMENT will be used to develop the base models for the Traffic Analyses. NDOT Aimsun Modeling Guidelines and FHWA's Traffic Analysis Toolbox Volume III will be followed to calibrate the base model for the year 2023. The SERVICE PROVIDER will run the 2020 regional traffic assignment OD matrices in Aimsun Next model and create a traversal for the Project subarea. The SERVICE PROVIDER will calibrate the existing condition year 2023 Aimsun Next model to meet the DEPARTMENT targets for the selected MOEs to replicate the field conditions. The calibration MOEs include Traffic Volumes, Travel time, speed and Queues. The Aimsun Next models will be calibrated for both AM and PM peak periods. The SERVICE PROVIDER will submit an Aimsun Next Confidence and Calibration Report and the Aimsun Next Calibrated Models to the DEPARTMENT for approval.

Deliverables:

- Aimsun Next Confidence and Calibration Report (Draft & Final)
- 2023 Existing Conditions Aimsun Next Calibrated Models (AM & PM)

3.4.5.2.6 Aimsun Next Modeling – Opening and Design Years

The Aimsun Next microsimulation models will be developed for the traffic analysis limits described in the Traffic Operations Methodology and Assumptions Memorandum. The opening year (2030) and design year (2050) OD matrices will be created for the Project Subarea within the Aimsun Next model. Traffic signal timings will be optimized within the Aimsun Next model during visualization for each scenario. The 2050 No-Action Aimsun Next model will include the planned RTP projects. The SERVICE PROVIDER will run and extract the Aimsun Next model results for Network Wide MOEs, freeway and ramp segments, and intersection delay. The SERVICE PROVIDER will prepare exhibits showing the traffic operations results in Line Diagrams for each segment. The SERVICE PROVIDER anticipates the following Aimsun Next opening and design year models to be developed and used:

5. Opening year 2030 No-Action (AM and PM)
6. Opening year 2030 one Build Alternative (AM and PM)
7. Design year 2050 No-Action (AM and PM)
8. Design year 2050 two Build Alternatives (AM and PM)

Deliverables:

- Draft Traffic Analysis Report
- Final Traffic Analysis Report

3.4.6 Traffic Safety Analysis

The SERVICE PROVIDER will perform a crash analysis of the NDOT historical crash data for the past 5 years for various functional classifications, as discussed in section 3.4.5.1. The SERVICE PROVIDER will also review any prior RSA conducted by the DEPARTMENT and include the findings as needed. A Critical Crash Rate (CCR) analysis will be performed for the project area. As part of the screening the SERVICE PROVIDER will conduct a safety assessment using the basic approach of applying the CRF/CMF for each proposed improvement included in the build option. In addition, as part of the Transportation Impact Analysis, a safety analysis of the 2050 No-Build and Build alternatives will be performed by estimating anticipated crash reductions resulting from build alternatives. Crash reductions for each of the crash severity (Fatal and Injury (FI) and Property Damage Only (PDO)) will be estimated using the Highway Safety Manual (HSM) Part C Predictive method to apply appropriate crash reduction/modification factors (CMFs) and AADT values for each segment.

Assumptions:

- The SERVICE PROVIDER will use the HSM crash prediction model local calibration factors for Nevada, if available. If local calibration factors are not available, the uncalibrated crash prediction (Calibration Factor, C=1.0), will be used to compare the performance of the build alternative to No-Build.

Deliverables:

- Draft Safety Analysis Technical Report
- Final Safety Analysis Technical Report

3.4.7 Traffic Design

In conjunction with the traffic operational analyses, design data necessary for the development of the alternative concepts/refinements will be provided. The data required includes the following:

- Freeway and ramps:
 - Lanes and lane balance requirements.
 - Ramp separation and auxiliary lane requirements.
 - Ramp metering.
 - Ramp storage lengths.
 - Wrong way driver mitigation enhancements.
- Interchange cross streets:
 - Traffic signal locations.
 - Intersection channelization requirements.

Other cross street and local road lane requirements will be based on local agency standards for the classification of street being modified.

In addition, locations of facilities in support of TSM measures and alternative travel modes will be identified and incorporated into the Alternative as refinements where possible. This includes

improvements such as ramp metering, pedestrian paths, bicycle lanes and paths, park, and ride facilities and other existing or planned future improvements that are necessary to establish the project footprint at the 15% design level.

Pavement delineation for the facilities will be prepared as part of the preliminary design and will be shown in the individual concepts/refinements exhibits. The SERVICE PROVIDER will coordinate with the DEPARTMENT's ASTMTD Project for the travel lanes geometry between the Summerlin Parkway HOV ramp touch down and Valley View Boulevard.

The SERVICE PROVIDER will coordinate with the DEPARTMENT's Traffic Operations' Signals, Lighting, and ITS Section to incorporate planned improvements for the area, active projects, and existing infrastructure and facilities. Signals, Lighting, and ITS improvements, such as signals, lighting, ramp meters, Dynamic Message Signs (DMS), Active Traffic Management (ATM) signs, CCTV cameras, Wrong Way Driver Mitigation Enhancements, and Road Weather Information System (RWIS) Environmental Sensor Stations (ESS), shall be identified to establish the potential for right-of-way impacts at the preliminary level. No detailed facility communication planning or infrastructure design will be provided.

Assumptions:

- Meetings and coordination necessary to develop the traffic design data will be included as part of the Alternative development.
- Traffic and design related activities for preparing the traffic data and developing the Alternative will be included in the Alternative Analysis Report.

Deliverables:

- 15% Preliminary Alternative Exhibits (PDF roll plots and DGN).

3.4.8 Program Phasing

Phasing of the project will be considered in the Alternative development utilizing design and stakeholder outreach input to determine priorities and key implementation strategies. The phasing will identify components of the total project that can be provided as stand-alone facilities with independent utility. This includes areas where interim improvements are necessary to provide connectivity between the phase and the existing facilities. Priorities may include:

- Relative Benefit/Cost of phases.
- Alignment of project outcomes with desired policy priorities.
- Minimization of throw-away work.
- Stakeholder support.
- Optimum timeframes for component delivery.

3.4.8.1 Phasing

An extension of this prioritization work is to analyze each phase of the overall project to identify a logical sequence of program implementation, as well as groupings of Alternative components that are complementary. The SERVICE PROVIDER will identify phasing opportunities for implementation, as well as the following:

- Phasing individual projects: Sometimes a major improvement investment can be implemented in phases, lowering the amount of funding that must be secured for each phase, while delivering user benefits and high-profile activity that supports program delivery momentum.
- Early Phase(s): The overall/ultimate project improvement must demonstrate early progress. Some project phases that are identified may be readily achievable in terms of need, availability of right-of-way, funding, scale, and schedule, and may be logical early candidates that can help build momentum and achieve the necessary goal.
- System considerations: Despite the need to phase project delivery and program implementation, it is important that the regional transportation system, including recent investments, continues to function at all times with a high level of user benefit. Every phased program carries some risk if/when the final phase(s) are deferred. Without considering the system implications of phased implementation, the risk is that the program delivery stalls at an intermediate stage, affecting overall program credibility.
- Phase/project-specific funding opportunities: Some phases of the overall project may readily develop funding sources that align with a pre-existing funding program. This can help build project momentum. This potential will be evaluated early in the Alternative development.

3.4.8.2 Project Delivery Selection Approach (PDSA)

The PDSA would be used to 1) establish/document project information; 2) define preliminary project goals, phasing options, challenges, and opportunities; 3) score/rank the delivery methods for the project (to include DB, CMAR, and DBB); and 4) prepare the results and supporting memo for approval.

Assumptions:

- Gather PDSA background documentation and draft up initial responses to PDSA questions.
- Lead workshop to present documentation and develop pre-final PDSA documentation for the project with the DEPARTMENT.
- Assumes one, 1-day trip to Reno/Carson for half-day workshop.
- Revise, review, and finalize the PDSA.

Deliverables:

- Selection memo and PDSA backup documentation for the project.

3.4.9 Geotechnical

The SERVICE Provider will gather and review prior geotechnical reports and data from previous geotechnical investigations in the SR 613 corridor. The information shall be compiled into a report summarizing existing geotechnical conditions and information. The field investigation and geotechnical design for the alternative selection and preliminary design will be performed as part of a separate contract.

Deliverables:

- Draft Geotechnical Information Summary Report.
- Final Geotechnical Information Summary Report.

3.4.10 Utilities**Utility Research and Significant Conflict Identification**

The SERVICE PROVIDER will provide utility research and identification of major potential conflicts, including but not limited to initial coordination with utility companies/entities. The SERVICE PROVIDER shall be required to coordinate and attend utility research status meetings with the DEPARTMENT Right-of-Way and Utilities staff. All communication and coordination with utility companies or entities will be the responsibility of the SERVICE PROVIDER with input from the DEPARTMENT's utility section supervisor and agent. Utility Research will include, but is not limited to the following:

- Establishing a list of all significant utilities in the project corridor. The list will become the utility coordination matrix for the project, and will include company names, contact information, and a current summary of coordination and research efforts.
- Existing utility facilities research, including requesting and obtaining red-line sketches and as-builts from identified utility companies.
- Preparation of an existing utilities master file (CADD) for reference use in developing the project's Preferred Alternative.
- Identify significant potential conflict locations related to the Preferred Alternative.

Coordination with the DEPARTMENT and utility companies is anticipated to be on an as-needed basis and includes up to ten (10) one-on-one meetings, providing exhibits and CAD files to affected utility companies within the project limits.

The SERVICE PROVIDER Utility Task Lead will review progress against schedule, monitor the task budget and report monthly progress.

Preliminary Utility Alternative Exhibits and Preliminary Utility Conflict Matrix

The SERVICE PROVIDER will prepare Preliminary Alternative Utility plans and a Utility Conflict Matrix for the Alternative and applicable refinements, identifying the locations of all significant existing public and private (if known) utilities within existing and proposed right-of-way and those potentially affected by the Alternative and any refinements. The plans and matrix will include, but are not limited to:

Preliminary Alternative Utility Exhibits

- Exhibits will identify major utility conflicts requiring significant coordination efforts.
- Exhibits will identify locations for possible SUE (potholing is not included in this scope of services).
- Exhibits depicting the evaluation of potential utility relocation design will be prepared and coordinated with the respective utility company to determine feasibility, impacts and possible costs.

Preliminary Alternative Utility Conflict Matrix

Utility Conflict Matrix will identify major utility conflicts. The matrix will identify utility owner, prior rights, location of existing utility, conflict, and resolution.

Conceptual costs for each major utility conflict identified, based on the results of the initial coordination.

Deliverables

- PDF Preliminary Utility Exhibits for the Alternative.
- PDF Preliminary Utility Conflict Matrix for the Alternative.
- Preliminary utility quantities for each major utility conflict.

3.4.11 Right of Way

Roll plot exhibits will be prepared depicting the anticipated construction limits for the Alternative over the right of way mapping. The accuracy of the limits will be consistent with the level of design development to date. The purpose of the exhibits is to support the development of comparative right of way estimates, right of way verification and establishing impacts and displacements for the NEPA document.

Deliverables

- PDF Preliminary Right of Way Exhibits.
- Preliminary right of way take/impact areas.

3.5 Preliminary Plans of the Preferred Alternative

The SERVICE PROVIDER will develop and prepare preliminary drawings for the Preferred Alternative to a 30% level of design completion for NDOT's use in future procurement of final design and construction. The Preferred Alternative will be developed and presented on 1" = 100' scale roll plots. The roll plots will focus on identifying the overall project footprint, right-of-way impacts, and major roadway and drainage features. The following roll plots will be included:

3.5.1 Preliminary Plan Sheets

- Title Sheet.
- Typical Sections.
- Roadway Plans and Earthwork Limits.
- Roadway Profiles.
- Drainage Plan Views.
- Permanent Striping Plans.
- Preliminary Sign Plans (Guide sign locations determined).
- Lighting and ITS Plans.
- Landscaping Plans (Concept Layout).

- Traffic Control/Staging Concept Plots.
- Structures Front sheets for all bridges.
- ROW Plans/Exhibits.
- Structure Lists are not included in this scope of services.

3.6 Landscape and Aesthetics

The SERVICE PROVIDER will prepare and submit Landscape and Aesthetics exhibits for the Preferred Alternative based upon the analysis results and accepted L&A concept. These exhibits will be suitable for use in all Public & Stakeholder meetings, both in person and virtually, as needed. SERVICE PROVIDER will utilize the Summerlin Parkway Landscape & Aesthetics Corridor Plan developed by the DEPARTMENT (as part of the I-15 Corridor Plan) as the foundation for the concept, in addition to the existing designs along SR 613. Refinements to this design concept will be developed following input from NDOT.

The SERVICE PROVIDER will assess the number and condition of all existing trees within the project footprint and provide an evaluation report for the DEPARTMENT's use in determining the replacement or reevaluation of trees and their locations.

Deliverables

- PDF in color of Preferred Design alternative showing proposed L&A Theme, including enhancements to walls, slope pavement/rock treatment, earth forms, planting, and other enhancements. Graphics will show elevations/perspective as needed to convey the intent.
- Tree evaluation report and memo for Division Chief approval.
- Calculation backup and written documentation pertaining to the content of the proposed L&A Concept.

3.7 Right of Way Exhibits

3.7.1 ROW Engineering

The SERVICE PROVIDER will prepare Right of Way exhibits and information for parcels impacted by the Preferred Alternative.

The SERVICE PROVIDER will provide ROW expertise to assess the potential property impacts costs of Alternative refinements and the Preferred Alternative. A preliminary ROW cost estimate, and recommendation of parcels for advance acquisition will be provided. An easement map will be created providing an overall view of all easements affecting the property for a future appraisal process.

Deliverables

- Initial exhibits for parcels impacted by the Preferred Alternative, including right-of-way left and right, temporary easements, and total calculated impact acreage. Title reports are not included in this scope.

3.7.2 ROW Acquisition

Acquisition Services are not included in this scope of work.

3.8 Benefit Cost Analysis

3.8.1 Benefit-Cost Analysis and Performance Measurement

The SERVICE PROVIDER will develop a process for Department approval to identify the benefits of improvements along SR 613. The SERVICE PROVIDER will work with the DEPARTMENT to select appropriate performance measures. The SERVICE PROVIDER will apply benefit-cost analysis (BCA) to the AIMSUM modeling performance measures obtained as part of the Traffic Analysis.

3.8.2 Benefit-Cost Assumptions and Model

The SERVICE PROVIDER will use the traffic forecasts and model as described in previous sections in order to estimate user benefits over an established lifecycle. These benefits include:

- Travel time savings.
- Vehicle operating cost savings.
- Emission savings.
- Crash reduction savings.

The SERVICE PROVIDER will build on the Cal-B/C Corridor model, which is a post-processing benefit-cost model developed by Caltrans. The spreadsheet model will be modified to report performance measures established as part of the Traffic Modeling MOEs (if these measures are available from the BCA calculations).

The SERVICE PROVIDER will hold a meeting to discuss each of the parameters necessary for the benefit-cost model with the DEPARTMENT, and suggest values, such as the value of time and discount rate, to use in the analysis. These values will build on federal guidelines and usual economic practices where DEPARTMENT standards are not available. The SERVICE PROVIDER will utilize a 20-year lifecycle to compare alternative benefits.

The SERVICE PROVIDER will calculate safety benefits associated with the project alternative. These benefits will be calculated using information from DEPARTMENT safety statistics, and applicable literature reviews to estimate the change in crash rates and severity. The SERVICE PROVIDER will work with the DEPARTMENT to develop the best approach for estimating the Project's safety benefits.

Capital costs for each alternative that will be used in the BCA will be estimated using the preliminary cost estimate identified in section 3.4.2.

The BCA will not consider the impact of the project alternative on travel time reliability. Capturing this benefit would require significant additional modeling.

Deliverables:

- Technical memorandum documenting BCA approach and assumptions; spreadsheet benefit-cost model.
- Benefit summary for the project's preferred alternative to be included in CCOAR and corridor reports.

3.9 Change in Control of Access

3.9.1 Change of Control of Access Report

If needed for the project, the SERVICE PROVIDER will prepare a Draft Change of Control of Access Report (CCAR) for the build alternative in conformance with the FHWA's, "Policy on Access to the Interstate System", and changes described in FHWA's May 22, 2017, memorandum on the subject. This scope is not part of the scope and if needed will be part of a Supplement.

4 NEPA Compliance

4.1 General

The SERVICE PROVIDER will complete the National Environmental Policy Act (NEPA) process through to a decision document. The following task areas are included:

- Project management.
- Completion of environmental surveys, technical studies, and related documentation.
- Project scoping.
- Public and stakeholder outreach and coordination per NEPA requirements.

This scope of services is based on the following assumptions:

- Federal Highway Administration (FHWA) is the NEPA lead agency, in collaboration with the DEPARTMENT as the project proponent.
- Environmental Assessment (EA) is the assumed class of action.
- NDOT project development and submittal processes.
- The draft and final NEPA products will be concise, graphic intense and user-friendly documents.

4.2 Environmental Project Management and Coordination

The SERVICE PROVIDER will perform ongoing maintenance of the project files and the Administrative Record. This includes electronic copies of major project correspondence and deliverables. Copies of major correspondence and project records received by the SERVICE PROVIDER will be compiled for the DEPARTMENT as part of the record.

Project Team Meetings: The SERVICE PROVIDER's Environmental Manager and subconsultant task leads, as needed, will participate in up to twenty (20) one-on-one and team meetings, including up to three (3) in-person meetings and the remainder via teleconference. The meetings will focus on, and document the status of, the following:

- Progress reporting.
- Deliverables schedule.

- Risk management.
- Critical issues/resolutions.

The Environmental Manager will provide monthly updates for incorporation in the SERVICE PROVIDER's progress reports to the DEPARTMENT. If critical issues arise between reporting periods, the Environmental Manager will immediately communicate those issues and potential remedial actions to appropriate parties for resolution.

4.3 Public Involvement

Intent-to-Study and Public Notice: The SERVICE PROVIDER's NEPA Team will prepare the draft Intent-to-Study letter for the project's Public Outreach Team and NDOT to distribute during the scoping phase. The SERVICE PROVIDER's NEPA Team will also prepare the draft public/transportation notice for publication in appropriate news media. The SERVICE PROVIDER will also assist the DEPARTMENT in developing the distribution list.

4.4 NEPA Process

4.4.1 NEPA Coordination

This task encompasses ongoing environmental coordination and management effort necessary to complete the NEPA process. To complete the NEPA process on schedule, the SERVICE PROVIDER will use the following procedures:

- Coordinate regularly and communicate clearly with the DEPARTMENT, FHWA, and cooperating and participating agencies.
- Work closely with regulatory agencies to understand the expectations of key reviewers from agencies such as the State Historic Preservation Office, U.S. Army Corps of Engineers, and others.
- Use subject matter experts who have appropriate credentials for the task, experience in the study area, and thorough knowledge about NEPA and associated regulations as applied to highway transportation projects.
- Understanding the importance of thorough documentation that will minimize agency and public comments, support the administrative record, and reduce the risk for legal challenges, and using periodic peer reviews to validate the documentation is complete and compliant throughout the process.
- Incorporating FHWA's Improving Quality Environmental Documentation principles in the EA document format and content.
- Using a technical editor, GIS analysts, and graphic artists to support the documentation.
- The CEQ NEPA Phase 1 Final Rule regulations, effective April 2022, will be applicable to this project.

NEPA Coordination Meetings: Up to nine (9) NEPA coordination meetings, not associated with meetings identified in Section 4.2, as necessary, as the project progresses with the DEPARTMENT's Environmental staff and stakeholders/resource agencies. The SERVICE PROVIDER will prepare and distribute agendas and meeting minutes.

NDOT / FHWA Update Meetings: The SERVICE PROVIDER will participate in meetings with the DEPARTMENT's environmental management staff and FHWA (see NEPA Coordination Meetings) at key milestones to discuss project issues and status. Up to 4 meetings (1 in-person and 3 teleconferences) will occur through publication of the EA.

4.4.2 NEPA Analysis

This task consists of the alternative development and environmental resources and specialty areas that must be analyzed, coordinated with respective stakeholders and resource agencies, documented, and, in some cases, mitigated. The following table summarizes the environmental factors assumed for analysis and the level of documentation. Up to two alternatives, including one build alternative and the no build alternative will be analyzed. The DEPARTMENT's involvement, unless otherwise noted, will be in a review and critique capacity.

NEPA Analysis Task Item	Documentation	Field Analysis and/or Tech Rpts	Agency/Stakeholder Coordination
Air Quality	X	X	X
Traffic	X	X	X
Biological Resources and Threatened & Endangered/Sensitive Species	X	X	X
Noise Analysis ¹	X	X	X
Jurisdictional Waters Assessment	X	X	X
Energy Resources and Minerals	X		
Floodplains and Water Resources/Quality	X		X
Environmental Site Assessment & Recognized Environmental Conditions (NDOT ISA)	X	X	X
Community Impacts/Land Use/Socioeconomics	X	X	X
Cultural Resources/Section 106	X	X	X
Native American Religious Concerns ¹	X		X
Section 4(f)/Section 6(f)	X	X	X
Environmental Justice and Equity Analysis	X	X	X
Visual Resources	X	X	X

¹ To be performed by the DEPARTMENT.

Data Collection, Field Investigation and Analysis

Data will be collected for the resources and specialty areas listed in the above table. Information will be gathered through field surveys, personal interviews, library and archival research, on-site

modeling, and sampling, and by contacting resource agencies and data repositories. The areas of social, economic, and environmental interests will be studied to identify issues of concern within the study area. The data collected and analysis will include:

Air Quality

An air quality analysis will be performed for the project based upon the requirements of the National Environmental Policy Act (NEPA), the conformity provisions of the Clean Air Act Amendments (CAAA), and other state and federal environmental requirements. An air quality technical report will be prepared, and the analysis will be summarized in the air quality section of the environmental document. The SERVICE PROVIDER will address one round of comments from the DEPARTMENT on the draft technical report before finalizing and incorporating into the environmental document.

Transportation Conformity

The SERVICE PROVIDER will evaluate the project under transportation conformity requirements. Regional conformity of the project will be demonstrated by verifying the project inclusion in the latest conforming regional transportation plan (RTP) and the federal transportation improvement program (FTIP). Project level conformity will be evaluated through the hot spot analysis for nonattainment or maintenance pollutants, including carbon monoxide (CO) and particulate matter with an aerodynamic diameter equal to or less than 10 micrometers (PM₁₀) for the project area.

- It is assumed that the project would be a project of air quality concern, therefore, a quantitative PM₁₀ hot spot analysis would be required for the preferred alternative to demonstrate conformity. The SERVICE PROVIDER will first perform the PM₁₀ hot spot modeling for the preferred alternative. If the PM₁₀ design concentration in the project area with the preferred alternative is below the national ambient air quality standard (NAAQS), the project demonstrates conformity, and no additional analysis is needed. If the PM₁₀ design concentration would exceed the NAAQS for the preferred alternative, SERVICE PROVIDER will perform PM₁₀ modeling for the no build alternative to compare with the preferred alternative. The SERVICE PROVIDER will coordinate with local, state, and federal agencies early in the process of the PM hot spot analysis to verify the appropriate modeling requirements. The SERVICE PROVIDER will provide required documentation for the interagency consultation processes for concurrence on the level and methodology of the PM₁₀ hot spot analysis.
- Up to six worst-case intersections will be selected for each alternative for CO hot spot evaluation. Quantitative modeling analysis is not needed if the intersections meet the criteria and conditions in the FHWA's *2023 Carbon Monoxide (CO) Categorical Hot-Spot Finding* and the region's *CO State Implementation Plan*. Quantitative CO hot-spot modeling for the intersections not meeting the above criteria will be performed for the one preferred build alternative and the no build alternative for the project design year/horizon year.

Mobile Source Air Toxics

The SERVICE PROVIDER will evaluate mobile source air toxics (MSAT) effects following FHWA's 2023 Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents. It is assumed that a quantitative MSAT analysis is required. SERVICE PROVIDER will perform quantitative MSAT analysis for the build and no build alternatives.

Short-term Construction Impacts

Short-term air quality impacts from project construction would be evaluated qualitatively based on the construction duration, construction activities, and the implementation of emission minimization and reduction measures. Mitigation measures for identified significant impacts (if any) will be investigated if needed.

Traffic Study for Air Quality Analysis

CO hot spot analysis requires traffic data from affected intersections in the project area. The following tasks are necessary to determine the three highest volume intersections and the three worst level-of-service (LOS) intersections in the Study Area. The SERVICE PROVIDER will utilize SYNCHRO, and extract ramp terminal intersection volume data from the AIMSUN Year 2050 model developed for the Build Alternative, and the No Build Alternative.

- The SERVICE PROVIDER will identify the three (3) highest volume intersections with LOS D or worse in the Study Area and extract the year 2050 projected peak hour traffic volumes (AM and PM) for the intersections from the VISSIM model. The volumes will be extracted as-is from the following year 2050 VISSIM models: No Build and the Build. Existing conditions volumes will be from the year 2023 traffic counts (when available). Based on these volumes – the highest volume intersections will be identified.
- The SERVICE PROVIDER will identify the three (3) poorest performing (worst LOS) intersections with LOS D or worse in the Study Area and use SYNCHRO software with model output volumes (previous step), optimize the signal timings, and determine the worst performing (worst LOS) ramp terminal intersections. For the year 2023 (Existing) conditions, the traffic signal timings from the local agency or DEPARTMENT will be obtained as available, processed, and entered in the SYNCHRO software. Provide the SYNCHRO analysis (Existing year/conditions, and the year 2050 No Build and Preferred Build Alternative) for the three poorest performing (worst LOS) intersections to the DEPARTMENT's air quality analysis team.
- The SERVICE PROVIDER will provide a brief chapter (for use as an Appendix) with text and tables regarding the traffic work completed in this task order - for inclusion in the NEPA documentation.

Quantitative PM₁₀ hot spot analysis requires traffic information of the identified roadways and intersections included in the PM₁₀ modeling. The SERVICE PROVIDER will provide the road grade and traffic data at roadway link level that includes traffic volumes, speeds, and vehicle miles travelled by vehicle types for the identified roadway segments. The SERVICE PROVIDER will provide traffic volume, delay, and turning movement at the identified intersections for the PM₁₀ modeling. The traffic data will be modeled and summarized for the following time periods:

- Morning (a.m.) peak period: 6 a.m. to 9 a.m.
- Midday period: 9 a.m. to 3 p.m.
- Evening (p.m.) peak period: 3 p.m. to 7 p.m.
- Evening/night period: 7 p.m. to 6 a.m.

Traffic deliverables to support air quality analysis include:

- Information – text, figures, tables regarding the traffic modeling work completed in this task order - for inclusion as an Appendix in the project documentation.

- SYNCHRO analysis results sheets for use in air quality analysis.
- List of the three highest volume ramp terminal intersections for air quality modeling.

Deliverables:

- Documentation of Interagency Consultation to determine if the project is POAQC.
- PM₁₀ Hot-spot Modeling Protocol (if modeling is required).
- Air Quality Technical Report.

Biological Resources and Threatened & Endangered/Sensitive Species

The SERVICE PROVIDER will gather information from resource agencies on biological resources in the area through on-line data sources, direct data requests, and follow-up coordination with resource agencies. Targeted agencies will include Nevada Department of Wildlife (NDOW), Nevada Division of Natural Heritage, Bureau of Land Management (BLM), US Fish and Wildlife Services (USFWS), U.S. Geological Survey (USGS), and NDOT. The SERVICE PROVIDER will summarize potential data gaps identified during the desktop review or agency coordination and notify NDOT.

Utilizing the information collected, a site visit will be conducted with up to two biologists to confirm and update previously mapped vegetation/habitat within an agreed-upon distance beyond the existing footprint where the build alternative might result in impacts (assumed to be no more than 200 feet beyond existing ROW). Any habitat for sensitive species identified by the SERVICE PROVIDER or consulting agencies during the above review would be mapped during the site visit. No species-specific surveys to document presence/absence of the species would be conducted during the site visit. Access to portions of the Study Area may be limited by the presence of private land. The SERVICE PROVIDER will work and coordinate with the DEPARTMENT to obtain needed and feasible access to private parcels.

Data and other information collected for the resources would be compiled and summarized. Potential impacts on biological resources or protected species will be identified. The potential significance of those impacts will be summarized. Issues, constraints, permitting requirements, and recommended approaches to avoid, minimize, or mitigate potential project-related resource issues or risks would be summarized. The information will be summarized in a Technical Report (Biological Evaluation). Relevant sections of the EA will be drafted based on the information in the Technical Report.

The SERVICE PROVIDER assumes a biological assessment for impacts to T&E species is not required for this project are the activities are within previously developed lands and no T&E species are expected to occur in the APE or be affected by the Project.

Noise Analysis

The DEPARTMENT will identify noise sensitive receivers within the project study area. The DEPARTMENT will conduct traffic noise modeling for the no build and one build alternative in accordance with NDOT and FHWA requirements. Possible noise abatement measures will be recommended for impacted areas. The feasibility and reasonableness analysis for noise barriers will be completed in accordance with NDOT requirements. Construction noise and vibration analysis will be conducted for various phases of construction. The SERVICE PROVIDER will be responsible for summarizing the traffic noise study in the NEPA document and providing any graphics that may be needed for the DEPARTMENT-provided report and NEPA document.

Jurisdictional Wetlands and Waters Assessment

The SERVICE PROVIDER will provide a desktop inventory and evaluate impacts to surface water resources including creeks, wetland, ponds, and urban drains from available published sources that may be impacted by the proposed Project. This inventory and evaluation will consist of:

- Desktop GIS Analysis: Utilize existing government issued data (e.g., National Wetland Inventory and National Hydrographic Dataset), to evaluate the extent of federally jurisdictional regulated waters within the Project APE.
- Prepare a map of wetlands and surface waters within the Project APE to provide affected environment and impact data for the EA impact analysis.

The SERVICE PROVIDER will assess groundwater resources within the Project study area. The SERVICE PROVIDER will utilize existing government data (e.g., U.S. Geologic Survey, NV Bureau of Mines and Geology, University of Nevada) to assess extent and utilization of groundwater resources within the Project study area. The SERVICE PROVIDER will assess potential mitigation measures for proposed Project impacts within the APE.

The SERVICE PROVIDER will compile data summary and assessment in a technical memo to be used by the DEPARTMENT for planning purposes. The SERVICE PROVIDER will draft the Affected Environment, Consequences, and Mitigation sections of the EA.

Energy Resources and Minerals

Document existing energy resources in the study area and assess the project's energy use during construction and operation.

Energy Resources and Minerals will be evaluated to determine if these resources are present or potentially present within the Study Area. The SERVICE PROVIDER will gather readily available information from resource agencies on energy resources and minerals in the area through on-line data sources, direct data requests, and follow-up coordination with resource agencies.

The SERVICE PROVIDER will summarize the potential energy use during the construction and operation of the proposed facility modifications based on readily available information for similar systems.

Floodplains and Water Resources/Quality

Identify surface waters or FEMA-regulated floodplains in the study area. Utilize the project drainage/hydrology report to determine potential water quality, storm water, and permitting (USACOE) issues for affected waters of the US.

The SERVICE PROVIDER shall prepare a description and map of existing floodplains in the project area summarizing existing FEMA floodplain data (Assumes that floodplain data is readily available, and that no new floodplain mapping will be conducted). The SERVICE PROVIDER shall prepare the floodplain section for the affected environment chapter of the EA. The SERVICE PROVIDER shall analyze potential impacts to floodplains from each reasonable alternative and the No Action Alternative, coordinating with appropriate agencies as necessary. The SERVICE PROVIDER shall perform impact analysis to evaluate the flood hazard risks associated with each alternative including the impacts on natural and beneficial floodplain values; the support of probable incompatible floodplain development; the measures to minimize floodplain impacts associated with the alternative; and the measures to restore and preserve the natural and beneficial floodplain values impacted consistent with Executive Order 11988 on Floodplain

Management. The SERVICE PROVIDER shall assess potential for longitudinal encroachment and avoidance. If avoidance is not possible, the SERVICE PROVIDER shall document adverse impacts. The SERVICE PROVIDER shall identify potential conceptual mitigation measures to address floodplain impacts and identify floodplain development permit requirements with local, state, and federal jurisdictional authorities. The SERVICE PROVIDER shall summarize the analysis in a draft of the floodplain consequences section of the EA.

Environmental Site Assessment & Recognized Environmental Conditions

An Initial Site Assessment (ISA) will be conducted for the project limits to determine environmental conditions. The ISA will follow procedures outlined in NDOT Environmental Services Division Procedures Guide, dated April 2018, Chapter 14 Hazardous Materials/Waste and be modeled after the American Society for Testing and Materials (ASTM) standards and regulations for environmental site assessment. At minimum the following tasks will be performed:

- Conduct a site visit to look for indicators or the presence of environmental conditions. The extent of the site visit may be limited by the presence of private property. The SERVICE PROVIDER will work and coordinate with the DEPARTMENT to obtain needed and feasible access to private parcels.
- Conduct an environmental database review (records search).
- Interview local officials, property owners, and/or occupants to obtain further information for specific properties.
- Compile a report documenting the results of the assessment which will be submitted for review.

Community Impact Assessment/Land Use and Socioeconomics

The SERVICE PROVIDER will collect existing, planned, and future land use and zoning information from the City of Las Vegas, as well as information on pending development and related land use changes, in coordination with local planners. Generalized existing and future land use patterns will be described and assumptions used in the analysis of alternatives. Direct and indirect impacts to land use, including full or partial right-of-way takes will be inventoried for one build alternative and the no build alternative.

The SERVICE PROVIDER will collect data from the US Census Bureau and American Community Survey to analyze social and economic impacts to surrounding land uses, analyzing both adverse and beneficial changes. No economic modeling is included.

The SERVICE PROVIDER will assess existing commercial and industrial activity in the project area and evaluate each alternative's impact on commercial and industrial activity in terms of access changes, ease of goods movement and relocations (if required) both during and after construction.

The SERVICE PROVIDER will assess existing residential areas and community setting in the project area and evaluate each alternative's physical impact on residences.

The SERVICE PROVIDER will gather and evaluate data necessary for the conceptual stage relocation discussion in the EA. This discussion includes determining the number and types of residential and business relocations (including appropriate characteristics), estimating the

availability of replacement housing and business sites based on existing information, and cost estimates.

The SERVICE PROVIDER will perform a socioeconomic analysis including a review of the social conditions and economic conditions in the project area and the potential construction and operation impacts. The SERVICE PROVIDER shall gather information on neighborhoods, services, and other social amenities in the project area using existing documents including planning documents, U.S. Census data, and information from other sections of the EA.

The SERVICE PROVIDER shall use design drawings, traffic volume projections, and input from service providers to determine the potential impacts and mitigation or conservation measures. The SERVICE PROVIDER shall describe the neighborhoods and the potential impacts to community cohesion, social groups (i.e., elderly, handicapped, transit-dependent, low-income, and minority), travel patterns and accessibility including non-motorized, public services, and safety.

Mitigation measures to address any social impacts will be identified. A technical report will be completed for the socioeconomic analysis.

Cultural Resources

The SERVICE PROVIDER will complete a cultural resources assessment as part of DEPARTMENT and FHWA's Section 106 of the National Historic Preservation Act (Section 106) compliance requirements for the project. The cultural resources analysis will consist of an archaeological and architectural analyses of the project's area of potential effects (APE). Information from the completed cultural resources assessment will be used to complete the National Environmental Policy (NEPA) documentation for the project.

The cultural resources analysis will be completed in accordance with the *Programmatic Agreement Among the FHWA, NDOT, Nevada State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Implementation of Federal-Aid Transportation Projects in the State of Nevada* and will primarily consist of the following tasks:

- Area of Potential Effects (APE) delineation and NDOT Cultural Resources Screening Form.
- Background research.
- Field surveys.
- Technical reporting.
- NEPA analysis.

Following receipt of the project plans, the SERVICE PROVIDER will have a kick-off meeting via teleconference with DEPARTMENT cultural staff to review project methodologies and then will provide a preliminary APE map and a KMZ/shapefiles for NDOT's review and approval. Assumes project improvements will primarily be confined to existing NDOT right-of-way, except at interchanges. The APE will include the full parcel boundaries for any property located wholly or partially within the project footprint, as well as staging areas, access roads (if unpaved), utility relocations, temporary road closure areas, and other ancillary project construction features as provided by the design team. These areas will comprise the direct APE. To consider the project's visual or atmospheric effects, an indirect APE will also be delineated and is generally expected to extend up to one parcel past the limits of the direct APE, except at interchanges, where it may extend up to three parcels past the limits of the direct the direct APE.

Following approval of the APE by NDOT, an NDOT Cultural Resources Screening Form describing the project and the APE boundaries, along with copies of the APE maps, will be sent by DEPARTMENT to the SHPO for review and comment. The screening form serves as the Section 106 initiation letter. SHPO will complete one review cycle of the letter and APE. Assumes that SHPO will concur with the delineation of the APE (both direct and indirect) and the recommendation that archaeological surveys will not be required due to the built-up and developed nature of the project area.

Background research to identify the overall cultural resources sensitivity of the APE and the presence of previously recorded cultural resources within a ¼-mile radius of the APE will be completed by the SERVICE PROVIDER through a review of the Nevada Cultural Resources Information System, information available through the Clark County Assessor, and data available through DEPARTMENT. Supplemental research will also be completed through online and archival sources in order to develop an evaluative historic context for cultural resources within the APE. Up to 5 previously recorded cultural resources are expected within the ¼-mile-radius search area, 3 of which are expected within the APE. No resources currently listed or determined eligible for listing in the National Register of Historic Places (NRHP) are expected within the APE.

Architectural history field surveys will be completed by SERVICE PROVIDER professionals who meet the Secretary of Interior's professional qualification standards to further identify architectural resources in the APE. The surveys will be completed from public vantage points for properties within the direct and indirect APE that were constructed prior to 1979. No access to private properties will be required. If surveyed resources (including accessory resources) are not visible or accessible from a public vantage point, investigators will utilize existing information to record and evaluate the resources, such as current and historic imagery and available records.

Properties that are surveyed will be recorded and evaluated for NRHP eligibility using the appropriate Architectural Resource Assessment (ARA) form. Properties that have had sufficient previous evaluations or are currently listed or determined eligible for listing in the NRHP will not require re-evaluation and the past determination of eligibility would still be used, unless significant alterations have occurred that would impact its previous determination. No more than 11 cultural resources will be evaluated for eligibility to the NRHP. Individual evaluations and contributing/non-contributing statuses for existing historic districts will be completed, however, potential historic districts outside the APE will not be identified.

None of the surveyed properties within the APE are expected to be currently listed or eligible for listing in the NRHP. The SERVICE PROVIDER will summarize the results of the architectural history field surveys and background research in a technical report that also presents a finding of effects for the project to historic properties. Copies of APE maps and the appropriate ARA forms will be appended to the report. The DEPARTMENT will complete up to two review cycles of the draft technical report, and SHPO will complete one review cycle.

No properties listed or eligible for listing in the NRHP are expected within the APE. Therefore, it is anticipated the project will result in No Historic Properties Affected. Preparation of an agreement document or provision of mitigation services is not included in this scope of work.

Assumes the DEPARTMENT will complete Native American and interested party outreach and consultation as part of the project. The SERVICE PROVIDER may provide relevant project information to support this, limited to KMZs/shapefiles, survey results, and project description information. Assumes no type of traditional cultural property or Native American consulting report will be required.

Following receipt of concurrence on the project findings by the SHPO, the SERVICE PROVIDER will complete the cultural resources section of the EA/FONSI to document the NEPA and Section 106 analysis.

As part of the project, up to 4 teleconferences with the DEPARTMENT, FHWA, and/or SHPO may be completed.

Clean Water Act Sections 401, 404, and 408 Permit Needs Assessment

The SERVICE PROVIDER will review the engineering design and relevant environmental baseline data and impact assessment prepared for the EA to evaluate potential permits that will be required for project completion. Anticipated permits will be identified and described in a short section for inclusion in the EA. Limited agency coordination will be undertaken to confirm permitting needs.

Deliverables:

- GIS map depicting existing FEMA floodplain data and impacts.
- Draft EA Floodplain sections (Affected Environment, Consequences, Potential Mitigation).
- Final EA Floodplain sections (Affected Environment, Consequences, Potential Mitigation) addressing NDOT comments.
- GIS map of existing wetlands and waters data and impacts.
- Draft EA wetlands and waters sections (Affected Environment, Consequences, Potential Mitigation).
- Final EA wetlands and waters sections (Affected Environment, Consequences, Potential Mitigation) addressing NDOT comments.

Recreation Resources/Section 4(f)/Section 6(f)

The SERVICE PROVIDER will identify any recreation resources, including publicly owned parks and trails within the study area. If resources are identified, including historic properties, that are subject to Section 4(f) protection, a Section 4(f) technical report would be prepared.

Any Section 4(f) properties impacted by the proposed will have stand-alone documentation prepared to support the use. This could be *de minimis*, programmatic, or an individual property evaluation. Two iterations, one draft and one final, of technical reports will be prepared. A comment response matrix will also be prepared to document how/where technical study revisions are made.

The SERVICE PROVIDER will assess the direct impact of the project on public recreational resources (parks, trails, etc.); this effort will be done in tandem with the assessment of park/recreation Section 4(f) resources. The study area for this assessment will be all park/recreation resources within 100 feet from the edge of project right-of way.

The SERVICE PROVIDER will review all recreational resources and work with the DEPARTMENT and FHWA to determine if the resource is eligible for protection under Section 4(f). If there is permanent incorporation of Section 4(f) land and impacts are determined to be *de minimis* the consultant will prepare de minimis concurrence letter(s) for delivery to the applicable official(s) with jurisdiction. If there is permanent incorporation of land and impacts are NOT determined to be *de minimis*, this would constitute a “use” under Section 4(f) and the SERVICE PROVIDER would prepare a “No Feasible and Prudent Avoidance Alternatives” discussion.

If there is a temporary occupancy of land at a park/recreation resource and the exception criteria are met, the SERVICE PROVIDER will prepare a temporary occupancy exception concurrence letter(s) for delivery to the applicable official(s) with jurisdiction (no written concurrence is required with respect to temporary occupancy exception findings at historic resources). If there is a temporary occupancy of land at a resource and the exception criteria are NOT met, this would constitute a “use” under Section 4(f) and the SERVICE PROVIDER would prepare a “No Feasible and Prudent Avoidance Alternatives” discussion.

The SERVICE PROVIDER will prepare a Section 4(f) Evaluation documentation for submittal with the EA. NDOT shall be responsible for the final submittal of all Section 4(f)-related agreement(s) to applicable officials with jurisdiction as well as the processing of the agreement(s) through agency approval procedures and signatures.

The SERVICE PROVIDER shall perform an assessment of direct impacts to Section 6(f) properties in the study area. SERVICE PROVIDER shall lead preparation of the Section 6(f) documentation to be included in this section of the Draft EIS. If the project has the potential to result in the conversion of public outdoor recreation or park land protected under Section 6(f), project team coordination efforts would be undertaken to identify potential ways to avoid or minimize the impact. Section 6(f) assessment would describe, as warranted, the activities, features, and attributes of the area that would be incorporated into the project.

Environmental Justice and Equity Analysis

The SERVICE PROVIDER will conduct an environmental justice and equity analysis to determine potentially disproportionately high and adverse impacts to environment justice populations and assess impacts to underserved populations based on the discipline reports, available demographic, and community data. The SERVICE PROVIDER will take into account results of any public outreach activities prepared and conducted as part of the NEPA review of the project, taking into account the demographics of the project area. An Environmental Justice Technical Report will be prepared.

The environmental justice analysis will consist of the following:

- **Study Area Demographics:** This section will provide an understanding of the environmental justice context and include data and maps on environmental justice populations using the most recent U.S. Census data.
- **Outreach to Minority and Low-Income Populations:** This section will describe the measures implemented to involve environmental justice populations in the decision-making process. A summary of effects identified by environmental justice populations within the study area will be provided, if any have been so identified.
- **Project Impacts, Mitigation, and Benefits:** This section will review the location, intensity, and duration of the anticipated impacts, summarize who (from an environmental justice

population perspective) would be affected by these impacts, summarize proposed mitigation for the identified impacts, and summarize anticipated project benefits. A qualitative assessment will be made of the project's likelihood of causing disproportionately high and adverse impacts on environmental justice populations. Key analyses to be conducted include the following: a review of anticipated project impacts, as identified in the project's discipline reports, NEPA environmental document sections, and results of the outreach activities, will be conducted to identify impacts to all populations, including environmental justice populations; a comparison of impacts to environmental justice populations versus effects to the general population will be conducted where appropriate; and discussion of whether proposed avoidance, minimization, and mitigation measures will be effective in addressing potential impacts to environmental justice populations will be provided.

- **Final Determination and Conclusion:** This section will present the final determination and conclusion of whether or not the project would result in disproportionately high and adverse impacts on environmental justice populations.

The analysis is dependent on reviews of work products prepared by others (e.g., discipline reports, NEPA environmental document sections, and results of the outreach activities). Timely completion of the Environmental Justice analysis is dependent on timely receipt of the results of these work products prepared by others.

Visual Resources

The SERVICE PROVIDER will conduct an analysis of visual impacts of the proposed project changes. This analysis will focus on how the changes will impact the surrounding visual receptors, with a focus on residences. The visual resources analysis will be produced consistent with FHWA guidelines and standard methods.

Indirect and Cumulative Effects Analysis

The SERVICE PROVIDER will evaluate indirect and cumulative effects in accordance with FHWA's position paper Secondary and Cumulative Impact Assessment in the Highway Development Process (April 1992), and the Council on Environmental Quality's Considering Cumulative Effects under the National Environmental Policy Act (January 1997), NCHRP Report 466, and AASHTO Practitioner's Handbook 12 Assessing Indirect Effects and Cumulative Impacts Under NEPA (August 2016). The effects evaluation includes defining the Area of Potential Effect, analyzing existing and future land use trends and proposed development, assessing Project characteristics, assessing the potential for Project-induced changes to land use development, and evaluating existing tools or recommending tools to manage changes to land use development. Data collection will be based upon existing, readily available data sources and will draw upon the inventory and description of existing conditions developed in the assessment of direct impacts of the proposed action and No-Build scenario, supplemented with additional data collection for Area of Potential Effect.

Specific tasks the SERVICE PROVIDER will complete are:

- Define the Study Area Boundaries
 - **Define the Area of Potential Effect (APE).** The SERVICE PROVIDER will evaluate the potential for this Project to result in improvements to the regional transportation system. The APE will be defined as the geographical extent of systems affected by the

Project. Within this area, the team will perform a development suitability analysis more specific locations regarding where potential development or land use changes resulting from the Project is likely to occur, based on availability of land, current and long-range land use plans and growth trends where development pressures are highest. The demographic area is defined by the census tracts and block groups that encompass or partially intersect the APE. Data will be collected from both regional and local agencies as applicable with respect to population growth projections, anticipated distribution of growth and planning documents. A base map(s) will be created, including boundaries of census tracts and block groups.

- **Define the Timeframe for the Analysis.** The timeframe for the analysis will correlate with the design year of the traffic analysis (20 years) or foreseeable timeframe as influenced by the local and regional jurisdiction's input.
- Identify the Study Area Direction and Goals
 - **Identify Regional Location Influences and Implications.** A description of the direction and general location that regional development has taken, primarily between 1990 and the present, and its relation to the Project will be assessed.
 - **Analyze Demographic and Employment Trends in the APE.** A description of the overall population trends and projections and employment trends and projections of affected municipalities, counties, and the State of Nevada will be completed. Employment by industry will be analyzed at the state and county level. Commercial development patterns will also be characterized for the APE, including descriptions of urban areas and regional centers within the influence area of the Project.
 - **Identify and Describe Existing Land Use Patterns.** Land use and development patterns within the APE, and specifically along the proposed alignment of the Project as well as intersecting roadways will be identified.
 - **Identify and Describe Local Plans and Ordinances.** Based upon data collected during interviews with local planners, the most up-to-date land use and zoning plans, if available, will be assessed. The consistency or potential conflicts the proposed Project may have with these plans will be discussed.
 - **Identify and Describe Current Transportation Plans.** Based upon data collected during interviews with local planners and transportation staff, current and future transportation projects will be identified within the Transportation Improvement Program (TIP). Interviews with NDOT and/or RTC of Southern Nevada staff and review of available long-range transportation plans other than the TIP will be conducted, and consistency or potential conflicts of the proposed Project will be discussed.
 - The SERVICE PROVIDER will compile a list of known notable features within the USGS Quadrangles that encompass the APE. Windshield surveys may be necessary to confirm and supplement the existing data. These notable features will be derived from available environmental documentation and GIS data, and include protected species, natural communities, architectural features and historic sites, and potential hazardous material sites. These features will be compiled to assess which areas may not be suitable for development and therefore not susceptible to unplanned development.
- **Identify Activities That Cause Effects:** Development trends, currently pending development proposals and other known future development proposals in the APE will be identified.

- **Identify Potential Indirect Effects for Analysis:** Various factors will be evaluated to assist in the determination of whether indirect impacts are likely as a result of the Project action, and that more detailed analysis is merited. Factors evaluated are:
 - The Project action and consistency with Local Plans.
 - The Project action's Explicit Economic Development Purpose.
 - The Project action's result to Serve Specific Development.
 - The Project action's potential to Stimulate Land Development Having Complementary Functions.
 - Notable natural resource Features Present in APE.
- **Analyze Indirect Effects:** An assessment of the potential magnitude for land use change because of the project will be provided. Factors used to determine these findings are:
 - Change in accessibility and travel times.
 - Change in freeway capacity.
 - Potential new land available due to change in freeway grade.
 - Potential removal of the freeway as a real or perceived barrier.
 - Forecasted growth.
 - Land supply versus land demand.
 - Availability of water/sewer.
 - Market strength.
 - Public policies such as growth management policies that are in place.
- **Develop Mitigation Strategies:** Existing local and state agency environmental and development regulations will be revisited to determine the level of mitigation that could be achieved.
- **Cumulative Effects Analysis:** A qualitative analysis for the Project's potential Cumulative Effects will be conducted. This analysis will involve a two-tiered process. First, the potential combined direct and indirect effects of the Project as identified in the EA and other past, present, and reasonably foreseeable public and private activities with or without the proposed action taking place within the APE will be identified and analyzed. Second, an assessment of the potential for the Project-related effects to have a cumulative effect on natural resources will be conducted and summarized in the EA.

The cumulative effects analysis will identify the incremental difference in the area's future transportation improvement, development, resource use, and resource preservation trends with and without the build alternatives.

Deliverables:

- Indirect and Cumulative Effects Memo.

4.4.3 Environmental Assessment (EA) & Decision Document (FONSI)

This task encompasses the preparation of the Environmental Assessment (EA) document. The SERVICE PROVIDER will author, edit, and revise the document per direction from the DEPARTMENT, FHWA, and resource agencies. The following iterations of the EA document are included:

1. Administrative Draft – DEPARTMENT review.
2. Preliminary EA – DEPARTMENT and FHWA concurrent review.
3. Approved EA – Public review.
4. Revised EA (if required, not included in fee for base scope of services).

The SERVICE PROVIDER will prepare a quality EA that is concise, graphics intense and user-friendly document, consistent with FHWA's Improving Quality Environmental Documentation Initiative. Prior to initiation of the EA, the SERVICE PROVIDER will meet with DEPARTMENT to review sample formats for EA presentation that will be utilized as a go by for the EA. The SERVICE PROVIDER will respond to and incorporate substantive public and agency comments received during scoping.

Environmental Assessment Preparation

Preparation of the EA will include the following tasks:

- NEPA Scoping. Prepare up to 8 agency-specific cooperating agency letters to resource agencies. Project limits will be established by the DEPARTMENT and FHWA guidelines and by 23CFR771.111(f).
- Prepare Purpose and Need. The purpose and need will utilize existing demographic, traffic, and economic data to support the need for improved operations, safety, capacity, and local access.
- Based on the refined build alternatives prepare the Description of Alternatives, including:
 - Process used, including benefit cost analysis for preferred alternative.
 - Evaluation criteria.
 - Alternatives considered but not advanced.
 - Alternatives to be evaluated in the EA.
- Document Resources Not Affected. Prepare rationale/justification for not including in the EA specific resources/environmental factors that will not be affected. This rationale will be included in the EA and a technical memorandum prepared for the DEPARTMENT/FHWA review prior to preparation of the EA.
- Compile information collected for documentation in the Affected Environment section of Chapter 3 of the EA.
- Analyze impacts and prepare write-ups for the Environmental Consequences section of Chapter 3 of the EA. Effects specific to each resource will be identified for the proposed project that are reasonably foreseeable and have a reasonably close causal relationship to the proposed project, including those effects that occur at the same time and place as the proposed project and may include effects that are later in time or farther removed in distance from the proposed action or alternatives. Impacts will be avoided, minimized, or

mitigated. This scope assumes one build alternative and a No Build Alternative will be fully analyzed. Unless dismissed as resources/factors that would not be affected, the resources will be documented. The Agency Coordination and Public Involvement chapter will discuss early coordination for the Feasibility Study, agency coordination, stakeholder meetings, and public involvement including the public involvement plan and information meeting summaries.

- EA Appendices, including but not limited to the following:
 - Public Information Meeting Summaries.
 - Regulatory agency correspondence.
 - NDOT Traffic and Construction Noise Analysis and Abatement Policy.
 - Change of Control of Access Report (CCAR) for the build alternative.

Responses to public review comments will be prepared for up to 50 substantive comments on the EA. These comments may come from fewer than 50 comment submittals as some comment letters may include multiple substantive comments.

The SERVICE PROVIDER will prepare 5 hard-copies of the EA for the administrative reviews (if required) and 5 hard-copies for the published EA. A comment response matrix will be prepared to document how/where EA revisions are made in response to NDOT and FHWA review comments. Hard-copies will include flash-drives containing the EA files. PDF electronic files will be provided to the DEPARTMENT to post to their website.

Decision Document

This task encompasses the preparation of the FHWA decision document. The SERVICE PROVIDER will author, edit, and revise the document per direction from the DEPARTMENT and FHWA. The following iterations of the decision document are included:

1. Administrative Draft – the DEPARTMENT review.
2. Revised Administrative Draft –the DEPARTMENT and FHWA concurrent review.
3. Final.

The SERVICE PROVIDER will prepare 5 copies of the Decision Document (FONSI) for the administrative reviews and 5 copies for the published FONSI. PDF and Word electronic files will be provided to the DEPARTMENT.

4.5 US Army Corps of Engineers Permitting

The SERVICE PROVIDER will prepare documentation for permits required by the USACE for the placement of dredged or fill material into the Waters of the United States. The following tasks are associated with the permit applications.

The SR 613 Corridor crosses and includes several drainage facilities that are designated as regionally significant including lined and unlined channels, culverts, detention basins, etc. These include Angel Park–Summerlin Parkway Channel, Angel Park Detention Basin facilities, Gowan South Channel/RCB facilities, Las Vegas Creek Channel, and Rainbow Detention Basin facilities.

4.5.1 Jurisdictional Delineation

The aquatic resource study area will comprise the project footprint for the proposed project and a 100-foot buffer surrounding those limits. The project footprint will include all project elements (e.g., alternative rights-of-way, construction staging areas, laydown areas, borrow sites) associated with the proposed project and alternative to the extent that they are available at the time of preparation.

If deemed necessary by the DEPARTMENT after the needs assessments conducted earlier in this scope of work, the SERVICE PROVIDER will delineate the boundaries of all aquatic resources within the project area that are potential waters of the United States in accordance with the rules promulgated by the EPA and USACE and released on August 25, 2023, and posted in the Federal Register September 8, 2023. The amended rule was developed in response to the U.S. Supreme Court ruling on the Sackett case and states that ephemeral dry washes, ditches, erosional features, and swales are no longer jurisdictional. The field delineation of the aquatic resources will be conducted in accordance with these rules and new guidelines for delineations which may be developed by the EPA and USACE

The results of the delineation will be documented in a report in accordance with Sacramento USACE District's Minimum Standards for Acceptance of Preliminary Wetland Delineations Aquatic Resources Delineation Reports (January 2016) and the Updated Map and Drawing Standards for the South Pacific Division Regulatory Program (February 10, 2016). Upon completion of the Aquatic Resources Delineation Report, the SERVICE PROVIDER and the DEPARTMENT will assess the jurisdictional status of the resources, the potential impacts based on current project design, and project schedule to determine the Section 404/401 needs and process for the Project.

If deemed necessary by the DEPARTMENT, the SERVICE PROVIDER will draft appropriate materials for the DEPARTMENT submittal of the delineation report to the USACE requesting an approved jurisdictional determination (AJD) in accordance with Regulatory Guidance Letter 16-01 as part of the application to the USACE for the Section 404 permit applications. Section 404/401 permit applications are not included in this scope of work.

SERVICE PROVIDER will conduct the following tasks:

- Review publicly available resources to obtain information on wetlands and non-wetland water features in the aquatic resource study area collected for the EA.
- Assist the DEPARTMENT in informally consulting with USACE to develop an agreement on the waters of the U.S. and wetland delineation requirements and approach.
- Informally consult with NDEP, USACE, Clark County Regional Flood Control District, and potentially other resource agencies to discuss and obtain agreement from the agencies on the delineation approach and findings.
- To delineate aquatic features in the project area wetland specialists will use public roads or other means to access the project area. If applicable and permissible, SERVICE PROVIDER will conduct up to five (5) soil tests of different wetland features to include with the report.
- A series of Google Earth aerial images over time will be inspected for signatures that could be indicative of soil saturation, flooding or ponding, or relative wetness and shifts in vegetation type and cover.

- Soil survey data will be reviewed to identify locations of soil map units that contain a subsurface restrictive layer, are subject to frequent, prolonged flooding or ponding, or have a shallow, seasonal high-water table.
- Wetlands and non-wetland waters delineation will use a combination of the resources listed above. In particular, Google Earth aerial images will be used to identify where water lines or flow patterns end, and vegetation begins. Channel incision and abrupt breaks in slope (sometimes indicated by shadows and seen in the elevation profile of a channel in Google Earth) will also be used as a basis for identifying the OHWM, where possible.

Deliverables:

- Draft aquatic resources delineation report, maps, tables, figures, and data sheets for DEPARTMENT review and comment. A jurisdictional determination request letter will be drafted if the DEPARTMENT decides to submit the report to NDEP and the USACE.
- Final aquatic resources delineation report for submittal to NDEP and the USACE.
- ORM upload spreadsheet to be included with the submittal to USACE.
- GIS shapefiles for submittal to regulatory agencies.
- Up to two additional and separate maps for waters of the State, to be submitted to NDEP.
- SERVICE PROVIDER will attend a site visit with the USACE, if requested, to review the mapped aquatic resources in support of the delineation verification.

Assumptions:

- The cost estimate includes potential charges that could be incurred for copies under one FOIA request.
- All direct and indirect impacts associated with the project are anticipated to occur within the project footprint.
- One draft report and set of maps will be prepared for DEPARTMENT review and one final version.
- This scope of work assumes no revisions to the delineation study area after the mapping has been initiated. Changes to the delineation area or required methodology described herein could be incorporated at an additional cost.
- Areas surveyed and delineated will be based on where land is accessible.
- Delineation of waters of the US will take no more than one (1) field day for two (2) wetland staff.
- One site visit for delineation verification by regulatory agencies, requiring up to one (1) day for one (1) wetland staff.



1263 South Stewart Street
Carson City, NV 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 29, 2023

TO: Department of Transportation Board of Directors
FROM: Tracy Larkin Thomason, P.E., Director
SUBJECT: December 11, 2023 | Transportation Board of Directors Meeting
ITEM # 10: Agreement 354-23-050, with GRANITE CONSTRUCTION COMPANY, for maintenance on the emergency truck escape ramp on US 50 at milepost 2.98, Carson County, Nevada. For possible action

Agreement No.:	354-23-050	Amendment No.:	00
Contractor:	Granite Construction Company	Federal:	No
Original Amount:	\$327,327.00	Total of Prior Amendments:	\$0.00
Amendment Amount:	\$0.00	Agreement Type:	Service Provider
Payable Amount:	\$327,327.00	Receivable Amount:	\$0.00
Start Date:	12/11/2023	End Date:	12/31/2024
Division:	Maintenance and Asset Management	Division Head:	Anita Bush

Summary:

Granite Construction Company, is responsible for the removal, screening, washing, and returning the arrestor bed aggregate to the arrestor bed on the emergency truck escape ramp on US Highway 50 (US-50) at milepost 2.98, Carson City, Nevada. NV B/L# NVF19631001612-Q Proposers: Granite Construction Company, and MDK Construction, Inc.

List of Attachment(s):

- A. Negotiation Summary
- B. Scope of Services

Recommendation for Board Action:

Approve Agreement 354-23-050, with GRANITE CONSTRUCTION COMPANY, for maintenance on the emergency truck escape ramp on US 50 at milepost 2.98, in the amount of \$327,327.00.

Prepared by:

Administrative Services Division



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 9 2023

TO: Jeff Lerud, P.E., Deputy Director

FROM: Roshelle Olson, P.E., Project Manager

SUBJECT: Negotiation Summary for Request for Quote (RFQ) for Q0-354-23-050 – Remove, screen, wash, and return the arrestor bed aggregate to the arrestor bed on the Emergency Truck Escape Ramp on US-50 at Carson Milepost 2.98, Carson County, Nevada.

On October 20, 2023, a quotation review meeting was held at the NDOT Maintenance & Asset Management building, 1301 Old Hot Springs Road, Carson City, NV 89706, to discuss the results of RFQ for Q0-354-23-050. Anita Bush, Nathan Morian, and Roshelle Olson were in attendance to discuss the bid proposals from the two contractors that submitted proposals.

The duration of this agreement is 20 working days.

The budgeted amount of this Agreement is comprised of 100% State Funding.

The Scope of Services was reaffirmed by all parties at the time the RFQ was presented.

Key personnel who will oversee this Agreement are as follows:

- Ryan Murray, Project Manager
ryan.murray@gcinc.com
(775) 560-3485

The DEPARTMENT's original estimate was \$208,700.00.

The RFQ yielded the following results:

Granite Construction Company	Submitted bid proposal for \$327,327.00
MKD Construction, Inc.	Submitted bid proposal for \$598,777.00
A & K Earth Movers, Inc.	Did not submit bid proposal.
Apex Grading and Paving, Inc.	Did not submit bid proposal.
Black Rock Construction	Did not submit bid proposal.
Colbre Grading & Paving, Inc.	Did not submit bid proposal.
CP Construction Group	Did not submit bid proposal.
Fisher Excavation LLC	Did not submit bid proposal.
Kelley Erosion Control	Did not submit bid proposal.
MNW Construction, LLC	Did not submit bid proposal.
Olcese Construction, Inc.	Did not submit bid proposal.
Q & D Construction LLC	Did not submit bid proposal.
Road and Highway Builders LLC	Did not submit bid proposal.
Sierra Nevada Excavation	Did not submit bid proposal.
Sierra View Equipment	Did not submit bid proposal.
Sierra Nevada Construction, Inc.	Did not submit bid proposal.
Timberline Enterprises LLC	Did not submit bid proposal.


The quotation review resulted in a total agreement cost of \$327,327.00 with Granite Construction Company.

The complexity of the scope of work including removing the large quantity of arrestor bed aggregate, hauling it, screening and washing it, preparing the subgrade of the arrestor bed, and replacing the arrestor bed aggregate, was the primary reason for lack of response.

SERVICE PROVIDER's Transportation Board representative(s):

- Taylor Polan, Chief Estimator
Taylor.polan@gcinc.com
(775) 771-6385

Reviewed and Approved:

DocuSigned by:
 11/09/2023
E0C1947A242E433...
Deputy Director

SCOPE OF SERVICES

FOR

REQUEST FOR QUOTE (RFQ)
Q0-354-23-050

Remove, screen, wash, and return the arrestor bed aggregate to the arrestor bed on the Emergency Truck Escape Ramp on US-50 at Milepost 2.98

Carson City County, Nevada

BY

NEVADA DEPARTMENT OF TRANSPORTATION
Headquarters Maintenance and Asset Management Division
1263 South Stewart Street
Carson City, Nevada, 89712

TELEPHONE: (775) 888-7930

INSTRUCTIONS TO SERVICE PROVIDERS

The Nevada Department of Transportation is requesting bid proposal Quotes for District Contract Q0-354-23-050 – To remove, screen, wash, and return the arrestor bed aggregate to the arrestor bed on the Emergency Truck Escape Ramp on US-50 at Milepost 2.98, Carson City County, Nevada. The bid range for this project is R8 - \$205,000.01 to \$250,000.00.

The following documents are included in these instructions:

1. Instructions to Service Providers, pages 1 – 3
2. Project Workforce List
3. Request for Waiver Form
4. Special Provisions, pages 4 – 22
5. Additional Contract Provisions Equal Employment Opportunity Practices, pages 23 – 27
6. Attachment B – Arrestor Bed Typical, page 28
7. Attachment C – Quote Proposal Form, pages 29 – 30
8. Notice of Award and Protest Procedure
9. Draft only – Service Agreement
10. Draft only – Performance Bond and Labor and Material Bond

Note: Insurance Requirements are on Page 8, Article VI – MISCELLANEOUS PROVISIONS, Paragraphs 9 and 10 of the Agreement.

As required by the Independent Contractor’s Agreement, Article VI – Miscellaneous Provisions, **all insurance** required by the Agreement shall be placed with insurers with a rating from the current issue of Best’s Key Rating Guide of no less than A-: VII. A draft copy of the Agreement is attached to this Scope of Services.

The Qualified Products List (QPL) dated June 8, 2023 shall be used on this contract.

This is a State project so all solicited Service Providers are required to hold a valid Service Providers license of a class corresponding to the work to be done prior to submitting a quote in accordance with the provisions of NRS Chapter 624. Any successful bidder will have obtained and maintained a current Nevada State Business License prior to execution of agreement or contract.

Requests for Information regarding this project shall be accepted until 2:00 p.m. October 25, 2023. All Requests for Information received after this time will not be processed. Responses to all RFI’s will be forwarded to all solicited service providers on or before 2:00 p.m. October 27, 2023.

RFI’s must be in writing and sent via e-mail to Roshelle Olson, Asset Management Project Manager at: E-mail: rolson@dot.nv.gov.

The following documents are required in the Quote Package at the time the Quote Package is submitted or the Quote Package will be rejected:

1. State of Nevada Business License
2. Completed and Signed, Attachment C, Quote Proposal
3. Project Workforce Checklist

Return Quote Package by Email, Hand Delivery or Mail

Scan and e-mail **Quote Package** to rolson@dot.nv.gov.

or

Enclose the **Quote Package** in an envelope clearly marked "SEALED BID – Q0-354-23-050" along with the Company name and mail or hand-deliver to the Maintenance and Asset Management Division Office, 1301 Old Hot Springs Road, Room 107.

Quotes will be received by the Asset Management Project Manager of the Nevada Department of Transportation (NDOT), at the Maintenance and Asset Management Division Office room 107, until and opened at 2:00 p.m., Tuesday **October 31, 2023**. Bids will be opened and read in the Maintenance and Asset Management Division Office at the above hour and date. Service Providers or their representatives are invited to attend this bid opening.

The right is reserved to reject any or all quotes, or to accept the quote deemed best for the interest of the State of Nevada.

Disclosure of Current and Former Employees

Solicitations from vendors employing current employees or former employees of the State of Nevada will be considered pursuant to the requirements and limitations set forth in the NRS 333.705, and the State Administrative Manual, Section 323.

If the lowest bidder solicits any current state employees or former state employees who left state service within the preceding two (2) years, the DEPARTMENT must request approval from the State Board of Examiners (BOE) prior to entering into an Agreement with such firm. Each vendor shall submit, as part of their solicitation, the "Authorization Current Employee" and/or "Authorization Former Employee" form(s) to assist the DEPARTMENT in requesting such approval from the BOE. The forms are located: <http://purchasing.nv.gov/contracts/empcontracting>

In the event of a denial by the BOE, the vendor will be allowed one (1) opportunity to replace the disapproved employee with another employee who possesses substantially equivalent capabilities. The DEPARTMENT has the authority to approve or deny the equivalent employee.

Apprenticeship Utilization Act

A service provider or subservice provider, employing a worker as defined in NRS 338.040, shall use one or more apprentices for at least 10% of the total hours in vertical construction and 3% of the total hours for horizontal construction of the total hours of labor worked for each apprenticed craft or type of work to be performed on the public work when more than three employees of each craft are employed at the site of work.

All apprentices working on the contract must be registered with the Nevada Governor's Office of Workforce Innovation, and an Apprentice Verification form must be on file with the Department.

To comply with the Apprenticeship Utilization Act of 2019:

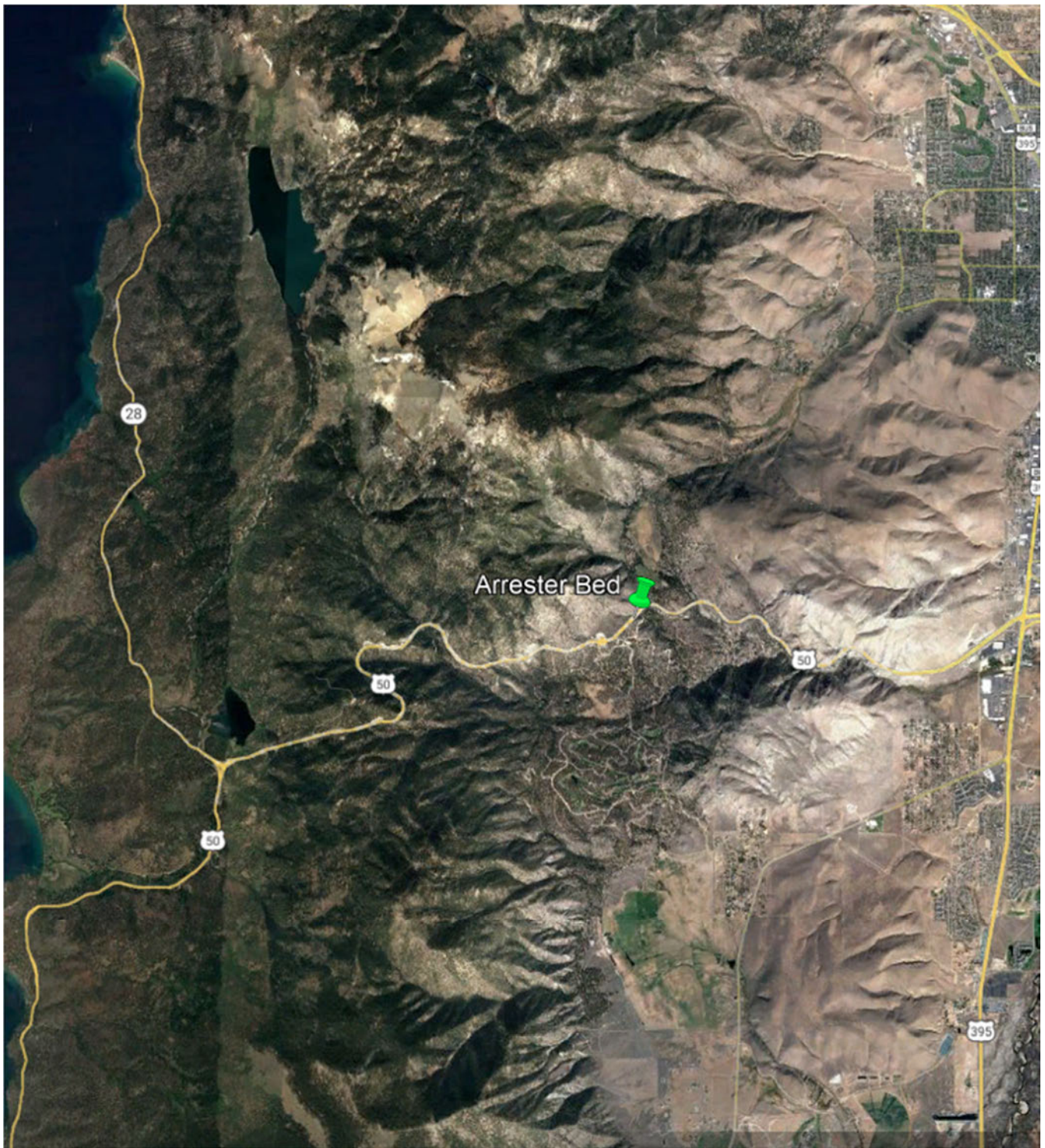
- 1) The proposer shall submit a complete Project Workforce Checklist, provided by the Department, attached in this RFQ package.
- 2) The apparent low bidder shall submit a Request for Waiver form, provided by the Department, attached in this RFQ package on or before November 7, 2023, (within 5 business days after bid opening). All supporting documentation for waivers, if needed, shall be submitted with the Request for Waiver form. Submit waiver documentation to:

Email: contractcomplianceprojects@dot.nv.gov ; or

Fax: (775) 888-7235

Delivery: Nevada Department of Transportation
Contract Compliance Office, Room 108
1263 S. Stewart Street
Carson City, NV 89712

Failure to submit any of the workforce/apprenticeship utilization forms and supporting documentation described above, within the required time, may deem the bid (quote) non-responsive.



SPECIAL PROVISIONS

These Special Provisions supplement and modify the "Standard Specifications for Road and Bridge Construction," 2014 Edition. All of the requirements and provisions of said Standard Specifications shall apply, except where modified by the plans and these Special Provisions.

This is an English unit contract and all of the requirements and provisions given therefore shall apply. Make no reference to metric units unless metric units are the only units given or otherwise specified for both English unit and metric unit contracts.

SECTION 101 – TERMS AND DEFINITIONS

101.03 Definitions. Add the following to the definition of Holidays in this Subsection of the Standard Specifications:

Add June 19 (Juneteenth Day) to the list of holidays.

If June 19 falls upon a Sunday, the Monday following shall be observed as a holiday.

If June 19 falls upon a Saturday, the Friday preceding shall be observed as a holiday.

SECTION 102 – BIDDING REQUIREMENTS AND CONDITIONS

102.03 Contents of Proposal Forms. Subparagraph 3 of Paragraph (a) on page 8 of this Subsection of the Standard Specifications is hereby deleted.

Add the following to the end of this Subsection of the Standard Specifications:

(b) Workforce information (to comply with the Apprenticeship Utilization Act of 2019). Comply with the following requirements:

1. The proposer shall submit a completed Project Workforce Checklist, provided by the Department, within this RFQ.
2. Within 5 business days after submittal, the apparent low bidder shall submit a Request for Waiver form, provided by the Department, for the prime Contractor and all named subcontractors. All supporting documentation for waivers, shall be submitted with the Request for Waiver form. The Request for Waiver form and supporting documentation shall be sent via email, fax or delivered to the Department's Contract Compliance Office. If waivers are not needed, please indicate such on the Request for Waiver form, and submit as directed above.

A request for waiver may be submitted for one of the following:

- a. No Registered Apprentice Programs exist for the craft/type of work required by the project.
- b. A request for Apprentices was denied, or not acted upon within 5 business days of submission.
- c. The project requires the performance of uniquely complex or hazardous work.

Failure to submit the workforce/apprentice utilization forms and supporting documentation described above, within the required time, may deem the bid non-responsive.

102.16 DBE and SBE Certification and Bidding Requirements. The first four paragraphs of this Subsection of the Standard Specifications are hereby deleted and the following substituted therefore:

This Contract is subject to Title 49, Code of Federal Regulations, Part 26 and/or NRS 408.3872 to 408.38728, inclusive, for Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) certification and bidding requirements. Portions of those regulations are set forth in these Standard Specifications, and those regulations in their entirety are incorporated herein by this reference.

It is the policy of the Department that DBEs/SBEs as defined in 49 CFR Part 26, NRS 408.3872 to

408.38728, and the Department's Disadvantaged Business Enterprise Program shall have an equal opportunity to participate in the performance of contracts. All the DBE and SBE requirements of 49 CFR Part 26 and/or NRS 408.3872 to 408.38, inclusive, apply.

The Contractor agrees to ensure that DBEs/SBEs have an equal opportunity to participate in the performance of contracts and subcontracts. In this regard the Contractor shall take all necessary and reasonable steps in accordance with 49 CFR Part 26 and/or NRS 408.3872 to 408.38, inclusive, to ensure that DBEs/SBEs have an equal opportunity to compete for and perform contracts.

The Contractor, sub recipient or subcontractor shall not discriminate on the basis of race, color, religion, sex, sexual orientation, gender identity or expression, age, disability, or national origin in the performance of the contract. The Contractor shall carry out applicable requirements of 49 CFR Part 26 and/or NRS 408.3872 to 408.38, inclusive, in the award and administration of the contract. Failure by the Contractor to carry out these requirements is a material breach of the contract which may result in the termination of this contract or such other remedy as the Department deems appropriate, which may include, but is not limited to:

- (a) Withholding progress payments.
- (b) Assessing sanctions.
- (c) Liquidated damages.
- (d) Disqualifying the Contractor from future bidding.

Add the following to the end of the seventh paragraph on page 12 of the Standard Specifications:

- (e) Each DBE firm must be certified in a NAICS code applicable to the kind of work the firm would perform on the contract.

The first sentence and Subparagraph (1) of the second paragraph on page 13 of the Standard Specifications are hereby deleted and the following substituted therefore:

Determination of whether a DBE/SBE trucking company is performing a commercially useful function and the expenditures that count toward DBE/SBE goals will be as follows:

1. The DBE/SBE must be responsible for the management and supervision of the entire trucking operation for which it is responsible on a particular contract and must submit to the Department a DBE/SBE Trucking Credit Worksheet before any work can be started on a contract. There cannot be a contrived arrangement between the DBE/SBE trucking firm, the prime contractor and any lower tier subcontractors for the purpose of meeting DBE/SBE goals.

The third to last paragraph on page 13 of the Standard Specifications is hereby deleted and the following substituted therefore:

The DBE/SBE subcontractors submitted by the prime Contractor as meeting the requirements of this Subsection must have a license, if applicable, for the type and quantity of work to be performed by said DBE/SBE subcontractor, issued by the appropriate agency prior to award of the contract.

SECTION 103 – AWARD AND EXECUTION OF CONTRACT

103.08 DBE and SBE Verification and Award Requirements. This Subsection of the Standard Specifications is in effect for this contract and the Department has established a DBE/SBE participation goal of 0.0%.

The last paragraph of this Subsection of the Standard Specifications is hereby deleted.

SECTION 104 – SCOPE OF WORK

104.03 Extra Work. This This Subsection of the Standard Specifications is hereby deleted and the following substituted therefore:

Extra Work is work, encountered during the carrying out of agreement scope which was not anticipated or

accounted for during design, which will affect the progress of work if not addressed. Extra Work is not a Change Order or a means to address changes in project scope.

Extra Work must be approved by the Engineer or other project representative of the Department in writing noting specific work to be accomplished and cost of said work and agreed to by both the contractor of record contained within agreement documents which govern work and the Departments representative. Written approval will become part of project documentation.

Extra Work shall be paid for in accordance with 109.03 Force Account Work.

Extra Work will only be paid to the SERVICE PROVIDER of record. No additional payments will be made by the Department to a SUBSERVICE PROVIDER or other forces.

Extra Work approved by the Department will be paid for from the Extra Work funds as listed in the Quote Proposal or according to the accepted amended agreement. Any Extra Work funds not used during the term of this agreement will not be paid to the SERVICE PROVIDER.

SECTION 105 – CONTROL OF WORK

105.04 Coordination of Plans, Specifications, Supplemental Specifications, and Special Provisions.

This Subsection of the Standard Specifications is hereby deleted and the following substituted therefore:

All supplementary documents are essential parts of the contract and a requirement occurring in one is binding as though occurring in all. They are complimentary and provide and describe the complete contract. If there is a discrepancy, the governing ranking is:

Dimensions	Information
1. Plan	1. Special Provisions
2. Calculated	2. Plans
3. Scaled	3. Standard Specifications
	4. Standard Plans
	5. Information received at mandatory prebid meetings

Take no advantage of any apparent contract error or omission. Promptly give notification if any omissions or errors are discovered. Such corrections and interpretations will then be made as may be deemed necessary for fulfilling the intent of the plans and specifications.

SECTION 106 – CONTROL OF MATERIAL

106.01 Source of Supply and Quality Requirements. Rock, soil, or other mineral material obtained or produced from sources other than those described in Subsection 106.02 must be evaluated for Naturally Occurring Asbestos (NOA) and erionite and comply with the requirements contained in the Department’s “NDOT NOA & Erionite Commercial Import Material Clearance Guidance, July 2019”. Submit required information for review and approval a minimum of 30 days prior to start of related work. Additional contract time will not be given for information requiring changes and re-submittal. The approval of source materials shall not relieve responsibility under the contract for successful completion of work.

A copy of “NDOT NOA & Erionite Commercial Import Material Clearance Guidance, July 2019” may be obtained from the Department’s website at <https://www.nevadadot.com/home/showdocument?id=16763>.

The Qualified Products List (QPL) dated June 8, 2023 shall be used on this contract. Alternative products may become available for use through updated QPLs subsequent to contract award date. Suitable products listed in updated QPLs may be used at no additional payment.

106.02 Local Materials. Should material sites be located on public lands under the jurisdiction of the Bureau of Land Management, new Part 23 of Title 43 as noted in Subsection 106.03 shall pertain.

106.04 Samples and Tests. The second paragraph on page 34 of the Standard Specifications is hereby deleted and the following substituted therefore:

Testing personnel are required to be qualified in the Nevada Alliance for Quality Transportation Construction (NAQTC) Aggregate Module and Sampling and Density Module or Western Alliance for Quality Transportation Construction (WAQTC) Aggregate Module and Embankment and Base Module.

In the last sentence of the second indented paragraph of (h) on page 35 of the Standard Specifications, the reference to "AASHTO T40" is hereby deleted and "AASHTO R66" substituted therefore.

In indented paragraph (i) on page 36 of the Standard Specifications, the reference to "procedure No. 10" is hereby deleted.

106.05 Certificates of Compliance. Add the following to the end of the first paragraph of this Subsection of the Standard Specifications:

Progress payments will not be made on installed or stockpiled material without approved certificates of compliance.

The third sentence of the fifth paragraph of this Subsection of the Standard Specifications is hereby deleted and the following substituted therefore:

All tests shall be performed by an AASHTO re:source accredited facility.

SECTION 107 – LEGAL RELATIONS AND RESPONSIBILITY TO THE PUBLIC

107.01 Laws to be observed. Subparagraphs (1), (2), (3), and (5) of this Subsection of the Standard Specifications are hereby deleted and the following substituted therefore:

- (1) Compliance with Regulations: The Contractor shall comply with regulations relative to nondiscrimination, Federal regulation Title 49, Code of Federal Regulations, Part 21, Title 23, Code of Federal Regulations, Part 200, and Nevada Revised Statute 613.350, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made part of this contract.
- (2) Nondiscrimination: The Contractor, with regard to the work performed by it during the contract, shall not discriminate on the basis of race, color, religion, sex, sexual orientation, gender identity or expression, age, disability or national origin in the selection and retention of Subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in discrimination prohibited by the Regulations.
- (3) Solicitations for Subcontractors, Including Procurement of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the Contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential Subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, religion, sex, sexual orientation, gender identity or expression, age, disability or national origin.
- (5) Sanctions for Non-Compliance: In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, NDOT shall impose contract sanctions as it, the FHWA or the State may determine to be appropriate, including but not limited to:
 - a. withholding of payments to the Contractor under the contract until the Contractor complies, and/or
 - b. cancellation, termination or suspension of the contract, in whole or in part.

107.06 Sanitary, Health, and Safety Provisions. The third paragraph of this Subsection of the Standard Specifications is hereby deleted.

107.07 Public Convenience and Safety. The first sentence of the fourth paragraph of this Subsection of the Standard Specifications is hereby deleted and the following substituted therefore:

Retain a person certified by the American Traffic Safety Services Association (ATSSA) or Department approved equivalent as a Traffic Control Supervisor as specified in Subsection 624.03.06.

107.09 Liability Insurance. Subparagraphs (b) and (c) of this Subsection of the Standard Specifications are hereby deleted and the following substituted therefore:

(b) General. Furnish the Department with one certified copy of all insurance required under subparagraph (a) of Subsection 107.09 of the Standard Specifications. Send this copy directly to the Nevada Department of Transportation, 1263 S. Stewart Street, Carson City, Nevada 89712 - Attention: Contract Compliance Officer.

SECTION 108 – PROSECUTION AND PROGRESS

108.01 Subletting of Contract. Prior to the Preconstruction Conference, submit a copy of the “NDOT Bidder Subcontractor and Supplier Information – Enterprise Subcontractors and Suppliers” report with an additional narrative that details your plans for utilization of each Enterprise Subcontractor for the prosecution of work. Include sufficient detail to ascertain when each Enterprise Subcontractor is anticipated to work on the project. Submit updated plans by the 15th of each month indicating any changes in planned utilization.

The second, fourth, and fifth paragraphs of this Subsection of the Standard Specifications are hereby deleted.

The second and third sentences of the third paragraph of this Subsection of the Standard Specifications are hereby deleted and the following substituted therefore:

Without exception and before the performance of any work by a subcontractor or service provider, submit a Subcontractor/Service Provider Request (SSPR) form to the Engineer for approval by the Department. Upon receipt of the SSPR approval, the subcontractor or service provider may begin work on the project. After SSPR approval, and within 2 business days of the subcontractor or service provider starting work on the project, enter the subcontractor or service provider in the Business to Government Now (B2GNow) system, and, for all subcontractors, upload a fully executed subcontract between the Contractor and the subcontractor. This applies for all tiers of subcontractors and service providers.

The sixth paragraph of this Subsection of the Standard Specifications is hereby deleted and the following substituted therefore:

All subcontractors, service providers and assignees of the prime Contractor shall be required to follow all Federal, State and local regulations and laws in the same manner as the prime Contractor.

The third paragraph and subparagraphs (a) through (g) in the middle of page 54 of the Standard Specifications are hereby deleted.

The second paragraph of “NON-DISCRIMINATION IN EMPLOYMENT AND CONTRACT LABOR PROVISIONS” on page 54 of the Standard Specifications is hereby deleted and the following substituted therefore:

“Also included, and made part of this subcontract agreement, through the execution of the Subcontractor/Service Provider Request (SSPR) form, are the applicable Labor Provisions, and required contract inclusions for all State and Federal construction contracts.”

When performed by subcontract, the following items of work, designated herein as "Specialty Items," are hereby exempted from the provisions that 50% of the value of the work be performed by the Contractor with his own organization, but are not exempted from the remaining provisions concerning subcontracting.

Specialty Items: None

108.02 Notice to Proceed. Commence work not later than the date set forth in the "Notice to Proceed" and prosecute diligently so as to be completed within 20 working days after commencement of work or the date set forth in the "Notice to Proceed," whichever occurs first.

Liquidated damages will be assessed according to Subsection 108.09 for failure to complete the work as

specified herein.

108.03 Prosecution and Progress. This Subsection of the Standard Specifications is hereby deleted and the following substituted therefore:

(a) General. After being awarded the contract, prepare and submit for acceptance the progress schedules as specified herein showing the order in which the work is proposed to be carried out.

Do not construe the acceptance of any progress schedule submitted to assign responsibility of performance or contingencies to the Department or relieve responsibility to adjust forces, equipment, and work schedules as may be necessary to insure completion of the work within prescribed contract time. Regardless of the number of working days or completion date indicated on the schedules, acceptance of a schedule shall not be construed as approval to adjust the contract time and liquidated damages will be assessed according to Subsection 108.09.

Any contingency (difference in time between the project's early completion and required contract completion date) in a progress schedule belongs to the project, not any one party to the contract.

Neither the Contractor nor the Engineer shall own the "slack" or "float," which is the amount of time between the early start date and the late start date, or the early finish date and the late finish date, of any activity or group of activities in the schedule.

The progress schedule may be used as a basis for establishing major construction operations and as a check on the progress of work. Provide sufficient materials, equipment, and labor to guarantee the completion of the project according to the plans and specifications. Should the prosecution of the work for any reason be discontinued, give notification at least 24 hours in advance of resuming operations.

Submit electronic copies of the schedule, in addition to hard copies of plots and reports. Acceptable formats for the preliminary schedule include bar chart, Gantt chart, or time-scaled logic diagram. Provide electronic copies of the baseline, monthly updates, and supplemental schedule files in an approved, compatible format which can be accessed by the Department's current version of "Oracle" software scheduling program. The submittal of satisfactory progress schedules including preliminary, baseline, monthly updates, and supplemental schedules shall be considered as a necessary portion of the work; therefore, partial payments as set forth under Subsection 109.06 may not be forthcoming until this requirement is complied with.

The supplemental schedules and monthly updates shall not alter the logic previously established in the preliminary schedule or baseline schedule unless requested and approved in writing.

Through the use of calendars, incorporate non-work periods such as holidays, weekends, or other non-work days as identified in the contract.

Activity descriptions shall be concise and contain a verb, noun, and a location, but representative of the work being performed.

Schedules shall reflect Department activities and third party activities.

Do not use leads or lags when the creation of an activity performs the same function (e.g. concrete cure time). Lag duration shall not exceed 10 days without prior approval and shall not have a negative value. Explain the use of interrelation constraints such as leads and lags on activities in the narrative.

Do not use mandatory start or finish constraints, start on, expected finish, and zero total float constraints in the baseline, monthly update, or supplemental schedules without approval.

Code activities for the responsible party, phasing, and area or location.

Do not use schedule submittals to notify the Department of caused delays or to request additional contract time.

Failure or delay in the submittal or approval of a baseline, monthly update, or supplemental schedule will not result in any time extension.

(b) Preliminary Schedule. Submit an electronic copy of the preliminary schedule within 14 days of the "Notice of Award," and no later than 7 days before the Preconstruction Conference. As a minimum, show the first 30 working days on this schedule, including such activities as mix designs, procurement, shop drawings, aggregate source acceptance, material sampling, mix design preparation, fabrication, submittals, reviews, mobilization, demobilization, and activities or phases of work.

Allow 10 days for review and acceptance or rejection of the preliminary schedule. Participate in a review and evaluation of the preliminary schedule with the Engineer, as requested. Provide requested revisions to the preliminary schedule within 10 days.

(c) Baseline Schedule. Within 15 days after acceptance of the preliminary schedule, submit an electronic baseline schedule. Designate at the time of the baseline schedule submittal, in writing, an authorized representative who will be responsible for the preparation, revision, and updating of the baseline schedule. Allow 15 days for review and acceptance or rejection of the baseline schedule. Participate in a review and evaluation of the baseline schedule with the Engineer, as requested. Provide requested revisions to the baseline schedule within 10 days.

Provide a graphic network diagram showing the elements of the project in detail and an entire project summary. Show the order and interdependence of activities and the sequence in which the work is to be accomplished. Include the description, activity number, estimated duration in working days, and all activity relationship lines for each activity in the graphic network diagram. Provide sufficient detail to allow day-to-day monitoring of proposed operations. Activity durations shall not exceed 20 working days in length. Unless otherwise approved, exceptions may include procurement activities and work activities which may be considered routine once they are commenced. Provide a plot of the schedule in an acceptable size, scale, and format. Show the order and interdependence of activities and the sequence of work. Prominently distinguish critical activities on all reports by the use of color or other acceptable means. Each activity in the schedule, with the exception of the first and last, shall have a predecessor or successor activity, respectively.

Provide an analysis of the network diagram which includes the following information as a minimum for each activity:

1. Preceding and succeeding event numbers.
2. Activity description and number.
3. Estimated duration of activities.
4. Early start date (by calendar date).
5. Early finish date (by calendar date).
6. Late start date (by calendar date).
7. Late finish date (by calendar date).
8. Slack or float.
9. Activity constraints.

In the event an early completion schedule is submitted, either party may submit a Value Engineering Proposal to modify Subsection 108.02 to reflect the early completion. If the Value Engineering Proposal is not accepted, the parties agree that the "slack" or "float" shown by the early completion schedule remains with the project and to waive rights to any damages for failing to complete the project in the time shown on the early completion schedule. A baseline schedule submitted that exceeds the time frames shown in Subsection 108.02 may be accepted at the discretion of the Engineer, however, any actual work that exceeds these time frames without an executed contract modification increasing time will be subject to the provisions of Subsection 108.09.

(d) Monthly Updates. Submit monthly updates on projects over 120 working days duration. Submit monthly updates on dates as agreed with the Engineer. Provide tabulation reports for activity numbers, total float, early start, and for precedence schedules, and a logic report of proceeding and succeeding activities with all restraints indicated. Provide a report showing the activities, or portions of activities, completed during the reporting period. State the percentage of the work actually completed and scheduled, the remaining duration, and the progress along the critical path in terms of days ahead or behind the allowable dates as of the report date. Indicate any changes made to the baseline schedule.

Provide a schedule narrative for each monthly update and include the following:

1. A summary of the progress for the current period, including schedule gains or losses and the reason why.
2. A list of all activities that have been added, deleted, or otherwise changed in the schedule with explanations for the modifications and description of the impacts each has on the schedule.
3. Any revisions that may have been performed to the schedule, providing the purpose of the revision and description of the impact to the critical path and completion dates.
4. The status of the critical path, explaining reasons for changes in critical path, impacts to the critical path that occurred during the period represented, or identifying potential future impacts.

(e) Supplemental Schedule. Submit a supplemental schedule if the project is determined to be behind schedule as requested by the Engineer within 15 days. Include a revised network diagram and analysis showing the proposed revisions to the baseline schedule. The conditions under which revisions of the baseline schedule will be required include the following:

1. When delay in completion of any work item or sequence of work items results in an estimated extension of project completion by either 20 working days or 5% of the remaining duration of time to complete the project, whichever is less.
2. When delays in submittals or deliveries make replanning or rescheduling of the work necessary.
3. When the schedule does not represent actual prosecution and progress of the work.
4. When any change to the sequence of activities, the completion date for major portions of the work, or changes occur which affect the critical path.
5. When contract modification necessitates schedule revision.

(f) Time Impact Analysis. Submit a "Notice of Potential Time Impact" when potential impacts are identified which may result in an adjustment of a milestone date or an extension of contract time as specified in Subsection 108.08. Submit such notice within 24 hours of identification of an impact unless otherwise approved.

Provide a description of the impact and include the status of the project on the progress schedule immediately before the impact and the effect of the FRAGNET as specified below with the "Notice of Potential Time Impact."

Time extensions will only be considered when delays that affect milestone dates or the contract completion date are beyond the Contractor's control.

Perform a time impact analysis of the effects of the potential impact and include the following:

1. Establish the status of the project on the progress schedule immediately before the impact.
2. Predict the effect of the impact on the current baseline schedule by inserting a FRAGNET of the issue and tying the FRAGNET to the impacted activity.
3. Track the effects of the impact on the schedule during its occurrence.
4. Establish the status of the project after the impact is complete and provide details identifying any mitigating actions or circumstances used to keep the project ongoing during the impact period.

Submit one electronic copy of the complete time impact analysis and a copy of the proposed supplemental schedule incorporating the time impact analysis no later than 15 days after the completion of the impact. If the project schedule is revised after the submittal of a time impact analysis, but prior to its approval, indicate in writing the need for any modification to the time impact analysis.

The time impact analysis will be reviewed. If this review detects revisions or changes to the schedule that had not been performed and identified in a narrative, the time impact analysis may be rejected. If the Engineer is in agreement with the time impact analysis, a change order may be issued to grant adjustment to milestones or extension of contract time.

108.04 Limitation of Operations. Contact the Department's Water Quality Specialist within the Stormwater Division (775) 888-7771 prior to submitting the Notice of Intent (NOI) to obtain coverage under the general Permit for Stormwater Associated with Construction Activity.

Provide a copy of the Notice of Intent (NOI) for the General Permit for Storm Water Associated with Construction Activity, as specified in Section 637, prior to beginning work.

Maintain one lane of public traffic at all times.

Lane closures will be allowed with prior approval.

Regardless of traffic control operations, do not stop public traffic for more than 20 minute duration and do not delay it for more than 30 minutes total, regardless of the number of work zones. Any proposed traffic control plan must meet the duration of delay restrictions (20 minutes stopped, 30 minutes total delay).

Should these delay restrictions be exceeded, work will be immediately suspended. If work is suspended, submit a written revised construction plan which addresses the delay problem. Upon approval of the plan the construction operations may resume. Working days will continue to be assessed during the suspension period.

Install temporary supplemental sign panels stating "RAMP CLOSED" under all advanced Truck Escape Ramp advisory signs along the downgrade.

Place "TRUCK ESCAPE RAMP CLOSED" warning signs at 100 and 500 feet before the beginning of the arrestor bed.

All vegetation/structure removal shall be conducted to avoid impacts to listed migratory birds (50 CFR 10.13), which are protected in Nevada by NAC 503.050, that may be actively utilizing vegetation/structures for nesting. When possible, vegetation/structure removal should not occur during avian breeding season (generally March 1 through July 31). Raptors and owls may begin nesting as early as January. If vegetation/structure removal shall occur during avian breeding season, nesting surveys shall be conducted by a biologist with experience in bird identification, general nesting behavior, nest and egg identification, and knowledge of habitat requirements for migratory birds. The survey shall be conducted a maximum of 7 days prior to land disturbance. Submit a copy of the biologist's survey report and the biologist's curriculum vitae.

If nesting sites are found within the project limits, the Department will determine a suitable buffer area around the nest site. The buffer area around the nest site will be flagged as an avoidance area. Disturbance shall not occur within the flagged avoidance area while the nest is occupied.

Bird nests containing eggs and/or young shall not be disturbed until after the young have left the nest, including swallows nesting on structures, and bats using structures for roosting. The Contractor may take preventative measures prior to avian breeding season to ensure that birds do not create nests on structures.

Be responsible for project delays ensuing from a failure to take into account bird nesting season and/or safeguard structures from bird nest construction. Approval shall be obtained prior to commencement of any contract-related activity resulting in the disturbance or removal of unoccupied nests. Do not commence vegetation/structure removal until written approval is obtained.

Be responsible for all costs incurred related to compliance with the MBTA, bird nesting surveys, establishment and maintenance of nest avoidance areas, bird nesting preventive measures, or removal of unoccupied nests on structures.

108.09 Failure to Complete the Work on Time. Liquidated damages of \$5,000.00 per working day will be assessed for failure to complete the work in the number of working days specified in Subsection 108.02.

Liquidated damages of \$4,500.00 per day will be assessed for failure to clean track out areas as specified in Subsection 107.07.

SECTION 109 – MEASUREMENT AND PAYMENT

109.01 Measurement of Quantities. The eighth paragraph of this Subsection of the Standard Specifications is hereby deleted and the following substituted therefore:

When water meters are required, the accuracy of the meters will be checked by comparing the actual mass of approximately 4,000 L (1,000 gal), or 4 m³ (125 ft³), as metered with the calculated mass using as a reference density 1.00 kg/L (8.345 lb/gal) or 1,000 kg/m³ (62.4 lb/ft³). Unless otherwise specified, provide water meters accurate to within 1.5% of the indicated amount. The frequency of checking water meters will be determined.

109.04 Asphalt Escalation. The Asphalt Escalation Clause is not in effect for this contract, therefore this Subsection of the Standard Specifications is hereby deleted.

109.05 Fuel Escalation. The Fuel Escalation Clause is not in effect for this contract, therefore this Subsection of the Standard Specifications is hereby deleted.

109.06 Partial Payment. The first paragraph of this Subsection of the Standard Specifications is hereby deleted and the following substituted therefore:

Progress payments will be made biweekly as the work satisfactorily progresses. The progress payments will be based upon material in place, or on the job site and invoiced, and labor expended thereon. The contract price will be adjusted upward or downward according to approved changes throughout the life of the contract. Once 50% of the adjusted contract price has been paid, the Department shall withhold retention in the amount of 5% of said adjusted contract price or \$50,000, whichever is less, until the entire contract is completed satisfactorily and accepted by the Director. The Department may reduce the withheld retention to a minimum of \$10,000 if sufficient reasons exist for reduced retention and written approval has been obtained from every surety furnishing bonds for the work. Any remaining retention shall be withheld until the conditions of Subsection 109.07 Acceptance and Final Payment of the Specifications have been satisfied.

The fifth full paragraph, including subparagraphs (a) and (b), on page 76 of the Standard Specifications is hereby deleted.

The third and fourth sentences of the second to last indented paragraph from the bottom of page 76 of the Standard Specifications are hereby deleted.

The word "original" in two places in the last indented paragraph at the bottom of page 76 of the Standard Specifications is hereby deleted.

The word "original" in five places in subparagraph (c) Mobilization on the middle of page 77 of the Standard Specifications is hereby deleted.

109.08 Payments to Subcontractors. The second paragraph of this Subsection of the Standard Specifications is hereby deleted and the following substituted therefore:

Report payments made to each subcontractor and each DBE/SBE supplier via B2GNow reporting software by the 15th day of each month following payment. Access to the software is provided at no cost. Ensure that subcontractors report their payments to lower-tier subcontractors via B2GNow. Ensure that Enterprise Subcontractors verify payments made to them via B2GNow. If subcontractors do not confirm payments via the B2GNow system, proof of payment may be required. Reporting via B2GNow is considered a necessary portion of the work and partial payments as set forth under Subsection 109.06 may not be forthcoming until this requirement is complied with.

SECTION 110 – WAGES AND CONDITIONS OF EMPLOYMENT

110.01 Description. The sixth and seventh paragraphs of this Subsection of the Standard Specifications are hereby deleted and the following substituted therefore:

The minimum wage rates apply to workers working upon the "site of the work." The term "site of the work" is defined per NRS 338.040, NAC 338.009, and 29 CFR § 5.2(l).

The last paragraph of this Subsection of the Standard Specifications is hereby deleted and the following substituted therefore:

If the contract awarded amount meets or exceeds \$100,000.00, submit payrolls electronically into the Department's contracted payroll tracking system "LCPtracker" on a weekly basis. This requirement will apply to the prime Contractor and every lower tier Subcontractor, service provider and vendor required to provide certified payroll reports by NRS 338.010 to 338.090 inclusive and the applicable parts of 29 CFR. Annual access fees, options for interface software, and training to utilize the system are available on LCPtracker websites.

Obtain access to the LCPtracker system no later than the date employees start work on the project. Ensure subcontractors have access to the LCPtracker system for the reporting of payrolls no later than the date the subcontractor's employees start work on the project.

List, for each employee, a designation of race, ethnicity, color, or national origin, and male/female identifier on each weekly payroll.

For standardization purposes the Department has established the following identifications:

White/Caucasian: Persons having origins in Europe, North Africa or the Middle East.

Black/African American (except Hispanic): Persons having origins in any of the Black racial groups of Africa.

Native American - American Indian or Alaskan Native: Persons having origins in any of the original peoples of North America and who maintain their culture through a tribe or community.

Hawaiian or other Pacific Islander: Persons having origins in the original peoples of Hawaii or other Pacific Islands.

Asian: Persons having origins in any of the peoples of the Far East, Southeast Asia, or India.

Hispanic Americans: Persons of Mexican, Puerto Rican, Cuban, Central or South America, or other Spanish culture or origin, regardless of race.

Two or More Races: Persons who identify with two or more designations listed above, or other persons protected from employment discrimination by EEO law, based on race, ethnicity, color or national origin, not otherwise defined.

Not Specified: Only for persons who choose not to list their race, ethnicity, color or national origin.

SECTION 203 - EXCAVATION AND EMBANKMENT

203.01.01 General. This work also consists of base preparation.

203.03.19 Base Preparation. Base preparation consists of reshaping and compacting the existing subgrade/base to a trapezoidal shaped channel as shown in Attachment B.

The subgrade/base material shall be compacted to not less than 90% of the maximum density as determined by Test Method No. Nev. T108. The in-place density will be determined by Test Method No. Nev. T102 or T103.

203.04.01 Measurement. Base preparation will be measured by the square yard.

203.05.01 Payment. Payment will be made under:

Pay Item	Pay Unit
Base Preparation	Square Yard

SECTION 302 – AGGREGATE BASE COURSES

302.01.01 General. This work consists of screen, wash, and return special aggregate for vehicle arrestor bed.

302.03.08 Screen, Wash, and Return Special Aggregate for Vehicle Arrestor Bed. Screen, Wash, and Return Special Aggregate for Vehicle Arrestor Bed consists of removing the aggregate from the arrestor bed, screening out large/small material and washing the aggregate so it conforms to the requirements below and then returning it to the arrestor bed.

Aggregate for vehicle arrestor bed shall conform to the following requirements.

Sieve Size	Percent Passing by Mass
2 inch	100
½ inch	0-5

Care shall be taken to avoid crushing or fracturing the special aggregate for the vehicle arrestor bed while removing, screening, washing, and returning. Contractor should be aware of existing geotextile under the in place Special Aggregate for Vehicle Arrestor Bed that will also need to be removed.

Special Aggregate for Vehicle Arrestor Bed must be hauled and then screened and washed off site.

Special aggregate for vehicle arrestor bed shall be returned to the aggregate bed in such a manner that the finished profile resembles the profile prior to being removed.

302.04.01 Measurement. Screen, Wash, and Return Special Aggregate for Vehicle Arrestor Bed will be measured by the cubic yard.

302.05.01 Payment. Payment will be made under:

Pay Item	Pay Unit
Screen, Wash, and Return Special Aggregate for Vehicle Arrestor Bed	Cubic Yard

SECTION 624 – ACCOMMODATIONS FOR PUBLIC TRAFFIC

624.01.01 General. This work consists of supplementing traffic control by providing uniformed traffic control officers.

624.03.03 Flaggers. Equip the flagger at each end of the work zone with a watch or suitable timing device. Flaggers at each end of the work zone shall document times when public traffic is stopped and released. Submit the documentation daily on a suitable form at the end of the shift in conjunction with the reconciliation of flagger hours.

Equip the flaggers at each end of the work zone with two way communication radios to allow them to be in contact with each other to control public traffic through the work zone as conditions require.

624.03.06 Traffic Control Supervisor. The second sentence of this Subsection is hereby deleted and the following substituted therefore:

The persons so designated shall have at least one year of experience directly related to worksite traffic control in a supervisory or responsible capacity and shall be certified as a Traffic Control Supervisor by ATSSA or Department approved equivalent.

624.03.07 Uniformed Traffic Control Officer. Provide Law Enforcement Officers working in accordance with an agreement entered into between the Contractor and the Nevada Highway Patrol or the jurisdictional law enforcement agency. Verify jurisdictional authority and submit agreement prior to the use of services.

624.04.01 Measurement. The third paragraph of this Subsection of the Standard Specifications is hereby deleted and the following substituted therefore:

Traffic control supervisor will be measured by the day, for each eligible working day assessed to the contract. Traffic control supervisor will not be measured during any ordered suspension of work, suspensions mutually agreed upon by the Engineer and the Contractor, or time periods for which working days are not assessed regardless of the actual performance of work in accordance with Subsection 108.02, 108.04, and 108.06. Upon completion of final inspection and acceptance in accordance with Subsection 105.16 and satisfactory conformance with Subsection 624.03.06, the number of days measured will be the number of working days specified in Subsection 108.02, plus or minus authorized changes.

Uniformed traffic control officers will be measured on a force account basis which will be the actual cost as evidenced by copies of invoices from the law enforcement agency who performed the work. To the actual cost will be added the sum of 10% for profit and overhead with no further compensation therefore.

624.05.01 Payment. Payment will be made under:

Pay Item	Pay Unit
Uniformed Traffic Control Officer	Force Account

SECTION 625 – CONSTRUCTION SIGNS

625.03.05 Contractor Designed Traffic Control Plans. The second sentence of the second paragraph of this Subsection of the Standard Specifications is hereby deleted and the following substituted therefore:

The proposed traffic control plan shall be prepared and/or certified as to conformance with the above by a Professional Traffic Operation Engineer (PTOE), or a Traffic Control Supervisor certified by ATSSA or Department approved equivalent, and shall include the PTOE registration number or Traffic Control Supervisor certification number of the certifying person.

Provide a minimum of three (3) changeable message signs for the project 10 days prior to construction and coordinate content and location with the Engineer.

Flaggers are required for all truck ingress and egress locations and when deemed necessary for safety.

Provide traffic attenuator for blocking truck entrance to the ramp for crew safety during construction.

For any traffic control operations that take place at night, the use of portable overhead lighting (trailer mounted balloon lights) will be mandatory at flagging stations, temporary signals, lane tapers and shifts, temporary crossovers, points of ingress/egress of construction traffic, road closures with detours and any other locations within the work zone that need the illumination for the safety of the traveling public as determined by the engineer. The trailer mounted balloon lights shall have a minimum of 100,000 lumen output with a metal halide lighting source. Units shall be self-sufficient, easily relocated and adjusted, and capable of operating continuously 1 hour prior to sunset to 1 hour after sunrise. Place, relocate, and adjust trailer mounted balloon lights as directed.

625.05.01 Payment. The second and third paragraphs of this Subsection of the Standard Specifications are hereby deleted and the following substituted therefore:

Partial payment for Rent Traffic Control Devices (Lump Sum) will be made according to Subsection 109.06.

SECTION 637 – TEMPORARY POLLUTION CONTROL

This Section of the Standard Specifications is hereby deleted and the following substituted therefore:

DESCRIPTION

637.01.01 General. This work consists of the construction, installation, maintenance, and removal of temporary pollution control Best Management Practices (BMPs) in accordance with National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) requirements issued by the Nevada Division of Environmental Protection (NDEP) Bureau of Water Pollution Control (BWPC), and as directed. Unless noted otherwise, CGP shall refer to the NPDES CGP issued by NDEP BWPC. BMPs are intended to provide prevention, control, and abatement of water and air pollution to the maximum extent practicable from the first day of construction activities until relief of maintenance has been granted for the project.

Temporary pollution control and erosion control work shall conform to CGP requirements and NDOT's "Construction Site Best Management Practices (BMPs) Manual," hereinafter referred to as the Manual, and addenda thereto issued up to, and including, the date of advertisement of the contract. The Manual can be accessed on the NDOT website. Adhere to the Manual's minimum requirements for the selection and implementation of construction site BMPs. Know, understand, and fully comply with the provisions of the Manual, Federal, State, and local regulations governing stormwater and non-stormwater discharges from both the project site and areas of disturbance outside the project limits during construction.

For projects requiring procurement of a CGP for stormwater discharges, a Stormwater Pollution Prevention Plan (SWPPP) shall be developed and implemented. The Department furnished "Stormwater Pollution Prevention Plan (SWPPP) Template for Construction Activities," Form 018-002SWPPP may be used to develop the SWPPP. The template form can be accessed on the NDOT website under the Environmental section - Stormwater Program or by request.

Refer to the Manual fact sheets for individual BMP requirements. BMPs requiring sizing or design criteria in

accordance with the CGP or the Manual shall be designed by a Nevada Registered Civil Professional Engineer (PE), pursuant to NRS Chapter 625, and shall be included as an addendum to the SWPPP.

Refer to the NDEP BWPC website for a copy of the CGP and information pertaining to SWPPP development. Refer to the Environmental Protection Agency (EPA) Region 9 stormwater permitting website for a copy of the EPA CGP and information pertaining to SWPPP development.

The CGP includes and covers stormwater discharges from Department furnished material sources for general fill material, aggregate, and/or staging of a temporary asphalt or concrete batch plant operation dedicated solely to a specific contract. Install, inspect, and maintain temporary pollution control BMPs for these areas and include these areas in the SWPPP.

Be responsible for water quality monitoring of effluent for any Department furnished material sources where groundwater or accumulated stormwater will be discharged. Provide water quality monitoring results for the parameter in Table I a minimum of once per year for the duration of the project for each outfall associated with the dewatering discharge(s).

TABLE I

Parameter	Effluent Limit	Sample Type
pH	6.0 – 9.0 S.U.	Grab

Submit water quality monitoring results within 24 hours from the time of sampling. Water quality monitoring results failing to meet the numeric effluent limitations in Table I shall be documented in an exceedance report. Water quality monitoring exceedance reports shall include the following:

1. Project name, project number and location and/or physical address;
2. Name of receiving water;
3. Monitoring data from the current and previous monitoring events, if applicable;
4. Explanation of the situation, including what actions have been completed or will be completed to correct the violation; and
5. Contact name, title, and phone number.

Submit water quality monitoring exceedance reports to the Department's Stormwater Division Compliance and Enforcement Supervisor at (775) 888-7771 within 24 hours from the time of sampling.

The SWPPP document, including diagrams, maps, and calculations, shall be completed and implemented prior to commencement of earth disturbing activities. The official SWPPP shall remain on the project site or at an easily accessible location from the first day of erosion and sediment control installation activities until relief of maintenance has been granted for the project. A copy of the official SWPPP shall be made immediately available upon request to NDEP, EPA, NDOT, FHWA, or any other State, Tribal, or local agency with jurisdiction of stormwater discharges.

637.01.02 Water Pollution Control Manager. For projects requiring procurement of a CGP, designate a certified Water Pollution Control Manager (WPCM) who has successfully completed the "Water Pollution Control Manager" training class provided by the Associated General Contractors/Nevada Contractors Association. To register for this class, contact the Education and Training Director of the Associated General Contractors/Nevada Contractors Association Las Vegas. Submit a copy of the certificate demonstrating the WPCM's successful completion of the training class. The WPCM shall maintain current standing with the training from the date of contract award until relief of maintenance has been granted for the project. Failure to maintain current certification status may result in the ceasing of all operations not related to maintaining public safety until a WPCM with valid certification is assigned to the project. Working days will continue to be counted.

The WPCM shall be knowledgeable in the principles and practices of the installation and maintenance of

erosion and sediment controls in accordance with the CGP, the Manual, and as identified in the current SWPPP. The WPCM shall be capable of identifying existing and predictable effects of the contractor's operations, and shall have complete authority to direct the contractor's personnel and equipment to implement the requirements described herein.

The WPCM shall be an employee under direct supervision of the Contractor, and shall be responsible for developing, implementing, and updating the SWPPP. The WPCM shall be responsible for updating the SWPPP in accordance with the requirements of the CGP.

The WPCM shall be responsible for stormwater inspections and ensuring the installation, maintenance, and removal of temporary pollution control BMPs comply with the requirements of the CGP and SWPPP. The WPCM shall serve as the primary contact for issues related to the SWPPP, permits, or their implementation and shall be available by phone 24 hours a day and shall be capable of being on-site within 24 hours of notification of a deficiency from the first day of activities until relief of maintenance has been granted for the project.

The WPCM shall be responsible for reporting all illicit discharges or illicit connections to the storm sewer system found within the project limits immediately upon discovery. Refer to the CGP and NDEP's Spill Prevention website, in-state hotline at (775) 687-9485, or out-of-state hotline at (888) 331-6337 for additional reporting requirements.

637.01.03 Permits. Not all projects require the permits discussed in this Subsection.

Prepare any applicable discharge permit applications, including any required modifications and amendments thereto, in accordance with Subsection 107.02.

Contact the Department's Stormwater Division at (775) 888-7771 a minimum of 7 days prior to submitting the Notice of Intent (NOI) to obtain coverage under a CGP. The Stormwater Division will provide documentation summarizing NOI requirements.

When submitting a NOI, reference the Department Engineer's name as the appropriate Owner (NDOT) contact, the appropriate District address, and reference NDOT's Contract Number in the Site Name of the NOI. Ensure billing information of the NOI reflects the Operator (Contractor) to receive the invoice for annual permit renewal.

Construction activities may require simultaneous coverage under the CGP and the EPA CGP.

File a separate NOI with NDEP and/or EPA to apply for coverage under the appropriate CGP for land and earth disturbance areas outside of NDOT right-of-way and not displayed on the plans. Contractor furnished material sources, staging areas, plant sites, turnaround areas, or any other contractor caused ground disturbance outside the right-of-way and not shown on the plans are the Contractor's responsibility and shall be submitted under a NOI package separate from the ground disturbance within right-of-way and shown on the plan sheet details. As these separate CGPs are the sole responsibility of the Contractor, NDOT shall not be listed as an Owner or Operator. Submit a copy of all separate signed NOI certification statements. The Department is not responsible for delays caused by incomplete or inaccurate submittals to NDEP and/or EPA by the Contractor.

Upon notice of award initiate the procurement of permits and submit a copy of executed permits procured prior to commencement of earth disturbance activities requiring permitting.

Regardless of the permitting authority requirements, photograph and submit electronic color photo documentation of existing vegetation and pre-construction site conditions of the entire project, including areas outside of NDOT right-of-way subject to earth disturbance, prior to commencement of earth disturbing activities. Photograph and submit electronic color photo documentation of post-construction site conditions for all lands disturbed by construction activities, including areas outside of NDOT right-of-way, with the relief of maintenance request. All electronic photo documentation shall be date/time stamped.

For project requiring procurement of a CGP, submit a request for relief of maintenance only after completion of an inspection of the sediment and erosion control measures conducted during the final inspection in accordance with Subsection 105.16. Include a copy of the Notice of Termination request or request to transfer full CGP responsibilities to the Department with the relief of maintenance request. When requesting to transfer full

CGP responsibilities to the Department, submit a copy of the final SWPPP documenting current field conditions with the relief of maintenance request. Adhere to all permit requirements until relief of maintenance has been granted for the project.

637.01.04 Noxious Weed Management. Develop and follow a Noxious Weed Management Plan to prevent the establishment and spread of Nevada State listed noxious weeds per NRS 555 (available at http://agri.nv.gov/Plant/Noxious_Weeds/Noxious_Weeds_Home/).

Submit a copy of the Noxious Weed Management Plan for review and approval at the pre-construction conference.

The management plan shall include a physical survey of noxious weeds, mapping of existing noxious weed populations, appropriate eradication/control methods based on weed type, location, applicator certification, monitoring, and retreatment as necessary. Include methods for keeping equipment, personnel, staging areas, construction and excavation sites, and roadways clear of noxious weed plants and seeds. The plan shall also address the treatment of weeds in topsoil salvage material.

Equipment leaving noxious weed infested areas shall be cleaned prior to moving to areas free from noxious weeds. Equipment coming into or leaving the project area shall be cleaned and the cleaning area kept clear of plant material and contaminated dirt to prevent weed spread. The cleaning method shall be as approved.

CONSTRUCTION

637.03.01 General. Be responsible throughout the duration of the project for installing, constructing, inspecting, maintaining, replacing, removing, and disposing of the BMPs specified in the SWPPP, Temporary Working in Waterways Permits, and any other applicable permit. Installed BMPs shall perpetuate natural flow patterns and conveyances such that flooding or ponding is not caused inside or outside of the right-of-way or that may pose a hazard to motorists, pedestrians, or any other user.

For projects requiring procurement of a CGP and SWPPP development, perform a stormwater inspection of the construction site prior to the commencement of earth disturbing activities to ensure construction site BMPs are installed in accordance with the current SWPPP and adhere to the Manual's minimum requirements for the selection and implementation of construction site BMPs.

For projects requiring procurement of a CGP, perform and document stormwater inspections in accordance with the CGP requirements and as directed. The Contractor and Engineer shall perform simultaneous stormwater inspections when directed by the Engineer.

Repairs and/or placement of temporary erosion and sediment control measures, or correction of any CGP deficiency identified during a stormwater inspection, shall be conducted in accordance with the CGP requirements.

If failure to comply with CGP requirements results in a violation where fines, penalties, and/or any other monetary impacts are incurred by the Department or Contractor, penalties will be assessed in the amount of the incurred fines, penalties, and/or monetary impacts resulting from the violation in accordance with Subsection 107.01. The Department will deduct the amount of said penalties from any monies due.

Failure to comply with the temporary pollution control requirements contained herein may be considered a stormwater deficiency. Stormwater deficiencies will be assessed demerits according to the following schedule.

Stormwater Deficiency Category	Demerits
Failure to submit a copy of executed NOI documentation	1
Failure to make SWPPP easily accessible or make the SWPPP available upon request	1
Failure to properly submit the NOI to NDEP/EPA	1
Failure to contact NDOT before submitting NOI for CGP coverage	5
Failure to submit an active SWPPP document when requesting to transfer full CGP responsibilities to the Department	5
Failure to install and maintain a rain gauge (if applicable)	5

Failure to submit required pre- or post- construction photo documentation (included in SWPPP upon transferring to the Department)	10
Failure to perform a construction site stormwater inspection prior to the commencement of earth disturbing activities	10
Failure to provide a WPCM with current certification status	20
Failure to submit a copy of a separate NOI for areas outside of right-of-way	20
Failure to obtain CGP Coverage	50

Pursuant to NRS 408.441 through 408.451, the Director may issue an order for compliance, commence a civil action, request the Attorney General to commence a criminal action, or seek injunctive relief.

Liquidated damages will be assessed for non-compliance with temporary pollution control requirements contained herein in accordance with Subsection 109.02. Failure to achieve and maintain compliance with temporary pollution control requirements may result in the ceasing of all operations not related to achieving compliance or maintaining public safety. Working days will continue to be counted and liquidated damages will be assessed during such cessation.

The Contractor is solely liable for any suspension of work and/or enforcement actions resulting from CGP violations. CGP non-compliance may result in termination of this Contract in accordance with Subsection 108.10.

Do not remove BMPs addressing stormwater discharge from areas subjected to earth disturbing activities until final stabilization per the CGP has been achieved or as directed. This may require BMPs be left in-place following the completion of construction activities. Properly maintain such BMPs, as specified in the Manual, and as directed, until relief of maintenance is granted for the project.

Land disturbance areas beyond those depicted in the contract documents resulting from Contractor construction activities shall undergo final stabilization at the Contractor's expense. These include, but are not limited to, staging areas, turnaround areas, employee parking areas, and areas of ingress and egress. Submit final stabilization plans for review and approval.

637.03.02 Dust Control. Develop, obtain, and pay for all State and local entity permits and fully comply with the terms specified therein. Furnish and apply water or chemical dust palliative for controlling dust on the areas designated and according to permit conditions. Use equipment and obtain water as specified in Subsection 107.21.

Control dust originating from traffic, plant, or construction operations either inside or outside the right of way at all times according to EPA, State, and local laws, ordinances, and regulations.

Consult the Manual fact sheets for appropriate dust palliative product selection. The use of dust palliatives containing cationic treatment chemicals is prohibited.

Mix and apply dust palliative as recommended by the manufacturer. Prepare the soil for application of dust palliative according to manufacturer instructions. Apply additional applications of dust palliative to control dust or as required by air quality regulating authorities.

Maintain all disturbed areas in a condition to prevent wind erosion and particulate emissions 24 hours a day, 7 days a week until the construction site is completely stabilized as shown on the plans and as required.

The geology in the project area may support erionite minerals (a fibrous mineral with similar health risk to asbestos). The applicable Air Quality Management "Dust Control Permit" for construction activity application requires the development of a Dust Control Mitigation Plan (DCMP). The fact that there may be erionite in soil and rock material in the area must be considered during the development and implementation of the DCMP and during health and safety planning. If, based on the scope of the project, no "Dust Control Permit" is required, the contractor is still required to prepare and follow a DCMP for this project. The DCMP must be designed to prevent visible dust due to project activities.

Immediate notification will be given in writing for failure to maintain adequate dust control and may result in immediate suspension of construction operations. If failing to remedy unsatisfactory dust control within 1 hour after receipt of such notice, the Engineer may immediately proceed to take necessary action to maintain dust control and the entire cost of this maintenance will be deducted from money due or to become due.

METHOD OF MEASUREMENT

637.04.01 Measurement. Temporary pollution control will be measured by the lump sum.

BASIS OF PAYMENT

637.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price bid per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the installation, ongoing maintenance, and removal of the work in accordance with stormwater requirements or as directed as prescribed in this Section.

Partial payments for temporary pollution control will be made as the work progresses. The Engineer will determine the reasonable payment percentage for each payment cycle. When requested, furnish invoices and receipts for actual costs. The amount paid on the next progress payment will be 50% of the amount determined.

A maximum amount of 5% of the contract amount will be paid for temporary pollution control during the progress of the work. Upon completion of all work on the project, payment of any amount bid for temporary pollution control in excess of 5% of the contract amount will be paid.

Payment will be made under:

Pay Item	Pay Unit
Temporary Pollution Control	Lump Sum

ADDITIONAL CONTRACT PROVISIONS
EQUAL EMPLOYMENT
OPPORTUNITY PRACTICES

Specific Equal Employment Opportunity Responsibilities

During the performance of this contract, the contractor agrees as follows:

The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training including apprenticeship. The contractor agrees to post in conspicuous places available to employees and applicants for employment, notices to be provided by the Nevada Department of Transportation setting forth the provisions of this nondiscrimination clause.

I. GENERAL

- a. The contractor will adhere to Title VII of the 1964 Civil Rights Acts. The contractor will work with the Nevada Department of Transportation in carrying out its equal employment opportunity obligations and in its review of its activities.
- b. The prime contractor and all subcontractors (not including material suppliers) holding subcontracts of \$10,000 or more will comply with the following minimum specific requirement activities of equal employment opportunity. The contractor will include these requirements in every subcontract of \$10,000 or more with such modification of language as is necessary to make them binding on the subcontractor.

II. EQUAL EMPLOYMENT OPPORTUNITY POLICY

The contractor will accept as his operating policy the following statement which is designed to further the provision of equal employment opportunity to all persons without regard to their race, color, religion, sex, or national origin, and to promote the full realization of equal employment opportunity through a positive continuing program:

It is the policy of this company to assure that applicants are employed, and that employees are treated during employment without regard to their race, religion, sex, color, or national origin. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, preapprenticeship, and/or on-the-job training.

III. EQUAL EMPLOYMENT OPPORTUNITY OFFICER

The contractor will designate and make known to the Nevada Department of Transportation Contracting officers and Equal Employment Opportunity officer (hereinafter referred to as the EEO Officer) who must be capable of effectively administering and promoting an active contractor program of equal employment opportunity and who must be assigned adequate authority and responsibility to do so.

IV. DISSEMINATION OF POLICY

- a. All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved contractor's equal employment opportunity policy and contractual responsibilities. To insure that the above agreement will be met, the following actions will be taken as minimum:
 - (1) Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's equal employment opportunity policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer or other knowledgeable company official.
 - (2) All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer or other knowledgeable company official covering all major aspects of the contractor's equal employment opportunity obligations within days following their reporting for duty with the contractor.
 - (3) The EEO Officer or appropriate company official will instruct all employees engaged in the direct recruitment of employees for the project relative to the method followed by the contractor in locating and hiring minority group employees.
- b. In order to make the contractor's equal employment opportunity policy known to all employees, prospective employees and potential sources of employees, i.e., schools, employment agencies, labor unions (where appropriate), college placement officers, etc., the contractor will take the following actions:
 - (1) Notices and posters setting forth the contractor's equal employment opportunity policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.
 - (2) The contractor's equal employment opportunity policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

V. RECRUITMENT

- a. When advertising for employees, the contractor will include in all advertisements for employees the notation; "An Equal Opportunity Employer." He will insert all such advertisements in newspapers or other publications, having a large circulation among minority groups in the area from which the project force would normally be derived.
- b. The contractor conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minority group applicants, including, but not limited to, State employment agencies, schools, colleges and minority group organizations. To meet this requirement, the contractor will, through his EEO Officer, identify sources of potential minority group employees, and establish with such identified procedures whereby minority group applicants may be referred to the contractor for employment consideration.
- c. The contractor will encourage his present employees to refer minority group applicants for employment by posting appropriate notices or bulletins in areas accessible to all such

employees. In addition, information and procedures with regard to referring minority group applicants will be discussed with employees.

VI. PERSONNEL ACTIONS

- a. Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex or national origin. The following procedures shall be followed:
- (1) The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.
 - (2) The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.
 - (3) The contractor will investigate all complaints of alleged discrimination made to the contractor in connection with his obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation the contractor will inform every complainant of all his avenues of appeal.

VII. TRAINING AND PROMOTION

- a. The contractor will assist in locating, qualifying and increasing the skills of minority group employees and applicants for employment.
- b. Consistent with his manpower requirements and as permissible under State regulations, the contractor will make full use of training programs, i.e., preapprenticeship, apprenticeship, and/or on-the-job training programs for the geographical area of contract performance.
- c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.
- d. The contractor will periodically review the training and promotion potential of minority group employees and will encourage eligible employees to apply for such training and promotion.

VIII. UNIONS

If the contractor relies in whole or in part upon unions as a source of his work force, he will use his best efforts to obtain the cooperation of such unions to increase minority group opportunities within the unions, and to effect referrals by such unions of minority group employees. Actions by the contractor, either directly or through a contractor's association acting as his agent, will include the procedures set forth below:

- a. Use his best efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minority group members for membership in the unions and increasing the skills of minority group employees so that they may qualify for higher paying employment.
- b. Use his best efforts to incorporate an equal employment opportunity clause into all union agreements to the end that such unions will be contractually bound to refer applicants without regard to their race, color, religion, sex, or national origin.

IX. SUBCONTRACTING

- a. The contractor will use his best efforts to utilize minority group subcontractors or subcontractors with a meaningful minority group representation among their employees.
- b. The contractor will use his best efforts to assure subcontractor compliance with their equal employment opportunity obligations.

X. STATEMENTS AND PAYROLLS

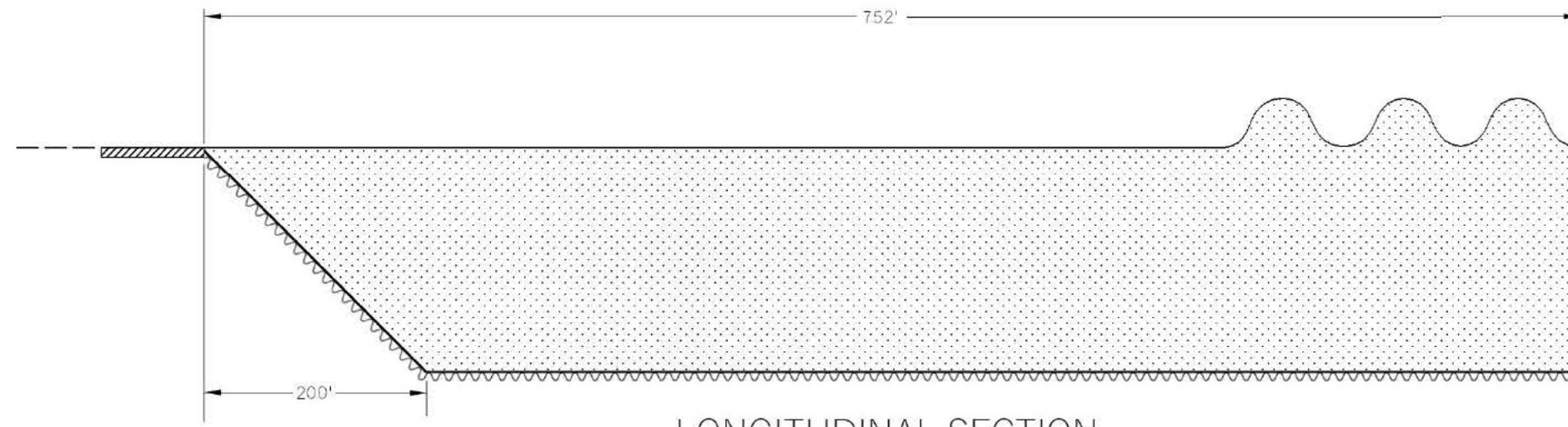
1. The contractor will keep such records as are necessary to determine compliance with the contractor's equal employment opportunity obligations. The records kept by the contractor will be designed to indicate:
 - a. The weekly payroll records shall contain the following information:
 - (1) The employee's full name and employee identification number if issued by Contractor. Current address and social security number must be available upon request.
 - (2) The employee's classification.
 - (3) Entries indicating the employee's basic hourly wage rate and, where applicable, the overtime hourly wage rate. The weekly payroll should indicate separately the amounts of employee and employer contributions to fringe benefit funds and/or programs. Any fringe benefits paid to the employee in cash must be indicated. There is no prescribed or mandatory form for showing the above information on weekly payrolls.
 - (4) The employee's daily and weekly hours worked in each classification, including actual overtime hours worked (not adjusted).
 - (5) The itemized deductions made.
 - (6) The net wages paid for the week.
 - (7) In addition to the required weekly payroll information as outlined above, the Department is requesting that the employers insert an ethnic code on their weekly certified payrolls. For standardization purposes the Department has established the following identification codes:

#1 - Native Americans: Persons who are American Indians, Eskimos, Aleuts, or Native Hawaiians.

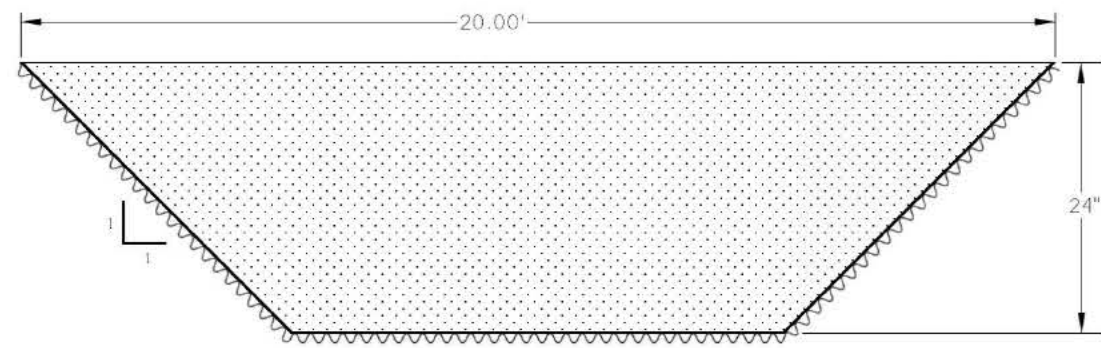
- #2 - Black Americans: Persons having origins in any of the Black racial groups of Africa.
 - #3 - Asian-Pacific Americans: Persons whose origins are from Japan, China, Taiwan, Korea, Vietnam, Laos, Cambodia, the Philippines, Samoa, Guam, the U. S. Trust Territories of the Pacific, and the Northern Marianas.
 - #4 - Hispanic Americans: Persons of Mexican, Puerto Rican, Cuban, Central or South America, or other Spanish culture or origin, regardless of race.
 - #5 - None of These: Persons not otherwise included in the above designations.
- b. The contractor will submit weekly two copies of all payrolls to the Nevada Department of Transportation Resident Engineer. The copy shall be accompanied by a statement of compliance signed by the employer, or its agent, indicating that the payrolls are correct and complete, that the wage rates contained therein are not less than those determined by the Office of the Nevada Labor Commissioner and that the classifications set forth for each laborer or mechanic conform with the work he performed. The prime contractor shall be responsible for the submission of copies of weekly payrolls of all subcontractors. Each contractor or subcontractor of the Nevada Department of Transportation and the Office of the Nevada Labor Commissioner, and will permit such representatives to interview employees during working hours on the job.
 - c. The wages of labor shall be paid weekly in legal tender of the United States, except that this condition will be considered satisfied if payment is made by negotiable check, on a solvent bank, which may be cashed readily by the employee in the local community for the full amount, without discount or collection charges of any kind. Where checks are used for payment, the contractor shall make all necessary arrangements for them to be cashed and shall give information regarding such arrangements.
 - d. No fee of any kind shall be asked or accepted by the contractor or any of his agents from any person as a condition of employment on the project.
 - e. No laborers shall be charged for any tools used in performing their respective duties except reasonably avoidable loss or damage thereto.
 - f. Every employee on the work covered by this contract shall be permitted to lodge, board, and trade where and with whom he elects and neither the contractor nor his agents, nor his employees, shall, directly or indirectly, require as a condition of employment that an employee shall lodge, board, or trade at a particular place or with a particular person.
 - g. No charge shall be made for any transportation furnished by the contractor, or his agents, to any person employed on the work.
 - h. No individual shall be employed as a laborer or mechanic on this contract except on a wage basis, but this shall not be construed to prohibit the rental of teams, trucks, or other equipment from individual.

- LEGEND -

-  - LIMITS OF ARRESTOR BED AGGREGATE
-  - GEOTEXTILE



LONGITUDINAL SECTION



TYPICAL SECTION

* ACTUAL DEPTH MAY VARY - SCREEN, WASH, AND RETURN SPECIAL AGGREGATE FOR VEHICLE ARRESTOR BED WILL BE PAID FOR BY THE CUBIC YARD.

STATE OF NEVADA

DEPARTMENT OF TRANSPORTATION

Quote PROPOSAL for Q0-354-23-050

Quote Proposal of Granite Construction Company

(Name)

Whose address is 1900 Glendale Avenue, Sparks, NV 89431

Q0-354-23-050 – Remove, screen, wash, and return the arrestor bed aggregate to the arrestor bed on the Emergency Truck Escape Ramp on US-50 at Milepost 2.98, Carson City Nevada.

To the Department of Transportation, Carson City, Nevada:

The undersigned, as bidder declares that the only person or parties interested in this proposal as principals are those named herein, that this proposal is made without collusion with any other person, firm, or corporation, that the has carefully examined the proposed form of contract and the plans and specifications therein referred to and made a part thereof, and the proposes and agrees, if this proposal is accepted, that the will contract with the State of Nevada, in the form of the contract prescribed, to provide all necessary machinery, tools, apparatus and other means of construction, and to do all work and furnish all the materials specified in the contract and annexed plans and specification, in the manner and time prescribed and according to the requirements of the Engineer as therein set forth, it being understood and agreed that the quantities shown herein are approximate only and are subject to increase or decrease, and that the will accept in full payment therefore the following unit prices:

ITEM NUMBER	APPROX. QTY.		ITEM	PRICE PER UNIT		AMOUNT PAID (Product of Price per Unit X Approx. Qty.)	
				\$	¢	\$	¢
104 0000	1	FA	EXTRA WORK	20,000	00	20,000	00
203 0330	2,000	SQYD	SUB-GRADE PREPARATION	13	50	27,000	00
203 0690	2,000	SQYD	GEOTEXTILE (CLASS 1)	11	00	22,000	00
302 0325	1,500	CUYD	SCREEN, WASH, AND RETURN SPECIAL AGGREGATE FOR VEHICLE ARRESTOR BED	130	00	195,000	00
624 0130	1	FA	UNIFORMED TRAFFIC CONTROL OFFICER	11,200	00	11,200	00
625 0490	1	LS	RENT TRAFFIC CONTROL DEVICES	17,000	00	17,000	00
628 0120	1	LS	MOBILIZATION	32,627	00	32,627	00
637 0100	1	LS	TEMPORARY POLLUTION CONTROL	2,500	00	2,500	00
			TOTAL AMOUNT OF PROPOSAL	327,327	00	327,327	00

SERVICE PROVIDER'S IRS TAX IDENTIFICATION NUMBER 94-0519552

SERVICE PROVIDER (PLEASE PRINT)

Chris Burke VP, Nevada Region
PRINT NAME TITLE


SIGNATURE

ADDRESS 1900 Glendale Avenue, Sparks, NV 89431

DATE October 31st, 20 23

PHONE 775-358-8792

EMAIL chris.burke@gcinc.com





1263 South Stewart Street
Carson City, NV 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 29, 2023

TO: Department of Transportation Board of Directors
FROM: Tracy Larkin Thomason, P.E., Director
SUBJECT: December 11, 2023 | Transportation Board of Directors Meeting
ITEM # 11: Agreement 376-23-040, with CMWORKS, INC., for augmentation of Crew 906 on I-15 north of Jean, Clark County, Nevada. – *For possible action*

Agreement No.:	376-23-040	Amendment No.:	00
Contractor:	CMWorks, Inc.	Federal:	Yes
Original Amount:	\$1,317,800.00	Total of Prior Amendments:	\$0.00
Amendment Amount:	\$0.00	Agreement Type:	Service Provider
Payable Amount:	\$1,317,800.00	Receivable Amount:	\$0.00
Start Date:	12/11/2023	End Date:	12/31/2024
Division:	Construction	Division Head:	Sam Lompa

Summary:

Procured under RFP 376-23-040, CMWorks, Inc., is responsible for providing augmentation of Crew 906 on I-15 from Jean, NV, to Bird Springs milepost (MP) 16.38 with minor hydraulic improvements, Clark County, Nevada. NV B/L# NVD20051636163-R Proposers: CA Group, Inc., CMWorks, Inc., and Stantec Consulting Services, Inc.

List of Attachment(s):

- A. Negotiation Summary
- B. Scope of Services

Recommendation for Board Action:

Approve Agreement 376-23-040, with CMWORKS, INC., for augmentation of Crew 906 on I-15 north of Jean in the amount of \$1,317,800.00.

Prepared by:

Administrative Services Division



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 8, 2023

TO: Scott Hein, P.E., Assistant Director

FROM: Mark Caffaratti, P.E., Project Manager *MWC*

SUBJECT: Negotiation Summary for P376-26-040 I-15 Jean North.

A negotiation meeting was held via Microsoft Teams on November 7, 2023, with Dave Alexander & Mohamed Rouas of CM Works/Kleinfelder, Inc., and Brandon Monette, Martin Strganac, Tonia Andree, and Mark Caffaratti of the Nevada Department of Transportation (DEPARTMENT) in attendance.

The DBE goal for this agreement has been established at five percent (5.0%).

This duration of this agreement will be approximately 1 year, ending on December 31, 2024.

The budgeted amount of this Agreement is comprised of 95% Federal/ 5% State Funding.

The Scope of Services was reaffirmed by both parties at the outset. (Attached)

Key personnel dedicated to this project are as follows:

Name	Title
Don Christiansen	Assistant Resident Engineer
Bobby Paul	Supervisor I
Greg Mulari	Level IV Inspector
Brian Mirolock	Level IV Inspector
Steven Weinreich	Level IV Inspector

Sub-consultant information regarding Project Descriptions on active Agreements:

Sub-Consultant	Project Description	Agreement No.
Jacobs	-	-
Rock Solid Solutions	Centennial Bowl 3D	P217-20-040
	I-15 Phase III North	P445-21-040R

The DEPARTMENT's original estimate was \$1,317,819.72 including direct labor (7,351 man-hours of work by the SERVICE PROVIDER).

The SERVICE PROVIDER's original estimate was \$2,338,267.98, including direct labor (7,458 man-hours of work by the SERVICE PROVIDER).

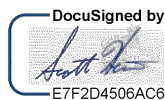
The negotiations yielded the following:

1. There will be an estimated 7,603 total man-hours over the term of the agreement.
2. The total negotiated cost for this agreement is \$1,317,800.00.

SERVICE PROVIDER's Transportation Board representative(s):

- **Dave Alexander, P.E.**
- **dalexander@kleinfelder.com**
- **(702)528-7538**

Reviewed and Approved:

DocuSigned by:

E7F2D4506AC6488...

Assistant Director

CONSTRUCTION CREW 906 AUGMENTATION I-15 JEAN NORTH
STBG-NHPP-015-1(343) IN CLARK COUNTY
SCOPE OF SERVICES

The SERVICE PROVIDER agrees to perform professional and technical engineering services to ensure the construction of Project STBG-NHPP-015-1(343), I-15 Jean North 3R Project in Clark County is accomplished in conformance with the plans, specifications, and all other contract documents.

The SERVICE PROVIDER shall provide up to one (1) Principal Engineer to act as Project Manager, one (1) Assistant Resident Engineer*, one (1) Supervisor I*, three (3) Inspectors Level IV*, three (3) Level III Testers (fully certified), one (1) Inspector Level I, a fully equipped 2- person survey team, three (3) Nuclear Density Gauges, vehicles, iPads or Windows-based tablets, computers, cell phones, office equipment, proper safety equipment, and specialized training for all personnel assigned to this project. *Positions are considered “key personnel”. The SERVICE PROVIDER shall provide incidental equipment as may be required by the DEPARTMENT.

The SERVICE PROVIDER shall provide all personnel assigned to this project the proper safety equipment, including but not limited to, soft caps, hard hats and vests meeting the current DEPARTMENT standards for Work Zone Apparel.

The Principal Engineer shall be limited to billing no more than eight (8) hours per month unless prior approval for additional hours is obtained from the DEPARTMENT.

The Principal Engineer shall be certified by the Nevada State Board of Registered Professional Engineers and Land Surveyors, in accordance with Nevada Revised Statutes Chapter 625, as licensed Civil Engineers.

The SERVICE PROVIDER shall provide personnel who possess the experience, knowledge, and character to adequately perform the requirements of these services, so as not to delay the progress of construction. The SERVICE PROVIDER shall become familiar with the standard practices of the DEPARTMENT and shall ensure all personnel provided to work on the project become familiar with the DEPARTMENT's contract documents, including the plans, specifications, special provisions, and any change orders thereto. The SERVICE PROVIDER shall perform the procedures for office management, documentation, field inspection and field testing in accordance with the DEPARTMENT's specifications, Construction Manual, Testing Manual and Documentation Manual.

The SERVICE PROVIDER shall provide all personnel assigned to this project any specialized training, including safety training, or equipment necessary to perform the assigned duties, including but not limited to certification as a Water Pollution Control Manager, inspection, and implementation of Storm Water Pollution Prevention Plans (SWPPP), surveying, testing and inspection. Personnel provided shall be approved by the DEPARTMENT prior to performance of work on this project.

The SERVICE PROVIDER shall provide its own or lease trucks and cell phones for all personnel who need to perform work outside of the office. Vehicles shall be equipped with high intensity flashing yellow strobe lights.

The SERVICE PROVIDER and associated Sub-Consultants shall comply with all documentation training requirements of the DEPARTMENT for contract administration: AWP Construction New User Training, AWP Materials New User Training and Mobile Inspector Training. The Assistant Resident Engineer requires the AWP Construction New User Training. Individuals who require this training shall provide a Windows™ or Apple™ based computer, which has internet access and the Google Chrome™ browser installed. Testers require the AWP Materials New User Training. Individuals who require this training shall provide a Windows™ or Apple™ based computer, which has internet access and the Google Chrome™ browser installed. Inspectors require

Mobile Inspector Progressive Web Application Training. Individuals who require this training shall provide an iPad or a Windows-based tablet.

The SERVICE PROVIDER and associated Sub-Consultants shall equip personnel as follows to perform contract documentation: The Assistant Resident Engineer will be utilizing the AASHTOWare Project program, with a Windows™ or Apple™ based computer, which has internet access, the Google Chrome™ browser installed, and has Adobe Pro or other PDF-editing/creating software installed; Field Inspectors, who will be utilizing the AASHTOWare Project program shall have access to a Windows™ or Apple™ based computer, which has internet access and the Google Chrome™ browser installed.

The SERVICE PROVIDER and associated Sub-Consultants shall equip Inspectors with an iPad or Windows-based tablet capable of supporting the Mobile Inspector™ Progressive Web application utilized by the DEPARTMENT for documenting field inspection activities.

All testing personnel shall meet and be certified under the American Concrete Institute (ACI) as Concrete Field Testing Technician - Grade I; Nevada Alliance for Quality Transportation Construction (NAQTC) guidelines for Sampling and Density, Aggregate and Asphalt Modules; certification under Western Alliance for Quality Transportation Construction (WAQTC) guidelines will be accepted in lieu of NAQTC. The SERVICE PROVIDER shall provide all personnel assigned to this project any specialized training or equipment necessary for the use of any hazardous materials required to perform testing on this project. When nuclear gauges are required, the SERVICE PROVIDER shall comply with the "Consultant Nuclear Requirements" as provided in Attachment B.

The SERVICE PROVIDER shall provide one (1) field laboratory at the project site of the minimum size with sufficient capacity to perform the scope of services as required by the DEPARTMENT, and including all items as specified in Attachment B. The SERVICE PROVIDER agrees this is a minimum equipment list and additional equipment may be required. The SERVICE PROVIDER shall also provide incidental equipment as may be required by the DEPARTMENT.



1263 South Stewart Street
 Carson City, NV 89712
 Phone: (775) 888-7440
 Fax: (775) 888-7201

MEMORANDUM

November 29, 2023

TO: Department of Transportation Board of Directors

FROM: Tracy Larkin Thomason, P.E., Director

SUBJECT: December 11, 2023 | Transportation Board of Directors Meeting

ITEM # 12: Agreement 469-23-015, with PARAMETRIX, INC., to perform feasibility and alignment study services for the South Meadows Connector, Washoe County, Nevada. – *For possible action*

Agreement No.:	469-23-015	Amendment No.:	00
Contractor:	Parametrix, Inc.	Federal:	No
Original Amount:	\$1,883,041.00	Total of Prior Amendments:	\$0.00
Amendment Amount:	\$0.00	Agreement Type:	Service Provider
Payable Amount:	\$1,883,041.00	Receivable Amount:	\$0.00
Start Date:	12/11/2023	End Date:	6/16/2025
Division:	Project Management	Division Head:	Nick Johnson

Summary:

Procured under RFP 469-23-015, Parametrix, Inc., is responsible for conducting and managing a feasibility study to include development of the preferred alignment to a preliminary level, preliminary project costs, and schedules, and identification of potential risks related to future project phases of the South Meadows Connector. This will create a new alignment that provides an alternate route and connection for commuters from South Meadows Parkway in southeast Reno to USA Parkway serving the Tahoe Reno Industrial Center (TRIC), Washoe County, Nevada. NV B/L# NVF20111241070-R Proposers: Parametrix, Inc., and Wood Rodgers, Inc.

List of Attachment(s):

- A. Negotiation Summary
- B. Scope of Services

Recommendation for Board Action:

Approve Agreement 469-23-015, with PARAMETRIX, INC., to perform feasibility and alignment study services for the South Meadows Connector in the amount of \$1,883,041.00.

Prepared by:

Administrative Services Division



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 8, 2023

TO: Scott Hein, Assistant Director, Engineering

FROM: Chris Kuhn, Project Manager DS
CK

SUBJECT: Negotiation Summary for RFP 469-23-015 Feasibility and Alignment Study Services for the South Meadows Connector

A negotiation meeting was held virtually on November 6, 2023 with Bardia Nezhati and Cole Mortensen of Parametrix, Inc. and Chris Kuhn of the Nevada Department of Transportation (DEPARTMENT) in attendance.

The SBE goal for this agreement has been established at six percent (6%).

The duration of this agreement will be for 1.5 years, ending on June 16, 2025.

The budgeted amount of this Agreement is comprised of 100% State Funding.

The Scope of Services was reaffirmed by both parties at the outset.

The following schedule was agreed to by both parties:

Date	Task to be Completed
December 11, 2023	NTP
March 11, 2024	Data collection
June 17, 2024	Alternative alignments development and analysis
September 16, 2024	Alignment screening completion
December 30, 2024	Final feasibility report

Key personnel dedicated to this project are as follows:

Name	Title	Estimated Number of Hours
Bardia Nezhati	Project Manager	370
Cole Mortensen	Deputy Project Manager	496
Amy Cummings	Stakeholder and Outreach Lead	56
Jeff Hale	Project Coordinator	276
Jackie Kuechenmeister	Planning Specialist	232
Chad Anson	Subconsultant Project Manager	142
	Total Hours:	1,572

Sub-consultant information regarding Project Descriptions on active Agreements

Sub-Consultant	Project Description	Agreement No.
CA Group	NDOT HOV High Occupancy Detection Pilot Program	P067-21-016
	I-80 East NEPA and Preliminary Engineering	P124-23-015
	I-15 Tropicana Design-Build Procurement	P192-17-015
	Henderson Interchange Design-Build Procurement	P194-22-015
	Traffic Operations Staff Augmentation	P198-23-016
	Centennial Bowl Phase 3D Construction Augmentation	P217-20-040
	I-11 Hoover Dam 3R Construction Augmentation	P281-22-040
	Grant On-Call	P330-20-800
	I-15 Central Corridor NEPA	P365-22-015
	I-80 Mill and Overlay at Nightingale	P371-22-040
	IDIQ On-Call	P373-20-015
	I-15 Sloan to Stateline Feasibility Study	P437-22-015
	Planning On-Call	P454-21-802
	SR-361 Realignment Study	P475-22-015
	NDOT IDIQ PM On-Call	P582-20-015
	Traffic Operations On-Call	P662-18-015
	Traffic Operations On-Call ICE Evaluations	P662-18-016
	HSIP On-Call	P663-22-816
	IDIQ Design On-Call	P668-22-015
	I-15 South NEPA and High Speed Rail Technical Expertise	P671-18-015
Project Management On-Call	P673-19-015	
I-515 Charleston Boulevard Final Design	P779-15-015	
GES Nevada	NDOT On-Call Building Inspection and Testing	P306-20-056
	D3 Construction Augmentation	P449-20-040
	Augmentation 914 SR 376 to US 50	P303-22-040

The DEPARTMENT's original estimate was \$2,050,320 (9,922 man-hours of work by the SERVICE PROVIDER), overhead rate of 168%, a 9.5% fee, and direct expenses at \$17,416.

The SERVICE PROVIDER's original estimate was \$1,896,059, (8,178 man-hours of work by the SERVICE PROVIDER), overhead rate of 172.55%, a 9.5% fee, and direct expenses at \$435,443 (including sub-consultant expenses).

The overhead rate of 171.26% was provided by the Internal Audit Division.

The negotiations yielded the following:

1. Based upon the direct labor costs and an overhead rate of 171.26%, the overhead amount will be \$831,637.
2. A fee of 9.5% was agreed to by both parties, and will be \$125,137 for this agreement based upon direct labor costs and an overhead rate of 171.26%.
3. The direct expenses agreed to total \$440,585 for sub-consultants, reproduction, communication, travel and per diem. There will be no direct compensation for computer time.
4. The total projected man-hours allocated for this project is 8,140.
5. The total negotiated cost for this Agreement is \$1,883,041.

SERVICE PROVIDER's Transportation Board representative(s):

- **Cole Mortensen**
- **cmortensen@parametrix.com**
- **(775) 443-5648**

Reviewed and Approved:

DocuSigned by:


E7F2D4500AC0486...
Assistant Director

SCOPE OF SERVICES

Feasibility and Alignment Study Services for the South Meadows Connector

SCOPE OF SERVICES

November 6, 2023

Prepared for:



Nevada Department of Transportation

Prepared by:

Parametrix
let's create tomorrow, together

9190 Double Diamond Parkway

Reno, NV 89521



Table of Contents

	Page
General	1
Background	1
Project Purpose.....	1
Task 1 – Project Management	1
1.1 – NDOT Coordination Meetings.....	1
1.1.1 – Kickoff Meeting	1
1.1.2 – Monthly Project Review Meetings.....	1
1.1.3 – Milestone Meetings	2
1.2 – Project Management Plan (PMP).....	2
1.3 – Project Schedule and Controls	2
1.4 – Quality Assurance (QA) / Quality Control (QC)	3
Task 2 – Document and File Management	4
Task 3 – Data Collection	4
3.1 – Traffic Data.....	4
3.2 – Land Use and Socio-Economic Data	5
3.3 – Previous Studies and Reports	5
3.4 – GIS Mapping.....	5
3.5 – Field Review	5
3.6 – Utility Surveys and Compilation Maps	5
3.7 – Right-of-Way	5
3.8 – Environmental Data	5
3.9 – Future Planned Development Projects	7
3.10 – Base Map Development.....	7
Task 4 – Design Criteria	7
Task 5 – Stakeholder Outreach Meetings	7
5.1 – Stakeholder and Local Agency Meetings	7
5.2 – Develop Stakeholder and Local Agency Materials.....	8
Task 6 – Development of Candidate Alignment Alternatives	8
6.1 – Analysis Methodology and Selection Approach	8
Task 7 – Geotechnical	9
Task 8 – Hydraulics	9
Task 9 – Right-of-Way	10

Task 10 – Utilities 10

Task 11 – Traffic Analysis 11

 11.1 – Future/Planned Major Development Projects..... 11

 11.2 – Travel Demand Model, Forecasting and Scenario Planning 11

 11.2.1 – Travel Demand Model Review 11

 11.2.2 – Base Year TDM Development 11

 11.2.3 – Horizon Year Base Model 12

 11.2.4 – Scenario Model Runs 12

 11.2.5 – Model Run Outputs..... 12

 11.2.6 – Traffic Forecasting Methodology Memorandum..... 12

Task 12 – Environmental Analysis 13

Task 13 – Benefit-Cost Analysis 13

Task 14 – Conceptual (15%) Roadway Design 14

 14.1 – 15% Conceptual Plans and Cost Estimates 14

Task 15 – Risk Analysis 14

Task 16 – Conceptual (15%) Structural Design 15

 16.1 – 15% Structures Concept Evaluation 15

Task 17 – Feasibility Report 15

 17.1 – NDOT Draft Feasibility Report..... 15

 17.2 – Draft Feasibility Report 16

 17.3 – Final Feasibility Report..... 16

NDOT Feasibility and Alignment Study Services for the South Meadows Connector

Scope of Services

General

Background

The South Meadows Connector is envisioned as a potential new alignment providing an alternate connection to State Route (SR) 439 (USA Parkway). This new alignment would provide a connection from South Meadows Parkway in Southeast Reno to USA Parkway. USA Parkway has two (2) existing access routes from Interstate 80 (I-80) East of Reno and Sparks, and US 50 from Silver Springs. USA Parkway serves the Tahoe Reno Industrial Center (TRIC) which continues to see significant growth. This new alignment would provide an alternate route for commuters traveling from south Reno to the TRIC as well as potentially alleviating some congestion on I-80.

Project Purpose

The purpose of this project is to perform a feasibility and alignment study for the South Meadows Connector. The study will include developing viable candidate alignment alternatives using QUANTM, preparing preliminary/conceptual (15%) level roadway design for the recommended alternative, developing preliminary project costs and schedules, and identifying significant project risks. Environmental studies will be performed at a high level for the purposes of screening alternatives and identifying major project risks. No PEL or NEPA documentation is anticipated for this initial phase of the project.

Task 1 – Project Management

The CONSULTANT will provide a Project Manager and Task Leads to manage the project. These key staff will prepare for and attend monthly project and stakeholder meetings and perform monthly management activities to ensure project success.

1.1 – NDOT Coordination Meetings

1.1.1 – Kickoff Meeting

The Project will be initiated with an in-person kick-off meeting attended by key CONSULTANT and NDOT members within ten (10) days of the issuance of Notice to Proceed. This meeting will be conducted to discuss project management activities including the scope, schedule, and budget. In addition, a high-level discussion will be shared regarding NDOT's expectations, Project goals, timeline, deliverables, key stakeholders, establishing Project committees (Technical Advisory Committee, Core Stakeholder Group, etc.), and communication protocols.

1.1.2 – Monthly Project Review Meetings

The CONSULTANT will conduct monthly Project Review Meetings with NDOT and CONSULTANT staff. The CONSULTANT will report to NDOT on deliverables, work products, budget, schedule, and other items completed by the CONSULTANT and their team. The CONSULTANT will be responsible for

organizing and attending the meetings, providing meeting minutes, and maintaining an action item log for the Project.

The CONSULTANT Project Manager will hold regular (e.g., weekly or bi-weekly, at the discretion of NDOT Project Manager) check-in meetings with the NDOT Project Manager and other key staff to stay in close communication, discuss progress on tasks/deliverables, and keep the Project moving forward efficiently.

1.1.3 - Milestone Meetings

The CONSULTANT shall attend Milestone Plan Review Meetings to review and/or respond to comments made by the DEPARTMENT following completion of the Data Collection Efforts, Candidate Alternatives Alignment Development, Candidate Alternatives Evaluation/Screening, Risk Assessment, Next Steps/Implementation Plan, and completion of NDOT Draft and Draft Feasibility Reports. Meetings will be conducted in person in Carson City, and a Teams Meeting invite will also be provided for those participants not in Carson City.

1.2 - Project Management Plan (PMP)

Following the Project kick-off meeting, the CONSULTANT will work closely with the NDOT Project Manager to develop a Project Management Plan (PMP). The PMP will include a detailed Project Schedule, list and format of deliverables, Quality Management Plan, data needs, and contact information. It will also outline communication protocols for the Project team, as well as the protocols for exchanging data, and communicating concerns or questions between the CONSULTANT team and NDOT.

1.3 - Project Schedule and Controls

The CONSULTANT will create, monitor, and update the Project Schedule as part of the Monthly Progress Report process. The schedule will be updated monthly or at any major schedule change.

The following are the anticipated for major milestones for the 12-month timeframe of the project, subject to the development of the baseline Project Schedule:

Anticipated Notice to Proceed (NTP) - December 11, 2023

Phase / Deliverables	Duration (Calendar Days)
Project Management Plan	10 Days after NTP
Project Schedule	
Kickoff Meeting	
Data Collection including reports, past studies, analysis, as-builts, etc.	90 Days after NTP
Alternative Alignment Development and Analysis	180 Days after NTP
Identification of Viable Alignment(s) and Evaluation Results	270 Days after NTP
Pre-Draft Feasibility Report	330 Days after NTP
Draft Feasibility Report	4 weeks after Pre-Draft Report Comments
Final Feasibility Report	2 weeks after Draft Report Comments

The CONSULTANT will be responsible for updating and maintaining the Project Schedule as an exhibit for each Project review meeting. Should significant changes occur that may affect the Project milestones or

completion/submittal dates, the CONSULTANT shall promptly submit a revised Project Schedule with a summary detailing:

- How the Project will be brought back on schedule, if feasible, or
- Proposing change(s) in milestone and Project completion dates if approved target dates are no longer feasible
- Explanation of the change(s) in writing

The CONSULTANT will maintain and update the design schedule for each Progress Review Meeting every month.

1.4 – Quality Assurance (QA) / Quality Control (QC)

The CONSULTANT is responsible for the accuracy and completeness of the plans, reports, and related materials prepared under this contract and, as such, shall check all materials released from the CONSULTANT office accordingly. The CONSULTANT shall have a quality control plan in effect during the entire time work is being performed under this contract. The deliverables shall be reviewed by NDOT for conformity with the DEPARTMENT's procedures and contract terms, and in accordance with this Scope of Services. Non-compliance will be sufficient cause for rejection of the submittal. The CONSULTANT acknowledges that review by NDOT does not include detailed review or checking of major components or related details for accuracy.

The CONSULTANT shall submit its Quality Management Plan (QMP) as part of the PMP to the NDOT Project Manager for review and approval within fifteen (15) business days following the Kickoff Meeting. At a minimum, the plan will address:

- Checking procedures, reviewed by the CONSULTANT's QC team members who are not directly involved with the deliverable
- Methods of monitoring
- Documenting quality control activities

As part of the QA process, the CONSULTANT will provide written confirmation of the internal checking and review to NDOT in conjunction with each submitted deliverable. The QC checking documentation will be signed by the CONSULTANT's Project Manager and QA Manager.

Deliverables:

- Project Management Plan (PMP)
- Project Schedule
- Quality Management Plan (QMP)
- Written confirmation of internal checking and review attached to all documents released by the CONSULTANT
- Monthly invoices and progress reports
- NDOT meeting materials:
 - Meeting notice, agenda, and invitation to appropriate attendees
 - Meeting materials (PowerPoint presentation slides, drawings, and/or Excel spreadsheets) to convey to the meeting attendees the pertinent details of the Project
 - Participant list or attendance roster
 - Meeting summaries with the list of post-meeting action items, responsibilities, and due dates

Task 2 – Document and File Management

The CONSULTANT will provide a Project Administrator to prepare Project documentation and assist the Project Manager and task leads in completion of Project documentation activities. The purpose of this task is to begin and maintain an Administrative Record of project decisions.

The CONSULTANT shall maintain a project-specific Microsoft Teams site for the purpose of storing and transferring Project files throughout the life of the Project. The Teams site will include, but not be limited to, all Project documentation and deliverables. The NDOT Project Manager and task leads shall have access to the files and may request access rights for other agency representatives, agents, employees, and officials involved with the Project. Provisions will also be made to archive this data, including:

- File management will continue for 12 months
- All working files will be updated at regular intervals
- MicroStation files will be posted in MicroStation v8i edition
- Project-specific Microsoft Teams site
- Archive of electronic files
- Hard copy of Project files on a flash drive or external hard drive at close out
- Regular administrative document control filing

Task 3 – Data Collection

The CONSULTANT will collect relevant Project data. The CONSULTANT will work with the DEPARTMENT to obtain temporary encroachment permits from the property owners along the corridor for the purposes of field review and data collection. If temporary encroachment permits are not obtained, assumptions will be made on existing data and resource agencies. It is assumed that a majority of the data collected will be gathered by the CONSULTANT, unless otherwise noted below, following Notice to Proceed. This data consists of the following, with more detail included in the following subtasks:

- Available project as-builts from corridor projects previously completed (e.g. USA Parkway)
- Right-of-way verification documentation and CAD files if available
- Geotechnical and drainage studies and reports from previous contracts in the study corridor
- Traffic data
- Utility as-built information with coordination from NDOT R/W and utilities representative
- Land use and socioeconomic data (City of Reno, Washoe County, and Storey County)
- Environmental resource data (NDOW, USFWS, NDNH, and other environmental resource agencies)
- Other GIS data, as requested and/or detailed in the following subtasks
- Any other available relevant Project data/documents that NDOT deems necessary for the CONSULTANT to perform the work

3.1 – Traffic Data

The CONSULTANT will collect all the necessary traffic data from various sources. Data collection includes traffic volumes. The CONSULTANT will use sources that includes NDOT TRINA, RTC Washoe, and other available cloud-sourced origin-destination data such as REPLICIA or StreetLight data.

3.2 – Land Use and Socio-Economic Data

The CONSULTANT shall coordinate with the Planning Departments of the City of Reno, Washoe County, and Storey County to obtain existing land use, future land use data, economic development plans, and socioeconomic data/statistics from US Census Bureau to include in the GIS base map developed as part of Task 3.10.

3.3 – Previous Studies and Reports

The CONSULTANT shall obtain, review, and make use of available Project data and information including, but not limited to, plans, cost estimates, environmental documents and technical studies, advance planning studies, agreements and other project information provided by the DEPARTMENT. The DEPARTMENT will assist the CONSULTANT in obtaining any previously conducted studies, work, or data related to the Project.

3.4 – GIS Mapping

The CONSULTANT will obtain readily available GIS mapping public resources such as USGS data, including contours, topographic mapping, and aerial imagery to assist in alignment evaluation. It is anticipated that no hard field survey or new aerial flight will be required. All data/information will be provided to NDOT during the course of the study.

3.5 – Field Review

The CONSULTANT will conduct a one-day field review meeting with key Project Task Leads (Project Manager, Environmental Task Lead, Design Leads), and pertinent NDOT/stakeholder representatives. This task will include a drive through of the corridor where accessible. Maps and other materials will be prepared in advance to help guide the field review tour. In-person meetings may be set up with key stakeholders along the route (e.g., major landowners, etc.).

As needed throughout the Project, additional field reviews may be conducted for specific technical areas. Those will be detailed individually in subsequent tasks.

3.6 – Utility Surveys and Compilation Maps

The CONSULTANT will conduct research and data acquisition necessary for the development of a base utilities map drawing. This will include identification and contact with all existing utility companies crossing through and within the study limits to obtain utility record drawings. The existing utility information provided by each utility company and those utilities identified by the field surveys will be compiled to create an existing utility base map and conflict matrix for the project limits.

3.7 – Right-of-Way

The CONSULTANT will coordinate with the DEPARTMENT's Right-of-Way Division to obtain existing DEPARTMENT right-of-way drawings for the tie in points. The CONSULTANT will obtain readily available USGS or other local agency GIS files depicting Federal, State, Local, and private property parcel limits.

3.8 – Environmental Data

The CONSULTANT will obtain, review, and utilize previous studies, databases, and other readily available sources of information on environmental resources and issues/concerns. The information will be obtained from the DEPARTMENT and land management, resource, and regulatory agencies. Data or documents obtained during this process will be provided to the DEPARTMENT. Geospatial data obtained from the agencies will be included in the GIS base map developed as part of Task 3.10 and provided to NDOT. If there is a concern of potential vandalism or if sensitivity exists in those areas, the

data/information will not be shown on any distributed exhibits or maps. The following environmental categories will be collected:

Biological: Desk-top identification of and potential mitigation for any potential impacts to endangered, threatened, or otherwise protected species or habitats for sensitive flora or fauna. Data will be requested from Nevada Department of Wildlife (NDOW), Nevada Division of Natural Heritage, Bureau of Land Management (BLM), US Fish and Wildlife Services (USFWS), U.S. Geological Survey (USGS), and NDOT. The CONSULTANT will review compiled information and identify areas which potentially contain State or Federally protected species and associated habitats. A site visit will not be conducted. Ground surveys, protocol surveys, and detailed habitat assessments for the species will not be conducted.

Cultural: Review mitigation that may be required for any historical or cultural resources which could be impacted. The CONSULTANT will prepare a Class I cultural resources literature review to inform the environmental impact analysis. The review will identify previously recorded archaeological sites and architectural resources and the extent of previously conducted cultural resources investigations in the Study Corridor. The sources for the review include the National and State Registers of Historic Places, Nevada Cultural Resource Information System (NVCRIS), the BLM, and the DEPARTMENT. The evaluation will NOT include site visits and will not include a State Historic Preservation Office (SHPO) Section 106 Consultation or coordination with Tribal organizations (unless requested by the DEPARTMENT).

Hazardous Materials: Desk-top identification of and potential mitigation for hazardous materials in the Project area, including erionite or other naturally occurring asbestos materials and illicit dumping of unknown materials. The CONSULTANT will follow procedures outlined in the NDOT Environmental Services Division Procedures Guide, dated April 2018, Chapter 17- Naturally Occurring Asbestos and Erionite to identify areas with potential to have such material. The CONSULTANT will obtain publicly available information to conduct a desk-top review of environmental conditions, similar to an Initial Site Assessment (ISA), of the Project area. The desk-top review of environmental conditions will include an environmental database review and an interview of local officials and property owners, as applicable, to identify Recognized Environmental Conditions within the Project area. Findings in the desk-top review of environmental conditions may indicate additional work is required to further investigate Recognized Environmental Conditions/Environmental Concerns and determine if the areas may affect the potential viability of an alignment.

Wetlands and riparian habitats (unless covered under Biological): Identification of and potential mitigation for springs, wetlands, and riparian habitats. Existing reports, maps, aerial imagery, and databases would be reviewed. Areas identified as potentially having these resources will be identified through desk-top review.

Land Management, Land Use, Special Designations: Identification of existing or proposed land uses, land management plans, or other special designations in the Project area (e.g., BLM ROWs or other designated uses, Grazing Leases, Horse/Burro Herd Management Areas, ACECs, Recreation Areas, County Land Use Plans, etc.). The CONSULTANT will contact associated jurisdictions and land management agencies to identify plans or documents which may be of value in the analysis. The CONSULTANT will review plans to identify potential conflicts with proposed alignments.

Visual: Assess changes to visual character for those who would view the road and those who would use the road.

Socioeconomics/Environmental Justice (EJ): Review demographic and economic data and assess whether economic activity or EJ populations are present in the Project area or nearby and identify potential impacts on EJ populations.

Air Quality/Traffic Noise: Assess whether air- or noise-sensitive receptors are present. No noise or air quality analyses will be completed.

Mining and Mineral Resources: Utilize BLM mapping and resources to determine the presence of lode claims and pacer claims in study area. Coordination with BLM to confirm the status of these mineral claims and coordinate with local governments to determine if there are any known or planned mining activities in the Project area.

Right-of-way Acquisition: Identify land ownership (Public/Private) based on an assumed width of the proposed Project corridor.

Water Resources: Determine if perennial and ephemeral streams, springs, or wells are present and, if so, whether they could be affected. Summarize the potential for such resources to be classified as jurisdictional waters of the United States. A site visit will be conducted to confirm the presence of perennial and ephemeral streams.

3.9 – Future Planned Development Projects

Separate from progress-related stakeholder meetings, the CONSULTANT will coordinate with the DEPARTMENT, City of Reno, Washoe County, and Storey County to request planned future major private development information in the project area.

3.10 – Base Map Development

The CONSULTANT will develop a GIS-based base map capable of displaying and evaluating all items collected as part of Task 3.1 - 3.9 activities to prepare meetings, reports, and public outreach exhibits. The base map will also be updated to include evaluated alignments as they are developed.

Project mapping will be conducted as part of GIS-based static maps, as well as an interactive map format that can be utilized by the Project Team and/or outreach activities (e.g., ArcGIS Story Map, Concept Board).

Deliverables:

- GIS-compatible files with all associated data files

Task 4 – Design Criteria

The CONSULTANT will prepare a Design Criteria Memorandum for the project to be submitted and reviewed prior to initiating Task 6 – Development of Candidate Alignment Alternatives. Once approved, it will be included in the Feasibility Report appendix as support materials.

Deliverables:

- Technical Memorandum – Design Criteria

Task 5 – Stakeholder Outreach Meetings

One CONSULTANT outreach team member will attend monthly project review meetings to stay up to date on project happenings and provide updates to the project team on meeting activities.

5.1 – Stakeholder and Local Agency Meetings

The CONSULTANT will conduct meetings with city council members, county commissioners, and key resource agencies, as the Project progresses. This includes, but is not limited to, Bureau of Land

Management, Pyramid Lake Paiute, Reno Sparks Indian Colony, FHWA, City of Reno, Washoe County, Storey County, Nevada Department of Wildlife (NDOW), Washoe County, Truckee Meadows Regional Planning Agency, WNCC, BLM, National Park Service, US Fish and Wildlife Service, US Forest Service, major utility providers, and major area private development companies. Stakeholder involvement will be limited to gathering information from pertinent parties and keeping interested parties informed of study process. The CONSULTANT will be responsible for organizing, attending, and providing meeting minutes for these meetings. NDOT will attend all meetings with resource agencies and stakeholders.

Assumptions: 1 stakeholder meeting per month for a total of 12 meetings.

5.2 – Develop Stakeholder and Local Agency Materials

The CONSULTANT, in conjunction with NDOT, will develop collateral materials for stakeholder and local agency meetings and for distribution as the Project progresses. These materials include, but are not limited to, fact sheets and handouts describing the Project, goals and objectives, alignment alternatives, and resources of concern; comment forms; and project flyer/newsletter. The CONSULTANT will also prepare a brief one-page summary of project information, project schedule, and status of major activities and will update 3 times (or as requested) during the Project and distributed via email.

The CONSULTANT, as requested by the NDOT Project Manager, will also prepare PowerPoint presentation slides for stakeholder presentations/briefings, updates to local and resource agencies, and NDOT and FHWA updates. The CONSULTANT will provide NDOT with all updated PDF files of the presentation materials for NDOT's use and/or placement on NDOT's website.

Task 6 – Development of Candidate Alignment Alternatives

The CONSULTANT will utilize QUANTM to efficiently develop candidate alignment alternatives. QUANTM uses engineering and environmental factors to map out potential corridor alignments based on engineering design criteria, environmental avoidance areas, and topographical constraints to identify reasonable corridor alignments. These alignments will be generated and evaluated based on earthwork, anticipated structures needs, geology, and impacts to environmentally or culturally sensitive areas, allowing the team to eliminate fatally flawed options and any that are simply not feasible or comparable to other alignments. Up to twelve (12) candidate alignments will be identified as the most feasible options for further evaluation using the methodology defined in Task 6.1.

6.1 – Analysis Methodology and Selection Approach

The CONSULTANT shall prepare an Analysis Methodology and Selection Approach Memorandum that outlines the overall approach and methods for developing and selecting the viable alternative alignments. The purpose of this Analysis Methodology and Selection Memorandum is to establish a clear process and framework to define and select the most viable/promising alignment options.

An initial analysis will be performed to limit the number of alignments for further screening to three (3) total alignment alternatives. The evaluation criteria will be reviewed by the DEPARTMENT and may include alignment length, bridge deck area, retaining wall area, cut/fill volumes, and environmental avoidance areas.

The CONSULTANT will develop goals and objectives for the project. The goals and objectives, along with a series of evaluation criteria, will be developed with NDOT subject matter experts, and may include environmental impact, constructability, maintainability, utility impacts, accessibility, traffic impacts and preliminary costs. These goals and objectives will be used to analyze and prioritize the alignments.

Continued evaluation will be performed on the three (3) highest-ranked alignments, including geotechnical, hydraulic, utility, and right-of-way considerations. Conceptual (15%) design and preliminary cost estimates will be developed for the three (3) alignment alternatives.

Deliverable:

- Technical Memorandum - Analysis Methodology and Selection Approach

Task 7 – Geotechnical

The CONSULTANT will review existing geotechnical information within the project limits, including but not limited to, geotechnical reports by NDOT and published geologic and geologic hazard maps by organizations such as the Nevada Bureau of Mines and Geology (NBMG) and USGS. The CONSULTANT will prepare a Geologic-Geotechnical Hazards Memorandum summarizing information on local and regional geology, general stratigraphy, and potential geologic hazards that could impact the Project alignment. This includes potential for seismic ground rupture and shaking, liquefaction, subsidence, and collapsible/expansive soil.

The CONSULTANT will conduct a site visit to review geological formations within study limits to identify typical characteristics. This information will be included in the Feasibility Study for the development of viable improvements and alternatives and highlighted if specific geotechnical considerations are identified. This work will not include borings, test pits, line sampling, or standard soil testing. The CONSULTANT will provide conceptual geotechnical feasibility input for bridge foundation type, retaining wall type, and potential cut slopes that could be utilized, as well as rippability of rock features.

Deliverable:

- Technical Memorandum – Geologic-Geotechnical Hazards Memorandum

Task 8 – Hydraulics

The CONSULTANT will conduct a conceptual hydrologic and hydraulic analysis to determine the size and type of major hydraulic facilities (bridges and RCB locations) needed within the Project corridor for the proposed alignments. Minor crossings (single pipe culverts) will not be designed but will be accounted for by using a percentage of the roadway costs.

The offsite hydrologic analysis for the larger crossings will be completed to a conceptual level using USGS Regression Equations, with the input data derived from. Flow estimates will be generated for the design storm and the 100-year event. No onsite drainage analysis is anticipated.

Hydraulics for offsite flows for culverts will be calculated using HY-8, assuming slope information from available contour information. Culverts will assume 1.5 times the culvert height for maximum head. Bridges and proposed channels will be designed using normal depth equations and assume free flow with freeboard. Many alignments will encroach into existing canyons/washes. Calculations will not be completed at every location, but will be completed at locations considered typical, and general guidance provided to place roadway fill outside the channels as to not encroach or be subject to channel erosion.

A cursory field investigation will be performed to verify reasonableness.

The CONSULTANT will provide plans and a report consistent with NDOT's Drainage Manual Conceptual Report and Plan Submittal (Appendix A and B) with the following revisions;

Conceptual drainage plan information indicating size and type of facility will be combined on the Roadway Plans. Separate Drainage Plans and Profiles are not anticipated.

Deliverables:

- Draft Conceptual Drainage Report and Plans
- Final Conceptual Plans

Task 9 – Right-of-Way

The CONSULTANT will coordinate with the NDOT Right-of-Way Division to verify the existing right-of-way and identify potential right-of-way impacts for planning purposes only based on the candidate alignment(s). Right-of-way cost estimates are the accepted means used by the DEPARTMENT when analyzing different alternatives early on in project development. Right-of-way cost estimates will be prepared by the CONSULTANTS staff experienced with DEPARTMENT's right-of-way policies. As a guide for all right-of-way cost estimates, the CONSULTANT will rely on the guidance provided by the DEPARTMENT's Right-of-Way Manual, edition dated 2022. Right-of-way cost estimates are not appraisals and are intended for the specific purpose of assisting the DEPARTMENT in determining the most cost-effective project alternative(s) and for planning/programming and budgeting purposes.

Right-of-way cost estimates may include the following:

- The type of rights-of-way needed for each of the viable improvement options (fee, easement, or temporary easements).
- Estimate of real property acquisition costs, including potential damages to the property such as access changes, larger parcel issues, uneconomic remainders, slopes, drainage, etc.
- Condemnation costs or expenses cannot be accurately estimated due to the unknown factors associated with this area of right-of-way. Therefore, the CONSULTANT will work with the DEPARTMENT to ascertain a percentage estimate or some other cost the DEPARTMENT believes represents this type of risk.
- The CONSULTANT will not identify any potentially hazardous waste sites.

Deliverables:

- Right-of-Way Cost Estimates for the candidate alternative alignment(s)
- Updated Right-of-Way Cost Estimates – When alternative(s) change or sufficient time has passed, adjustments to the cost estimates may become necessary.

Task 10 – Utilities

The CONSULTANT will conduct research and data acquisition necessary for the development of a base utilities map drawing to be utilized in the assessment of various alignment alternatives. Each alignment will be evaluated against the base map to determine if there are potential utility conflicts which must be addressed.

The base map will be compiled using utility location information from existing as-built plans and other agency resources. Should the need arise for more accurate location information, a separate and additional task with an additional fee may be considered.

The effort reflected in this scope includes agency coordination and research, internal and external design team meeting participation, CAD design of the base map, and alternative design assessment on utilities impact.

Deliverable:

- Utility conflict matrix for each viable improvement option

Task 11 – Traffic Analysis

11.1 – Future/Planned Major Development Projects

The CONSULTANT will use RTC's currently-approved 2050 Regional Transportation Plan (RTP) and RTC Travel Demand Model (RTC TDM) and coordinate with the DEPARTMENT and major study stakeholders including RTC of Washoe County, City of Reno, Washoe and Storey Counties, Truckee Meadows Regional Planning Agency, Tahoe-Reno Industrial Center (TRI Center), Governor's Office of Economic Development, and BLM to obtain information regarding planned future major private developments in the study area which are not included in the current approved RTC TDM.

11.2 – Travel Demand Model, Forecasting and Scenario Planning

The CONSULTANT will utilize the RTC TDM to forecast future volumes and test alternative scenarios for the corridor. Travel forecasting with the TDM will follow the guidelines provided in the most recent edition of NDOT's Traffic Forecasting Guidelines.

11.2.1 – Travel Demand Model Review

The CONSULTANT will review and identify potential updates for the travel demand model that are cost effective and achievable in a timely manner, to prepare the model for this study. Updates will primarily focus on roadway network coding and socioeconomic adjustments. For roadway network coding, adjustments will focus on link facility types, laneages, and other network changes. Roadway network coding will be limited to the study area except to properly transition new/updated roadway coding into existing roadway coding at the study area boundaries. For socioeconomic adjustments, population and employment totals within the model will be compared to socioeconomic data/statistics projected by planned future major private developments in the study area (not captured in the current RTC TDM) and recommend adjustments if deemed necessary. The CONSULTANT team will coordinate with the RTC modeling staff and NDOT regarding these potential model adjustments.

11.2.2 – Base Year TDM Development

The existing base year travel demand model will be adjusted based on Task 11.2.1 above. It is assumed that no model validation will be necessary for the purposes of this study. Parcel information provided by major study stakeholders will be used and the new TAZs within the study area will be created as warranted based on the future long-term economic development outlook. The base model's output volumes will be compared to existing NDOT traffic counts where available and a series of model runs performed to refine the model. Up to three (3) iterations of the base year model will be performed for the validation and updating effort.

Validation will be performed for daily volumes, the "standard acceptable method" for a regional TDM. Percent error along roadways/roadway types within the study area will be based on model traffic volumes compared to real-world traffic counts. Allowable deviation of daily volume targets will be based on Federal Highway Administration (FHWA) guidelines. The project team will also review model volumes for AM and PM peak periods along the critical roadway segments in the project study area. However, the project team will not perform additional model runs to specifically hit deviation targets for AM and PM peak periods. These deviation targets will be used simply to help guide adjustments.

11.2.3 – Horizon Year Base Model

A horizon year base model will be developed based on RTC's 2050 horizon year model including the approved RTP. This model will include the planned/programmed projects that have funding identified. Adjustments to the horizon year model will be made where appropriate based on adjustments/refinements to the existing year model per section 11.2.1 and 11.2.2.

11.2.4 – Scenario Model Runs

Horizon year scenario model runs will be performed for several scenarios. The scenarios include the Horizon Year Base Model, up to two (2) socioeconomic scenarios, and up to four (4) roadway network scenarios, as listed below:

Existing Year Base Model – Updates will be limited to major roadways within the South Meadows Connector study area, such as along I-80 and USA Parkway interchange on- and off-ramp locations along the highways will be verified for proper inclusion in the model.

Horizon Year 2050 Base (No Build) – Utilizing the 2050 RTP (RTC TDM) model without any other planned major improvements beyond what is included in the RTP. This model run will be performed without a South Meadows Connector in place.

Horizon Year 2050 Socioeconomic Scenarios – Up to two (2) model runs will be performed with adjustments to the study area socioeconomic assumptions. Socioeconomic assumptions will be derived from information provided by major study stakeholders' plans. It is assumed that the two scenarios can include a "partial" and a "full" build out scenario. Any adjustments will be focused on the South Meadows Connector study area. Adjustments to the TAZ land use assumptions will be limited to population and employment changes. These adjustments may be paired with roadway build scenario network changes. The two land use scenarios will be identified by NDOT and major study stakeholders.

Horizon Year 2050 Connector Build Scenarios – Up to three (3) roadway network model runs will be performed to test different lane configurations and facility types including interchange/access on east (Norway) and west (USA Parkway) ends and traffic diversions/impacts to I-80 and other major facilities in the vicinity of the South Meadows Connector which includes:

- 4-lane major arterial
- 6-lane major arterial
- 4-lane limited access freeway
- 6-lane limited access freeway

The results of this analysis will be presented on a map and integrated into the analysis.

11.2.5 – Model Run Outputs

The output from the RTC TDM model runs will include trip tables for AM, PM, and daily time periods. No post-processing of traffic volumes from the model will be performed. All travel demand model procedures and alterations will be documented in the approved Traffic Forecasting Methodology and Assumptions Memorandum (see below) and will be documented in a technical memorandum. Documentation will be submitted to the DEPARTMENT's Traffic Information Division for approval.

11.2.6 – Traffic Forecasting Methodology Memorandum

The CONSULTANT will utilize TDM output provided by RTC Washoe to prepare the BCA (Task 13) and to evaluate and provide a technical memo discussing potential and percentage of traffic diversion from I-80

and other major facilities to South Meadows Connector. No macro (HCS/SYNCHRO) or micro-simulation (VISSIM) is anticipated as part of this analysis. The CONSULTANT will compare link volumes along I-80 between Vista Parkway and USA Parkway and Veterans Parkway between I-80 and South Meadows Connector to provide a qualitative approximation of traffic rerouted from I-80 to South Meadows Connector. The CONSULTANT will provide technical memorandum describing this evaluation, limitations, and potential next steps allowing for a more detailed evaluation.

Deliverable:

- Draft Traffic Diversion Technical Memorandum
- Final Traffic Diversion Technical Memorandum

Task 12 – Environmental Analysis

The CONSULTANT will conduct a qualitative evaluation of the environmental data collected in Task 3.8 in conjunction with the candidate alignment alternative(s). The CONSULTANT will evaluate the potential for the alternative alignments to impact the resources or concerns described. The CONSULTANT will also assess whether the presence of the resources or the associated mitigation potentially required would place significant constraints on the alternatives.

The Environmental Impact Analysis Report will summarize the findings of the qualitative evaluation. The Impact Analysis Report will identify avoidance or fatal flaw areas where the development of a new alignment would have significant environmental impacts or require significant mitigation measures. The Draft Report will be provided for NDOT review. A Final Report will be developed addressing comments provided by NDOT.

Deliverables:

- Electronic PDF copies of reports, maps, and data collected
- Copies of GIS data layers obtained from the resource and regulatory agencies
- Draft Environmental Impact Analysis Report
- Final Environmental Impact Analysis Report

Task 13 – Benefit-Cost Analysis

The CONSULTANT will prepare Benefit-Cost Analysis (BCA) models using the Cal-Benefit/Cost (CAL B/C) analysis method for the candidate alternative alignment(s). For the purposes of this effort, it is assumed that BCA will be prepared for up to three (3) alignment alternatives.

The CONSULTANT will utilize the TDM output provided by RTC Washoe for the candidate alignment alternative(s) to conduct BCAs. A number of major benefits will be considered in conducting each BCA. These benefits vary in terms of their ability to be measured and quantified. At a minimum the following major benefit categories will be included in the BCA:

- Travel time (travel time increases and reductions)
- Safety (improvements to safety and worsening of safety)
- Operating costs (savings and cost increases for operating vehicles)
- Environmental impacts, including vehicle emissions and noise

There are a number of other benefits that the CONSULTANT will include for each of the three (3) candidate alignment alternatives if NDOT deems appropriate. Some of these benefits include:

- Travel Time Reliability
- Residual Value
- Induced Demand
- Increased Accessibility
- Reduced VMT
- Energy Consumption
- Economic Effects
- Equity and Option Value Benefits

The BCA will also consider the full lifecycle costs of each candidate alignment alternatives.

The CONSULTANT will prepare a technical memorandum that describes the analytical procedure for the BCA and the results. The report will document data inputs, assumptions, parameters, benefits, costs, and summary results, such as net present value, internal rate of return, payback period, and benefit-cost ratio. Additionally, the report will include a comparison table and graph comparing each of the candidate alignment alternatives analyzed.

Deliverable:

- Technical Memorandum - Benefit-Cost Analysis

Task 14 – Conceptual (15%) Roadway Design

The CONSULTANT will prepare conceptual roadway plans as required for up to three (3) recommended alignment alternatives in conformance with FHWA, NDOT, and AASHTO, policies, procedures, and standards as applicable. Plan development will be limited to a level that supports analysis and preliminary identification of all project needs, including right-of-way footprint for budgetary planning and programming purposes. The CONSULTANT will coordinate with NDOT Roadway Design on current programmed projects.

14.1 – 15% Conceptual Plans and Cost Estimates

The CONSULTANT will develop 15% conceptual plans for the three (3) recommended alignment alternatives, including:

- Conceptual horizontal and vertical alignments for the recommended alignments.
- 100-scale Concept Plans (15% level) that depict proposed roadways with edge of pavement, maintenance roads, bridges, major drainage facilities and major retaining walls.
- 15% Conceptual Design project cost estimates with corresponding basis of estimate utilizing NDOT WIZARD estimating tool and supplemented with recent bid tabs if deemed necessary.

Deliverables:

- 15% Conceptual Roadway Plans and Cost Estimates (Draft and Final) for three (3) recommended alignment alternatives.

Task 15 – Risk Analysis

The CONSULTANT will lead the cost and schedule risk assessment process for the Project, based on the draft 15% Conceptual Roadway Plans and cost estimate for the three (3) recommended alignments. The

risk assessment will utilize a process consistent with the DEPARTMENT's Risk-Based Estimating Guidelines. The CONSULTANT will facilitate the risk identification and quantification process, working collaboratively with cost estimators and other subject-matter experts (SMEs) from the DEPARTMENT, and other team member organizations as necessary.

Deliverable:

- Technical Memorandum - Summary of Risk Analysis

Task 16 – Conceptual (15%) Structural Design

The CONSULTANT will prepare conceptual (15%) structures evaluations and plans in conformance with FHWA, NDOT, and AASHTO policies, procedures, and standards as applicable. Concept memoranda will be developed at a level that supports preliminary identification of structural needs.

16.1 – 15% Structures Concept Evaluation

The CONSULTANT will identify and evaluate proposed structures for the three (3) recommended alignments, including bridges, retaining walls, and sound walls as a planning level study. The CONSULTANT will determine the depth of proposed structures and preliminary bridge type recommendation in order to facilitate profile development and constructability for the feasibility study.

Structural subject matter experts will coordinate with geotechnical and hydraulics and provide a memorandum discussing feasible structure types at each crossing location, suitable retaining wall types, and potential structural design and construction issues including foundations, bridge types, retaining walls, and scour concerns for the three (3) recommended alignment alternatives.

The CONSULTANT will document this information in a technical memorandum to support the feasibility study.

Deliverables:

- Conceptual Bridge Structure Memorandum for Feasibility Study

Task 17 – Feasibility Report

The CONSULTANT will prepare a Feasibility Report, inclusive of all preliminary and final documents prepared, which explains the process of arriving at and justification for the recommended alignment alternatives. The final report will address any comments on prior iterations.

17.1 – NDOT Draft Feasibility Report

The CONSULTANT will prepare an NDOT Draft Feasibility Report that will document the evaluation process along with the viability of the recommended alignment alternatives. The report will include sections discussing traffic and safety analysis, access management, environmental, hydraulic, geotechnical, conceptual roadway design, utility, risk, and right-of-way impacts and concerns.

The NDOT Draft Feasibility Report will be submitted to the DEPARTMENT (only) for review and comments. A three-week review period is anticipated to be provided. Comments received after the review period will be assembled in a comment matrix. The CONSULTANT team will provide written responses to the comments and a comment resolution meeting will be held to review and discuss responses.

17.2 – Draft Feasibility Report

The CONSULTANT will prepare a Draft Feasibility Report based on feedback and comments received from Subtask 17.1. The revised report will be submitted to the DEPARTMENT for review and comments.

17.3 – Final Feasibility Report

The CONSULTANT will prepare a Final Feasibility Report based on feedback and comments received from Subtask 17.1. The final report and written comment matrix will be submitted to the DEPARTMENT and stakeholders as a final document. In addition, the Final Report will be posted on NDOT's website for public information.

Deliverables:

- NDOT Draft Feasibility Report (PDF format)
- Final Feasibility Report, including all appendices and comment matrix (PDF format)
- Summary Fact Sheet (PDF format)
- Summary Slide Presentation (PowerPoint format)



1263 South Stewart Street
Carson City, NV 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 29, 2023

TO: Department of Transportation Board of Directors
FROM: Tracy Larkin Thomason, P.E., Director
SUBJECT: December 11, 2023 | Transportation Board of Directors Meeting
ITEM # 13: Agreements with CA GROUP, INC., and KIMLEY-HORN AND ASSOCIATES, INC., for railway-highway crossing safety engineering design services, statewide, Nevada. – *For possible action*

Agreement Number | Contractor: 606-23-816 – CA Group, Inc.

Agreement Number | Contractor: 607-23-816 – Kimley-Horn and Associates, Inc.

Amendment No.:	N/A	Federal:	Yes
Original Amount:	\$2,000,000.00	Total of Prior Amendments:	\$0.00
Amendment Amount:	\$0.00	Agreement Type:	Service Provider
Payable Amount:	\$2,000,000.00	Receivable Amount:	\$0.00
Start Date:	12/11/2023	End Date:	12/31/2027
Division:	Traffic Safety	Division Head:	Lacey Tisler

Summary:

Procured under RFP 175-23-816, to hire up to two (2) firms to provide railway-highway crossing, and roadway engineering design services, crash mitigation strategies, crash analysis, and applicable transportation software. Under the Railway-Highway At-Grade Crossings (Section 130) program, the purpose is to reduce the number, and severity of crashes at public railway-highway grade crossings. The Section 130 Program in accordance with 23 USC 130(d), requires each state to schedule and implement projects for separation, relocation, protective devices, and hazard elimination at all public crossings including roadways, bike trails, and pedestrian paths, statewide. NV B/L#: NVD20081407877, NVF19911015458-R Proposers: CA Group, Inc., and Kimley-Horn, and Associates, Inc.

MEMORANDUM

Department of Transportation Board of Directors

November 29, 2023

Page 2 of 2

List of Attachment(s):

- A. Negotiation Summary
- B. Scope of Services

Recommendation for Board Action:

Approve Agreements, with CA GROUP, INC., and KIMLEY-HORN AND ASSOCIATES, INC., for railway-highway crossing safety engineering design services in the amount of \$2,000,000.00 .

Prepared by:

Administrative Services Division



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

October 30, 2023

TO: Sondra Rosenberg, Assistant Director Planning

FROM: Lacey Tisler, Chief Traffic Safety Engineer



SUBJECT: Master Agreement Summary for RFP 175-23-816, Railway-Highway Crossings Safety Engineering Design Services

The Department is seeking to hire two firms to provide engineering services for the design of Railway-Highway Crossings safety improvements that may include, but is not limited to, project management, preliminary design field surveys, diagnostic field reviews, development of project alternatives, safety analysis, stakeholders meeting and presentations, and design plans preparation for preliminary design, intermediate design, and final design.

Duration of the agreement will be for four years, ending on December 31, 2027.

The budgeted amount of the Agreement is comprised of 100% Federal Funding.

The following firms have been selected from a competitive RFP process to enter into a Master Service Agreement, this is not an assurance of work:

- Kimley-Horn and Associates Inc.
6671 Las Vegas Boulevard South Suite 320
Las Vegas, NV 89119
Phone No. 702.862.3625
- CA Group, Inc
2785 South Rainbow Boulevard, Suite 100
Las Vegas, NV 89146
Phone No. 702.685.5945

Any agreement executed as a result of this procurement shall be a Master Service Agreement, and work will be issued by Task Order. The total amount of all Task Orders issued to all service providers shall not exceed Two Million and No/100 Dollars (\$2,000,000.00).

Terms of negotiations will be determined at the time of each Task Order.

SERVICE PROVIDER's Transportation Board representatives:

1. Kimley-Horn and Associates, Inc.
 - Shannon Ahartz, P.E.
 - Email Address Shannon.Ahartz@kimley-horn.com
 - Phone No. 702-862-3634

2. CA Group, Inc.
 - Chad Anson, P.E.
 - Email Address chad.anson@c-agroup.com
 - Phone No. 775-283-8394

Reviewed and Approved:

DocuSigned by:

Assistant Director Planning 11/07/2023

SCOPE OF SERVICES

1.0 PROJECT DESCRIPTION

An agreement executed as a result of this Request for Proposal shall be a Master Service Agreement, and work will be issued by Task Order.

The purpose of the Railway-Highway Crossing Engineering Design Services (RHCEDES) projects is to improve safety in order to reduce the number and severity of crashes at public railway-highway at-grade crossings. Safety improvements may include installation of pedestrian concrete sidewalks, pedestrian gates, pedestrian railing, drainage improvements, upgrading vehicle gates, concrete crossing panel extension's, installation of new traffic and railroad signs, replacement of cantilevers with complete vehicle assembly gates, relocating existing railroad signals to allow safe and adequate distance for sidewalk, and other safety features to adhere to current Federal Railroad Administration (FRA) and the operating railroad.

The successful SERVICE PROVIDER will be responsible for the design of a project, from conceptual design to final design submittal, as well as post design support during construction.

2.0 PROJECT MANAGEMENT

The successful SERVICE PROVIDER shall prepare a detailed Scope of Services of each assigned Task Order and work schedule with emphasis on design and data requirement.

3.0 PROGRESS FIELD REVIEWS

The successful SERVICE PROVIDER shall arrange and schedule the following:

- Preliminary Design Field Survey (PDFS)
Coordinate/invite the DEPARTMENT's relevant division's representatives and other stakeholders. Conduct stands up safety meeting. Ensure all safety gears are available for all attendees. Arrange a conference room as required to discuss design alternatives. Provide draft PDFS report for review by all attendees.
- Diagnostic Field Review (DFR)
Coordinate with Union Pacific Railroad (UPRR) for DFR schedule. Invite DEPARTMENT relevant division's representatives, UPRR, local entities, and other stakeholders. Conduct stands up safety meeting. Ensure all safety gears are available for all attendees. Arrange a conference room as required to discuss safety alternatives. Provide draft DFR report for review by UPRR, DEPARTMENT Project Manager (PM), and all attendees.
- If appropriate and manageable PDFS and DFR could be scheduled at the same time. The successful SERVICE PROVIDER shall prepare a separate report for PDFS and DFR.

4.0 DEVELOP PROJECT ALTERNATIVES

The successful SERVICE PROVIDER shall develop conceptual designs for each project (as applicable and identified by the DEPARTMENT) that include creating exhibits for each alternative in sufficient detail to perform a comprehensive analysis for the purpose of selecting a preferred design concept with corresponding cost estimates, and to identify potential project risks.

5.0 SAFETY ANALYSIS

The successful SERVICE PROVIDER shall perform a safety analysis to evaluate the alternatives. The analysis will include the following:

- Determine the Crash Modification Factor (CMF) of the selected improvements (based on Section 4.0 above, Project Alternatives using [Highway Safety Manual \(HSM\)](#)).

- Evaluate the crashes based on the available data.
- Calculate reduction of crashes for the various improvements using HSM methods.
- Determine BCR (Benefit Cost Ratios) for each alternative.
- Prepare a matrix to compare reductions, costs, and BCRs.
- Prepare Safety Alternatives Evaluation Report.

The successful SERVICE PROVIDER shall submit the Safety Alternatives Evaluation Report to the DEPARTMENT PM for approval. The report will include the exhibits from Deliverable 5.0 above.

6.0 PRELIMINARY DESIGN (30%)

The successful SERVICE PROVIDER shall prepare the preliminary plans in accordance with the approved design alternative selected by the DEPARTMENT. Plans will be prepared using the latest DEPARTMENT approved versions of OpenRoads Designer software, and incorporated in the Bluebeam platform. Converted AutoCAD files will not be accepted. Submit deliverables at thirty percent (30%) completion for review by the DEPARTMENT PM and other relevant division's staff (as required).

7.0 STAKEHOLDER MEETING/PRESENTATION

The successful SERVICE PROVIDER shall attend and present the preferred project alternative to the public stakeholders meeting (also to public officials, if required). The purpose of the meeting is to present the project design and receive public feedback on the project. The successful SERVICE PROVIDER shall prepare project presentation materials and public meeting materials. The successful SERVICE PROVIDER will work with the DEPARTMENT for final meeting content, location of meeting, and list of attendees.

The successful SERVICE PROVIDER shall arrange the public meeting in accordance with the Open Meeting Law and with the assistance of the DEPARTMENT Public Hearing Coordinator and Public Information Officer. Locations of meetings will be determined per Task Orders and may occur statewide, as necessary.

8.0 INTERMEDIATE DESIGN (60%)

After considering and incorporating all the comments/suggestions from the Preliminary Design (30%) and at the direction of the DEPARTMENT PM, the successful SERVICE PROVIDER shall proceed and prepare the Intermediate Design plans in MicroStation, specifications in Microsoft Word, and cost estimate in Microsoft Excel for the project. The contract documents will comprise preparation of design plans including traffic control plans, special provisions, and bid items list. The cost estimate shall be calculated by the SERVICE PROVIDER which includes quantities for bid items utilizing the DEPARTMENT standard bid items and approximate construction costs. The format and procedures for developing quantities and estimates will be in accordance with DEPARTMENT requirements and agreement documents. A Structure List will be inserted into the plans package(s) and the methods of measurement and basis of payment to be used will be developed. The successful SERVICE PROVIDER shall prepare the sixty percent (60%) level quantities and engineer's opinion of probable cost and provide them in Excel spreadsheet format to the DEPARTMENT PM. The SERVICE PROVIDER shall submit deliverables at sixty percent (60%) completion for review by the DEPARTMENT staff and other relevant agencies in the Bluebeam platform, if required.

9.0 FINAL DESIGN (90%)

The successful SERVICE PROVIDER shall produce plan sets that are ready for submittal to the

DEPARTMENT for use in gaining approval for advertisement. It is referred to as ninety percent (90%) complete, but it is intended that the design and specifications be one hundred percent (100%) complete, except for any minor revisions which may come about because of an unanticipated condition. The sixty percent (60%) submittal shall be revised and refined to ninety percent (90%).

Plans

This subtask extends the design efforts in the sixty percent (60%) design task and will result in a ninety percent (90%) design package that includes all plan sheets, detail sheets, and related design sheets to be updated and revised according to comments and further refinement.

Supplemental Survey

During the ninety percent (90%) design process, identify locations that require additional survey for clarity and staking.

Special Provisions

This subtask refines and completes the content of the Special Provisions outlined in Deliverable 8.0 Intermediate Design.

Final Constructability Review

Constructability review shall be conducted independently by different key personnel of the successful SERVICE PROVIDER prior to submittal of the ninety percent (90%) design plans. The findings and comments developed from the constructability review will be incorporated into the ninety percent (90%) design plans prior to submittal to the DEPARTMENT for review.

Final Design Submittal & Review

This subtask shall address the preparation of a ninety percent (90%) level package and submittal to the DEPARTMENT's PM for review. Schedule demands suggest that this review will be a working meeting between the successful SERVICE PROVIDER and the DEPARTMENT's PM, reconciling comments and producing those documents needed by the DEPARTMENT to move forward in their process.

10.0 SPECIFICATION REVIEW

The successful SERVICE PROVIDER shall attend the Specifications Review Meeting with the DEPARTMENT and confirm that plans/specifications match procurement procedures. The SERVICE PROVIDER shall prepare responses from comments at the Specifications Review Meeting in coordination with the design team and meet with the DEPARTMENT to discuss and finalize responses to all Specification Review comments before proceeding to Pre-Final Submittal.

11.0 FINAL PLAN SPECIFICATION & ESTIMATE (PS&E) (100%)

This task addresses the preparation of signed and sealed plans, specifications and cost estimate materials that will be incorporated into bidding documents. The PS&E Final Documents will be submitted to the DEPARTMENT for advertisement.

The successful SERVICE PROVIDER shall integrate all reconciled DEPARTMENT and relevant agencies' comments and prepare final plan sets for inclusion in bid documents. Major design changes to the pre-bid and bid documents are outside the scope and only minor changes to the plan set are to be incorporated. The SERVICE PROVIDER shall coordinate closely with the DEPARTMENT in providing reproducible originals in hard copy (11"x 17" format, bond, color) and electronic file format to the appropriate DEPARTMENT personnel for bid document preparation. All Improvement Plans are to be sealed by a Nevada Registered Professional Engineer.

12.0 POST DESIGN

12.1 **The successful SERVICE PROVIDER shall provide contract administration and construction support during the bidding and construction phase of the project. This task will include the following post-design services: During the Construction Contract Advertising Period** Supplemental Notices

The successful SERVICE PROVIDER shall prepare addendum to the bid plan sheets, structures list, and technical specifications.

Pre-Bid Conference

Under this subtask, the successful SERVICE PROVIDER shall attend pre-bid conference with the DEPARTMENT and the potential bidders.

Request for Information (RFI)

Each contracting entity will also encounter elements of the contract documents that require more information to be provided before the contractor can submit a bid. The successful SERVICE PROVIDER will develop and submit to the DEPARTMENT a response to each RFI.

12.2 **After Award of the Construction Contract**

Pre-Construction Conference

The successful SERVICE PROVIDER shall attend the pre-construction conference with the DEPARTMENT and the successful contractor to provide design clarification, if needed.

Prepare Supplemental Analysis and Drawings

Provide supplemental analysis and drawings to accommodate the DEPARTMENT's requests as conveyed to the successful SERVICE PROVIDER. These supplemental drawings would be requested by the DEPARTMENT due to (a) unforeseen field conditions, (b) changed field conditions or (c) Contractor proposed/caused design changes. As requested by the DEPARTMENT PM, provide signed and sealed drawings and/or sketches required for this project.

Shop Drawing Review

Review shop drawings for design compliance. The DEPARTMENT will supply sufficient copies so that the successful SERVICE PROVIDER may retain one (1) copy. The SERVICE PROVIDER will be responsible for initial review and review of subsequent re-submittal.

Submittal Data Review

Review submittal data and provide comments and recommendations to the DEPARTMENT regarding conformance with the project plans and specifications. This process typically spans six (6) to twelve (12) months. The successful SERVICE PROVIDER will compare the submittal against the requirements defined in the Special Provisions. Critical deviations will be noted in writing on each copy of the submittal along with the resulting review status.

Meeting Attendance

Attend project meetings held to discuss issues that arise during the construction and/or system integration phase of the project.



1263 South Stewart Street
Carson City, NV 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 29, 2023

TO: Department of Transportation Board of Directors
FROM: Tracy Larkin Thomason, P.E., Director
SUBJECT: December 11, 2023 | Transportation Board of Directors Meeting
ITEM # 14: Agreements, with DOWL, LLC, KIMLEY HORN AND ASSOCIATES, INC., PARAMETRIX, INC., and RLS & ASSOCIATES, INC., for Department staff augmentation and various transit planning-related activities, statewide, Nevada. – *For possible action*

Agreement Number | Contractor: 654-23-802 – DOWL, LLC

Agreement Number | Contractor: 655-23-802 – Kimley-Horn and Associations, Inc.

Agreement Number | Contractor: 656-23-802 – Parametrix, Inc.

Agreement Number | Contractor: 657-23-802 – RLS & Associates, Inc.

Amendment No.:	N/A	Federal:	Yes
Original Amount:	\$1,100,000.00	Total of Prior Amendments:	\$0.00
Amendment Amount:	\$0.00	Agreement Type:	Service Provider
Payable Amount:	\$1,100,000.00	Receivable Amount:	\$0.00
Start Date:	12/11/2023	End Date:	9/30/2026
Division:	Transportation and Multi-Modal Planning	Division Head:	Kevin Verre

Summary:

Procured under RFP 349-23-802, to hire up to five (5) firms to provide on-call staff augmentation services, and various transit planning-related activities including, but not limited to: subrecipient general compliance monitoring, Regional Rural Transit Assistance Program (RTAP) training and administration, civil rights compliance, surveys, and data collection, statewide. NV B/L#: NVF20151234066, NVF19911015458, NVF20111241070, NVF20141376047-R Proposers: DOWL, LLC, Kimley-Horn and Associates, Inc., Parametrix, Inc., and RLS & Associates, Inc.

List of Attachment(s):

- A. Negotiation Summary
- B. Scope of Services

MEMORANDUM

Department of Transportation Board of Directors

November 29, 2023

Page 2 of 2

Recommendation for Board Action:

Approve Agreements, with DOWL, LLC, KIMLEY HORN AND ASSOCIATES, INC., PARAMETRIX, INC., and RLS & ASSOCIATES, INC., for Department staff augmentation, and various transit planning-related activities, in the amount of \$1,100,000.00 .

Prepared by:

Administrative Services Division



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 9, 2023

TO: Sondra Rosenberg, Assistant Director

FROM: Guinevere Hobby, Project Manager

SUBJECT: Master Agreement Summary for RFP 349-23-802 Transit On-Call Consultant Services

The Department is seeking to hire (4) firm(s) to provide on-call services for professional transit planning services and support to augment the DEPARTMENT's Multimodal Program Development, Transit Section internal resources and provide additional support when specialized expertise is required.

Scope of Services: **Attachment A**

Duration of these agreement(s) will be for 3 years, ending on September 30, 2026.

The budgeted amount of this Agreement is comprised of 80% federal and 20% state funding.

The following firm's have been selected from a competitive RFP process to enter into a Master Service Agreement, this is not an assurance of work:

Firm Name:	Firm Board Representative:	Representative Phone:	Representative Email:
Parametrix, Inc.	Cole Mortensen	775-443-5648	cmortensen@parametrix.com
Kimley-Horn and Associates, Inc.	Shannon Ahartz	702-862-3634	Shannon.ahartz@kimley-horn.com
Dowl	Cody Salo	406-442-0370	csalo@dowl.com
RLS & Associates	Robbie L. Sarles	937-299-5007	rsalres@rlsandassoc.com

Any agreement executed as a result of this procurement shall be a Master Service Agreement, and work will be issued by Task Order. The total amount of all Task Orders issued to all service providers shall not exceed One Million, One Hundred Thousand and No/100 Dollars (\$1,100,000.00).

Terms of negotiations will be determined at the time of each Task Order.

The SERVICE PROVIDER's Transportation Board representative's names and contact phone numbers are shown in the above table.

Reviewed and Approved:

DocuSigned by:

Assistant Director

Scope of Services

Objective:

The Transit Office seeks consulting services to provide assistance, oversight, guidance, and/or recommendations surrounding various aspects of Federal Transit Administration (FTA) grant administration. The SERVICE PROVIDER shall utilize the materials and resources provided by the FTA, including the current "Contractor's Manual," "Master Agreement," any materials created specifically for any of the individual provisions of the Master Agreement, and additional relevant materials and resources (i.e., the current FTA circulars, best practices manuals, etc.) as a guide when performing services. As the Transit Office seeks to continually improve the state's transit program both internally and for its subrecipient agencies, an opportunity for refining and improving administration of the program exists. This may involve organization and creation of internal transit policies and procedures, an assessment of program performance, evaluation of compliance with federal regulations, and recommendations for improvement in these areas. Improvements made internally may also aid in identifying and addressing improvements to be made for the transit system statewide and may inform oversight of and funding allocation for individual subrecipient agencies. It is important to note that the Transit Office may utilize multiple consultants for one (1) or multiple tasks and may also be able to complete all tasks without the use of a consultant, depending on need.

Scope of Services:

The following list is illustrative of the types of services scheduled to be conducted. The list is not all-inclusive but shows the range and variety of transit planning-related activities and staff augmentation the department will seek consultant support for. The final scope shall be identified as part of the Request for Approach (RFA) for a task. This may include, but is not limited to:

- Subrecipient general compliance monitoring
- Subrecipient Drug and Alcohol compliance and oversight
- Capital project administration
 - Project management and administration
 - Stakeholder outreach and information dissemination
 - Specification development and invitation to bid (ITB) process management
 - Document review
 - Facility construction oversight and quality control
 - Vehicle procurement
- Regional Rural Transit Assistance Program (RTAP) training and administration
- Civil Rights compliance
- Coordination and Mobility Management
- Financial Management and Cost Allocation
- General Regulatory Compliance oversight, training, and technical assistance
- Service Evaluation and Planning
- Surveys and Data Collection
- Internal program review and improvement
 - Organization, documentation, analysis
- Transit Agency Technical Assistance and Training



1263 South Stewart Street
Carson City, NV 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 29, 2023

TO: Department of Transportation Board of Directors
FROM: Tracy Larkin Thomason, P.E., Director
SUBJECT: December 11, 2023 | Transportation Board of Directors Meeting
ITEM # 15: Amendment 02, Agreement 123-21-281, with MARSHALL’S SANITATION SERVICES, LLC, dba MARSHALL’S SEPTIC CARE, to perform janitorial services at the Trinity Rest Area, Churchill County, Nevada. – *For possible action*

Agreement No.:	123-21-281	Amendment No.:	02
Contractor:	Marshall’s Sanitation Services, LLC, dba Marshall’s Septic Care	Federal:	No
Original Amount:	\$233,850.00	Total of Prior Amendments:	\$63,218.75
Amendment Amount:	\$113,175.00	Agreement Type:	Service Provider
Payable Amount:	\$410,243.75	Receivable Amount:	\$0.00
Start Date:	12/11/2023	End Date:	1/31/2025
Division:	District II	Division Head:	Bhupinder Sandhu

Summary:
Amendment 2: Increase authority by \$113,175.00 from \$297,068.75 to \$410,243.75 and extend termination date from January 31, 2024, to January 31, 2025, due to the continued need for janitorial services, and septic tank maintenance at the Trinity Rest Area.

Background:
Amendment 1: Increase authority by \$63,218.75 from \$233,850.00 to \$297,068.75 and extend termination date from December 31, 2023, to January 31, 2024, due to the continued need for janitorial services, and septic tank maintenance at the Trinity Rest Area.

MEMORANDUM

Department of Transportation Board of Directors

November 29, 2023

Page 2 of 2

Original Agreement: Executed May 27, 2021, to provide janitorial services, and specialized septic tank maintenance at the Trinity Rest Area located on Interstate 80 (I-80), Churchill County. NV B/L#: NVD20201931310-Q

List of Attachment(s):

- A. Negotiation Summary
- B. Scope of Services

Recommendation for Board Action:

Approve Amendment 02, Agreement 123-21-281, with MARSHALL'S SANITATION SERVICES, LLC, dba MARSHALL'S SEPTIC CARE, to perform janitorial services at the Trinity Rest Area in the amount of \$113,175.00.

Prepared by:

Administrative Services Division



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 06, 2023

TO: Jeff Lerud, P.E., Assistant Director

FROM: Hyun Kim, Program Officer I

SUBJECT: Negotiation Summary for Amendment #2 to Agreement P123-21-281

On May 27, 2021, the Department entered into agreement P123-21-281 with Marshal's Sanitation Services, LLC DBA Marshall's Septic Care to perform janitorial services at the Trinity Rest Area, Churchill County.

The Scope of Services includes daily, weekly, and semi-annual services janitorial services to include maintaining cleanliness of restrooms and the surrounding perimeter by disinfecting, sanitizing, disposal, removal, painting of interior, and maintaining septic tank using chemicals and various other materials.

In order to continue services for the Trinity Rest Area and to maintain the septic tank, specialized experience is required for proper maintenance, as such, the total amount of the agreement must be increased by \$113,175.00.

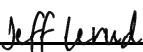
This amendment adds twelve (12) months to the agreement for a new end date of January 31, 2025.

The negotiations yielded the following:

1. The total negotiated cost for this Amendment, including direct labor, overhead, fee and direct expenses will be \$113,175.00. The new total cost of this Agreement will be \$410,243.75.
2. The amendment will extend the time for the completion of tasks to January 31, 2025.

SERVICE PROVIDER's Transportation Board representative(s):
Mary Marshall
Mary@mscseptic.com
775-428-1208

Reviewed and Approved:

DocuSigned by:

Assistant Director — E0C1947A442E435... 11/07/2023

SCOPE OF SERVICES



Q2-123-21-281

FOR

**JANITORIAL SERVICES AT THE
TRINITY REST AREA, LOCATED ON I-80 30 MILES
EAST OF FERNLEY**

In

Churchill County, Nevada

By

**NEVADA DEPARTMENT OF TRANSPORTATION
DISTRICT II
310 GALLETTI WAY
SPARKS NV 89431**

TELEPHONE: (775) 834-8300

SCOPE OF SERVICES

These Special Provisions supplement and modify the "Standard Specifications for Road and Bridge Construction "2014" Edition. All of the requirements and provisions of said Standard Specifications shall apply, except where modified by the plans and these Special Provisions.

This is an English unit contract and all of the requirements and provisions given therefore shall apply. Make no reference to metric units unless metric units are the only units given or otherwise specified for both English unit and metric unit contracts.

The SERVICE PROVIDER agrees to perform Janitorial Services at the Trinity Rest Area, located on I-80 30 Miles East of Fernley, Churchill County, Nevada.

The SERVICE PROVIDER shall be responsible for providing adequate time and staff to accomplish the services outlined in the Scope of Services. One week prior to the Notice to Proceed date, the SERVICE PROVIDER shall submit to the DEPARTMENT the name of the on-site supervisor who will oversee the work performed. No crew member will be under 18 years of age. Documentation of all crew members' janitorial skills and experience must be available to the DEPARTMENT upon request.

The SERVICE PROVIDER upon Notice of Award will contact the DEPARTMENT prior to the Notice to Proceed Date to schedule a walkthrough with a DEPARTMENT representative and the SERVICE PROVIDER'S project manager in responsible of this Rest Area and review the Scope of Services and requirements of the project to obtain keys to the Rest Area Facilities.

The SERVICE PROVIDER will complete a walk through in person and necessary training with any crew member employed by the SERVICE PROVIDER to clean the Rest Area.

The SERVICE PROVIDER shall furnish the DEPARTMENT a completed work performance daily checklist for each day the Janitorial Services are completed, as outlined in the Scope of Services. Daily checklists will be completed and left on-site to be picked up by the DEPARTMENT.

The SERVICE PROVIDER shall be physically present at the work site from 9:00 a.m. to 2:00 p.m. 365 days of the year. The SERVICE PROVIDER shall be required to notify the DEPARTMENT within 1 hour of the designated times if unable to be present as outlined herein.

The SERVICE PROVIDER shall enter their time by utilizing a card punch timeclock in the storage room every hour while working on the premises.

The SERVICE PROVIDER shall furnish all rest room supplies at a quantity to avoid non-availability occurrences, but not limited to toilet paper covers, toilet paper covers, soap, disinfectant and garbage can liners and provide de-icing materials for sidewalks as outlined in the Attachment A-Materials and Specifications.

The SERVICE PROVIDER shall e-mail receipts for any purchase of sub-due shavings and worms to the Highway Maintenance Supervisor II, Will Barter @ wbarter@dot.nv.gov

The DEPARTMENT representative will perform daily and weekly inspections of any deficiencies and must be corrected by the SERVICE PROVIDER within a 24-hour period.

The SERVICE PROVIDER shall dispose of all waste products in an acceptable and legal manner. Material suitable for the sanitary system shall be disposed of using the provided mop sinks. Use of the storm water system to dispose of waste product shall not be allowed. All activities shall comply with the NDOT Maintenance Facility Stormwater Best Management Practices (BMP's Manual).

The SERVICE PROVIDER shall periodically when needed dispose the cigarette butt receptacles into the 55 Gallon Butts to Watts Drum on site for disposal for the Butts to Watts NDOT Stormwater Program.

Invoices shall be paid monthly and will be submitted to the District II Office at 310 Galletti Way, Sparks, Nevada 89431. Invoices shall be submitted monthly and include the monthly cost of each site and a total monthly charge on the bottom of each bill.

In the description of work listed below, each specifically service shall be performed as indicated.

The Force Account Funds will be for emergencies including, but not limited to vandalism (large amounts) and pumping of sewage vaults. Should the sewage vaults need pumping, replenishment worms will be paid for with Force Account funds. All Force Account expenditures must be approved by the DEPARTMENT. Any Force Account funds not used during the term of this Agreement will not be paid to the SERVICE PROVIDER.

All cleaning agents must be biodegradable, and they must not harm the worms of sub-du the bacteria. For information regarding the purchase of the biodegradable chemical Sub-Du and interior paint color, contact the Highway Maintenance Supervisor II, Will Barter at (775) 888-1421.

DAILY SERVICES: The following items will be performed daily between the hours of 9:00 a.m-2:00 p.m.

RESTROOMS (14 restrooms)

1. Furnish supplies and fill all toilet paper and seat cover dispensers. All paper product must be designated for composting systems.
2. Thoroughly clean and disinfect all stall floors and walls thoroughly.
3. Clean and disinfect toilet seats.
4. All cleaning agents must be biodegradable, and they must not harm the worms or sub-due the bacteria. For information regarding the purchase of the biodegradable chemical Sub-Du and interior paint, contact Highway Maintenance Supervisor II, Will Barter at (775) 888-1421.
5. Add sub-du to each toilet tank (8 total) at the ratio of 6 oz. per gallon of warm water. (Must be performed DAILY during the period of June 1st through September 30th).

DAILY SERVICES (Once Daily) – EXPOSED AGGREGATE AND PARKING AREA - The following services shall be started after all restroom services have been completed daily.

1. Pick up all debris, pull all weeds, pick up and remove all animal droppings, clean along the perimeter fence empties all garbage cans within the rest area and within the truck parking area. The truck area is adjacent to the Rest Area, on the southeast side of the Rest Area.

NOTE: Garbage collection and disposal in all areas, including any fee assessment to dispose of garbage at landfill site, is the SERVICE PROVIDER's responsibility or provide own dumpster. Garbage liners must be used in all garbage cans and trash hauled away from the premises.

2. Remove snow and ice as conditions require and apply de-ice materials as needed. De-icing materials must be safe for concrete.

3. Check all inside and outside light bulbs to make sure they are working and replace burned out bulbs as needed. Report any malfunctions of night lights to the Highway Maintenance Supervisor II, Will Barter at (775) 888-1421.
4. Check all door counters and send monthly reports via e-mail to Will Barter, Highway Maintenance Supervisor II. Report the defective door counters to the Highway Maintenance Supervisor II, Will Barter at (775) 888-1421.
5. Add sawdust/wood shavings (Pine or Douglas Fir mandatory, NO Cedar or Redwood accepted) through toilet into compost units, at the rate of 1 gallon per 100 uses on the door counter.
6. Report any fence damage to Fallon Maintenance at (775) 888-1421.
7. Remove all graffiti by washing or painting. Paint will be supplied by the DEPARTMENT.
8. Check all signs for any vandalism, missing item, etc. Report damages to the Highway Maintenance Supervisor II, Will Barter at (775) 888-1421.
9. Check heaters in basement to insure they are working September 1st through April 31st.
10. Wash all 8 picnic tables.
11. Sweep all sidewalks, curbs and gutters.
12. Remove all foreign non-biodegradable objects such as bottles, cans, clothing, diapers, etc. from waste treatment vaults.
13. Rake compost piles down in waste treatment vaults.
14. Check and clean vent screens on all tanks.
15. Mop and remove all residue build-up from the toilet stall floor(s).

WEEKLY SERVICES – The weekly services shall be done on Monday each week.

1. Dust cobwebs from corners and ceilings of the armadas and toilet stalls.
2. Flush all drainpipes from tanks to manhole with pressurized water.
3. Check and clean all tank screens in holding tanks and vent screens for each vault.
4. All units and sidewalks are to be washed by pressure type washer and disinfectant with a biodegradable product. After washing, units and sidewalks are to be squeegeed to remove excess water. Care must be taken to avoid ice from forming on the sidewalks during cold weather.

SEMI-ANNUAL SERVICES - (Twice yearly) the semi-annual cleaning shall be done during the first week of the months of May and October.

1. Paint restroom interior (color to be approved by the DEPARTMENT).

ATTACHMENT A MATERIALS AND SUPPLIES SPECIFICATIONS

Toilet Paper	Biodegradable or equal product.
Seat Covers	Protex XCO Seat Covers #245, Consolidated Cover Company or equal product.
Disinfectant	Hiotrol Topside, Chaw Chemical Division, Ferro Corp. or equal product.
Polyethylene Plastic Liners	55 Gallon (38 X 59 1/2) 3.2 Mill Carpenter/Offfuth Paper, Inc. 1960 Cerrian Street Sacramento, CA or equal product.
Sawdust	Pine or Douglas fir (No Cedar or Redwood)
Sub-Du	Bulking agent (must be this brand, no exceptions).
Worms	Earth Worms
Water	Supply own water for pressure washing and cleaning.
Pressure Washer	Supply own high-pressure washer
Anti-Icing	Provide Own Anti-Icing
Hand Sanitizer	Provide Own Hand Sanitizer

Must provide and update as needed in Material Safety Data Sheets for all products stored on site. They must be readily accessible to anyone authorized to have access to storage area.

NOTE: ALL CLEANING DISINFECTANTS AND PAPER PRODUCTS MUST BE BIODEGRADABLE.



1263 South Stewart Street
Carson City, NV 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 29, 2023

TO: Department of Transportation Board of Directors
FROM: Tracy Larkin Thomason, P.E., Director
SUBJECT: December 11, 2023 | Transportation Board of Directors Meeting
ITEM # 16: Amendment 04, Agreement 671-18-015, with CA GROUP, INC., for continued I-15 south corridor environmental assessment re-evaluation, Clark County, Nevada. – *For possible action*

Agreement No.:	671-18-015	Amendment No.:	04
Contractor:	CA Group, Inc.	Federal:	No
Original Amount:	\$1,920,413.00	Total of Prior Amendments:	\$832,304.00
Amendment Amount:	\$4,002,162.00	Agreement Type:	Service Provider
Payable Amount:	\$6,754,879.00	Receivable Amount:	\$0.00
Start Date:	12/11/2023	End Date:	12/31/2028
Division:	Project Management	Division Head:	Nick Johnson

Summary:

Amendment 4: Increase authority by \$4,002,162.00 from \$2,752,717.00 to \$6,754,879.00 to accommodate the increase of scope, and extend termination date from June 30, 2024, to June 30, 2028. The increased scope of work will provide technical expertise for coordination with a developer for high speed rail in the same corridor from the California state line Las Vegas urban area.

Background:

Amendment 3: Extend termination date from December 31, 2022, to June 20, 2024, due to additional time required to complete the preliminary review.

Amendment 2: Extend termination date from June 30, 2021, to December 31, 2022, due to local agency coordination, and timing of adjacent projects to complete the preliminary new interchange design.

MEMORANDUM

Department of Transportation Board of Directors

November 29, 2023

Page 2 of 2

Amendment 1: Increase authority by \$832,304.00 from \$1,920,413.00 to \$2,752,717.00 to accommodate additional services needed for preliminary design of a new service interchange, and extend termination date from December 31, 2020, to June 30, 2021.

Original Agreement: Executed March 12, 2019, to provide environmental assessment re-evaluation of the I-15 South Corridor between the interchanges at Sloan Road and Tropicana Avenue, plus technical expertise for coordination with a developer for high speed rail in the same corridor from the California state line to Flamingo Road, Clark County. NV B/L#: NVD20081407877-R

List of Attachment(s):

- A. Negotiation Summary
- B. Scope of Services

Recommendation for Board Action:

Approve Amendment 04, Agreement 671-18-015, with CA GROUP, INC., for continued I-15 south corridor environmental assessment re-evaluation In the amount of \$4,002,162.00.

Prepared by:

Administrative Services Division



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 8, 2023

TO: Scott Hein, P.E., Assistant Director – Engineering / Chief Engineer
FROM: Ryan Wheeler, P.E., Senior Project Manager
SUBJECT: Negotiation Summary for Amendment 4 to Agreement P671-18-015

On March 12, 2019, NDOT entered into agreement P671-18-015 with CA Group, Inc., 1135 Terminal Way, Suite 106 Reno, NV 89502 to provide services for Interstate 15 South Corridor Environmental Assessment Re-evaluation and provide high speed rail expertise to the DEPARTMENT for the review and coordination of the proposed high-speed rail (HSR) corridor within NDOT right-of-way and/or easements from Nevada state line in Primm, Nevada to the rail's terminus within urbanized Las Vegas Nevada.

The Scope of Services includes providing to DEPARTMENT high speed rail expertise as well as performing an environmental re-evaluation for the I-15 south corridor.

Due to recent progress, the Department anticipates the developer Brightline West to advance their high-speed rail project to construction which is anticipated to be completed by the end of 2028. As a result, the timeline of services and budget under the agreement P671-18-015 must be increased to include additional high speed rail expertise services.

To accommodate this extension of time, the total amount of the agreement must be increased by \$4,002,162.00.

This amendment adds time to the agreement for a new end date of December 31, 2028.

The DEPARTMENT did not perform an estimate of work for this amendment as the high-speed rail work and assistance the service provider will be performing is being reimbursed to the DEPARTMENT by the developer Brightline West.

The SERVICE PROVIDER's original estimate for this amendment was \$4,002,162.00, including direct labor (9,284 man-hours of work by the SERVICE PROVIDER). The existing contract has established a cost-plus fixed fee method of compensation which has been applied on existing task orders. Considering that the DEPARTMENT will be reimbursed by the developer Brightline West for this additional work, other methods of compensations would be more appropriate. Therefore, the NDOT and CA Group agreed for the payment method of compensation be based on the specific requirements and the scope of each associated Task Order.

The negotiations yielded the following:

1. There will be an additional 9,284 total man-hours allotted to this agreement.
2. NDOT and CA Group agreed to establish a payment method of compensation based on the specific requirements and scope of each associated Task Order Agreement.

3. The total negotiated cost for this Amendment, including direct labor, overhead, fee and direct expenses will be \$4,002,162.00. The new total cost of this Agreement will be \$6,754,879.00.


SERVICE PROVIDER's Transportation Board representative(s):

- **Chad Anson, Vice president**
- **chad.anson@c-agroup.com**
- **(775) 283-8394**

Reviewed and Approved:

45;==Ä268:

Assistant Director

DocuSigned by:

 E7F2D4506AC6488...

"" !) #!#\$

I-15/Brightline West Continued Program Management Oversight

Project Description

The proposed project consists of two key components. The first primary component is conducting a NEPA re-evaluation of the FHWA approved 2008 I-15 South Environmental Assessment for improvements along the I-15 corridor from the Tropicana Avenue interchange to the Sloan Road interchange. The second key component consists of the SERVICE PROVIDER providing high speed rail expertise to the DEPARTMENT for the review and coordination of the proposed high-speed rail (HSR) corridor within NDOT right-of-way and/or easements from the Nevada state line in Primm, Nevada to the rail's final terminus within urbanized Las Vegas.

1. Management

1.1. Project Management

The SERVICE PROVIDER will provide a Project Manager to support the DEPARTMENT HSR Project Manager (PM), coordinate SERVICE PROVIDER HSR expertise activities, staff the project, assist with communications, participate in meetings, oversee the SERVICE PROVIDER tasks, and advise the DEPARTMENT management. The SERVICE PROVIDER's project manager will provide staff planning and resources requirements to meet Project schedule commitments, HSR expertise, support staff, and independent quality assurance reviews.

The SERVICE PROVIDER will provide a Project Assistant to provide various administrative duties, including but not limited to distributing meeting notes, organizing meetings, executing errands, and other duties as directed. It is expected that all discipline leads will participate in managing their respective aspects of the work and will report to the project manager weekly on the status of the work.

Assumptions: *Additional 48 months duration*

1.2. Project Controls

The SERVICE PROVIDER will provide monthly invoices including a progress report. The monthly progress reports/invoices will be submitted to the DEPARTMENT's Project Manager as a package in advance of each regularly scheduled progress meeting. It will be based on data received from each task lead and SERVICE PROVIDER and will address the following:

- HSR work task completed since the last report
- Progress on each work task planned and overall percentage complete for the next reporting period
- Needs/requests between the DEPARTMENT task leads and SERVICE PROVIDERS
- Change to date

In the event of a formal change request and/or contract amendment, a scope schedule and budget proposal will be developed for the DEPARTMENT's consideration. Proposal data will be sufficient to establish effects to project completion, labor detail to establish suite of expertise and a clear depiction of services and deliverables to be provided.

Assumptions: *Additional 48 months duration*

1.3. Document Controls

The SERVICE PROVIDER shall develop and maintain a Project management website utilizing Bentley ProjectWise for the purpose of storing and transferring Project files throughout the life of the Project. The website will include, but not be limited to, all Project documentation including meeting minutes, design calculations, electronic files, correspondence, email, etc., including scanning of all hard copies not transmitted electronically. The DEPARTMENT Project Manager and task leads shall have access to the files through a secured account and may request access rights to other agency representatives, agents, employees and officials involved with the Project. Provisions will also be made to archive this data.

2. HIGH SPEED RAIL TECHNICAL EXPERTISE

The SERVICE PROVIDER shall continue to provide the DEPARTMENT with high speed rail (HSR) expertise to assist the DEPARTMENT in evaluating a private developer's potential high speed rail improvements along the I-15 corridor from the Nevada/California state line to a future station north of the I-15/Blue Diamond Highway interchange.

2.1. HSR Project Meetings and Support

2.1.1. Project Coordination

The SERVICE PROVIDER will attend and participate in project coordination meetings with the DEPARTMENT and HSR developer as requested by the DEPARTMENT. SERVICE PROVIDER to coordinate the meeting agenda with the DEPARTMENT'S Project Manager one week prior to the meeting to determine HSR subject matter experts that will be needed to adequately discuss meeting agenda items. It is estimated that 24 meetings will be required and that subject matter experts can utilize teleconference capabilities.

2.1.2. FRA/FHWA/BLM/NDOT/Caltrans Coordination

The SERVICE PROVIDER will attend and participate in monthly coordination meetings with the DEPARTMENT, FRA, FHWA, BLM, Caltrans and HSR developer as requested by the DEPARTMENT. SERVICE PROVIDER to coordinate the meeting agenda with the DEPARTMENT's Project Manager one week prior to the meeting to determine HSR subject matter experts that will be needed to adequately discuss meeting agenda items. It is estimated that 24 meetings will be required and that subject matter experts can utilize teleconference capabilities.

SERVICE PROVIDER will work with the DEPARTMENT to develop an action item list identifying what actions the DEPARTMENT is responsible with completion dates. SERVICE PROVIDER will provide support as requested by the DEPARTMENT to address action items.

2.1.3. Other Stakeholder and Agency Coordination

The SERVICE PROVIDER will attend and participate in stakeholder and interagency meetings as requested by the DEPARTMENT. SERVICE PROVIDER to coordinate the meeting agenda with the DEPARTMENT's Project Manager one week prior to the meeting to determine HSR subject matter experts that will be needed to adequately discuss meeting agenda items. It is estimated that 24 number of meetings will be required and that subject matter experts can utilize teleconference capabilities. SERVICE PROVIDER will coordinate with the DEPARTMENT's HSR

Project Manager on any exhibits, displays, or backup information that the SERVICE PROVIDER will need to provide at the meeting.

2.1.4. NDOT HSR PM Support

The SERVICE PROVIDER's Project Manager will make themselves readily available to the DEPARTMENT'S HSR Project Manager to provide support for response to concerns, questions, coordination, or other general activities related to HSR coordination. The SERVICE PROVIDER's Project Manager will serve as the conduit between the DEPARTMENT's HSR Project Manager and SERVICE PROVIDER's HSR team of expertise unless otherwise requested by the DEPARTMENT.

2.2 HSR Environmental

2.2.1 Environmental Document Reviews

The SERVICE PROVIDER will assist the DEPARTMENT in reviewing the HSR developer's noise analysis as requested by the DEPARTMENT.

2.3 HSR Agreements and Contract Document Review

2.3.1 Agreements and Contract Document Review

The SERVICE PROVIDER will assist the DEPARTMENT in preparing memorandum of understandings and agreements. It is anticipated the SERVICE PROVIDER will utilize standard NDOT boiler plate agreement language as a basis to develop initial draft agreements for DEPARTMENT review and comment. Anticipated agreements include the following:

- Updated Design and Construction Agreement
- Operations and Maintenance Agreement
- Lender's Rights Agreement
- Supplemental Agreements for operations/maintenance/compatibility/access rights

2.3.2 Design Reviews

SERVICE PROVIDER will provide design reviews at the design milestones as determined by the HSR developer's designer's construction documents and phasing. It is anticipated that 13 design reviews will be required by the SERVICE PROVIDER. Reviews will focus on improvements within the DEPARTMENT's rights-of-way and how those improvements will affect the DEPARTMENT's short-term, long-term, and overall best interests of those utilizing the DEPARTMENT's right-of-way. Complete reviews will also be conducted on any modifications or new improvements within DEPARTMENT rights-of-way. SERVICE PROVIDER will provide written comments in an agreed upon comment matrix format. SERVICE PROVIDER will provide the appropriate representation at comment resolution meetings as requested by the DEPARTMENT to clarify comments. As part of the final Release for Construction submittal review, SERVICE PROVIDER will review all comments made during the iterative design review process and identify any comments not

adequately addressed and notify the DEPARTMENT's Project Manager. SERVICE PROVIDER will attend a comment resolution meeting for each submittal.

Anticipated components to be reviewed include but are not limited to:

HSR Facilities

- Structures over NDOT Facilities
- Drainage
- Vehicle Intrusion Protection
- Safety

NDOT Roadway Facilities

- Roadway Design
- Structures
- Drainage
- Traffic
 - Signals
 - Lighting
 - ITS/FAST
 - Signing and Striping
 - Traffic Control MOT
- Operations and Maintenance
- Traffic Management Plan (TMP)

2.3.3 Construction Support

SERVICE PROVIDER will provide post-design reviews including Requests for Information, Notice of Design Change, and Notice of Field Design Change as requested by the DEPARTMENT.

3. Grant Support

3.1. Federal Agency Coordination Support

SERVICE PROVIDER will provide support and coordination for questions or requests from FRA regarding the grant application and status of grant pre-requisites prior to award obligation. SERVICE PROVIDER will document incoming data or technical requests appropriately, provide outreach and coordination for NDOT and stakeholder teams to organize responses, and provide technical advisory services as needed to address requests or questions. Key recommendations will be documented appropriate for transmittal to FRA.

SERVICE PROVIDER understands the specific program and project requirements associated with the Federal State Partnership funding opportunity for BLW/NDOT are not fully known at this time. SERVICE PROVIDER will provide ongoing support to NDOT in advocating and representing NDOT interests throughout the grant obligation and executive project phases. SERVICE PROVIDER will document any additional or refined tasks appropriately as need arises through the life of the grant project.

3.2. Pre-Obligation Support

SERVICE PROVIDER will provide strategic oversight and technical assistance to NDOT as the Grantee throughout the grant pre-obligation phase, defined as the period between award notification and execution of the signed grant agreement.

- SERVICE PROVIDER will assist NDOT with FRA Grant agreement and NDOT/BLW Subrecipient agreement.

- SERVICE PROVIDER will review and provide input as needed for Draft Attachments 2-5 (Statement of Work, Schedule, Budget, Performance Measures) for submission to the FRA. SERVICE PROVIDER will assist NDOT with coordination efforts amongst project stakeholders including the FRA to gather information necessary to this effort.
- SERVICE PROVIDER will provide technical assistance and expertise to NDOT in the applicability of pre-award spending authority, as needed, including reviewing request letters for FRA approval.
- SERVICE PROVIDER will assist NDOT in monitoring the status of any 22905(c) agreement development and provide technical assistance as needed.
- SERVICE PROVIDER will assist NDOT in monitoring the status of any environmental reviews that must be completed prior to obligation.

3.3. Detailed Project Work Plan, Schedule, and Budget

SERVICE PROVIDER will assist NDOT with oversight of the Project, including review of an FRA-approved Detailed Project Work Plan, Schedule, and Budget, prepared by BLW, pursuant to the Grant Agreement requirements.

3.3.1. Work Plan

- SERVICE PROVIDER will provide comprehensive review of the draft Detailed Project Work Plan and provide recommendations for suggested revisions.
- SERVICE PROVIDER will support the submission of Task 1 Deliverable requirements to the FRA, including engaging in supporting correspondence and assistance addressing FRA review comments, as needed.
- SERVICE PROVIDER will be available to discuss Deliverable development with stakeholders including the FRA, as needed.
- As the Detailed Work Plan is intended to be a living document, SERVICE PROVIDER will review project progress and the updated Detailed Work Plan as provided by BLW, when necessary, recommending submitting revisions to FRA, as appropriate.

3.3.2. Schedule

- SERVICE PROVIDER will assist NDOT with the review of supporting Grant Agreement and supporting Grant documentation, in coordination with the developing procurement and delivery timeline.
- SERVICE PROVIDER will review the BLW Detailed Schedule including all relevant project development milestones as identified in the FRA Grant Agreement.
- SERVICE PROVIDER will assist NDOT in monitoring the project schedule, recommending submitting revisions to the FRA as appropriate.

3.3.3. Budget

- SERVICE PROVIDER will assist NDOT in the review of Grant documentation, funding sources, and the detailed project Budget, provided by BLW, for conformance to FRA guidance and use of FRA Standard Cost Categories as appropriate.
- SERVICE PROVIDER will review the project budgets provided by BLW, identifying and documenting variances, recommending to NDOT potential methods to notify FRA of budget changes, and will assist with budget adjustments requests if necessary.
- SERVICE PROVIDER will provide comprehensive review and analysis to NDOT of BLW project invoicing to support reimbursement requests to FRA.

SERVICE PROVIDER will provide additional Grant Deliverable support to be defined as Grant documentation develops.

3.4. Procurement Strategy

Working within the task structure and narrative provided in the Grant Agreement, SERVICE PROVIDER will facilitate a procurement strategy by providing strategic advisory services to NDOT, and by performing compliance reviews related to federal terms and conditions associated with the federal award.

3.5. Federal Reporting Requirements

Federal grant recipients must comply with all federal reporting compliance to keep awards of federal funding in good standing. SERVICE PROVIDER will assist NDOT in the review of federal reporting requirements throughout the period of performance identified in the Grant Agreement. Relying on key project information and deliverables to be provided by BLW, SERVICE PROVIDER will provide review and support to NDOT for submission of the following to FRA:

- Draft Quarterly Progress Reports
- Draft SF-425s outlining financial progress on a quarterly basis
- Draft performance measurement reporting, as required by the grant agreement performance measurements, to conform to program requirements associated with anticipated project benefits.
- Applicable miscellaneous reporting requirements under 2 CFR 180 and 2 CFR 200 Appendix XII, and other federal provisions as needed.

A comprehensive, narrative Final Performance Report (Deliverable requirement of the Grant Agreement) that details project development, implementation, and delivery.

3.6. Financial Advisory Services

SERVICE PROVIDER will provide financial management and strategic review assistance to NDOT for project development components including:

Funding Evaluation & Financial Review and Analysis

- Financial Feasibility Assessment – Analysis of financial feasibility to deliver a project or capital program.
- Cash Flow Analysis – Short and long range financial modeling of costs, revenues and financing approaches to deliver projects and capital programs, to fund annual operations and maintenance, and repay loans and debt service.
- Funding Source Evaluation – Analysis of revenue options for projects and programs, including competitive grants, federal/state/regional/local programs, real estate/value capture opportunities, and operating revenues/enterprise funds.

3.7. Federal Terms and Conditions Compliance

SERVICE PROVIDER will assist NDOT with the verification of compliance with applicable federal laws, rules and regulations is required at many points during the life of federally funded project. SERVICE PROVIDER will provide consulting services to assist with the identification of applicable regulatory concern, the integration of appropriate regulatory language in relevant project documentation, and the completion of documentation pursuant to applicable federal regulatory requirements.

- SERVICE PROVIDER will review the Grant Agreement terms and conditions and identify appropriate terms and conditions to include in project documentation, program documentation, to support recordkeeping.
- SERVICE PROVIDER will provide detailed guidance related to applicability of applicable federal provisions, including Davis Bacon and Buy America, as needed.
- SERVICE PROVIDER will assist with crafting appropriate contractual documentation that contains the necessary “flowdown” of applicable federal regulations into contracts and subcontracts.
- SERVICE PROVIDER will assist with completing necessary documentation supporting compliance with applicable federal regulations.



1263 South Stewart Street
Carson City, NV 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 29, 2023

TO: Department of Transportation Board of Directors

FROM: Tracy Larkin Thomason, P.E., Director

SUBJECT: December 11, 2023 | Transportation Board of Directors Meeting

ITEM # 17: Contracts, Agreements, and Settlements/Judgments—Pursuant to NRS 408.131 the Board may delegate authority to the Director which the Director may exercise pursuant to NRS 408.205. These items and matters have been delegated to the Director by the Board by resolutions in April 1990, and July 2011.— *Informational item only.*

Summary:

The purpose of this item is to inform the Board of the following:

- Construction contracts under \$5,000,000 awarded October 13, 2023, through November 9, 2023.
- Agreements under \$300,000 executed October 13, 2023, through November 9, 2023.
- Settlements/Judgments which were presented for approval to the Board of Examiners October 13, 2023, through November 9, 2023.

Any emergency agreements authorized by statute will be presented here as an informational item.

Background:

Pursuant to NRS 408.131(5), the Transportation Board has authority to “execute or approve all instruments and documents in the name of the State or Department necessary to carry out the provisions of the chapter”. Additionally, the Director may execute all contracts necessary to carry out the provisions of Chapter 408 of NRS with the approval of the board, except those construction contracts that must be executed by the chairman of the board. Other contracts or agreements not related to the construction, reconstruction, improvement and maintenance of highways must be presented to and approved by the Board of Examiners. This item is intended to inform the Board of various matters relating to the Department of Transportation but which do not require any formal action by the Board.

The Department contracts for services relating to the construction, operation and maintenance of the State’s multi-modal transportation system. Contracts listed in this item are all low-bid per statute and executed by the Governor in his capacity as Board Chairman. The projects are part of the STIP document

MEMORANDUM

Department of Transportation Board of Directors

November 29, 2023

Page 2 of 2

approved by the Board. In addition, the Department negotiates settlements/judgments with contractors, property owners, and other parties to resolve disputes. These proposed settlements/judgments are presented to the Board of Examiners, with the support and advisement of the Attorney General's Office, for approval. Other matters included in this item would be any emergency agreements entered into by the Department during the reporting period.

The attached construction contracts constitute all that were awarded for construction from October 13, 2023, through November 9, 2023, and agreements executed by the department from October 13, 2023, through November 9, 2023. There are no settlements during the reporting period.

Analysis:

These contracts have been executed following the Code of Federal Regulations, Nevada Revised Statutes, Nevada Administrative Code, State Administrative Manual, and/or Department policies and procedures.

List of Attachments:

- A. State of Nevada Department of Transportation Contracts Awarded – Under \$5,000,000, October 13, 2023, through November 9, 2023.
- B. State of Nevada Department of Transportation Executed Agreements – Informational, October 13, 2023, through November 9, 2023.

Recommendation for Board Action:

Informational item only

Prepared by:

Administrative Services Division

**STATE OF NEVADA DEPARTMENT OF TRANSPORTATION
CONTRACTS AWARDED – INFORMATIONAL
October 13, 2023, through November 9, 2023**

1. September 28, 2023, at 2:00 PM the following bids were opened for Contract **3997**, Project No. SPSR-0789(002), on SR 789, in Humboldt County, for chip seal.

Sierra Nevada Construction, Inc.....\$3,364,007.00

Engineer's Estimate.....\$2,018,077.43

The Director awarded the contract on October 19, 2023, to Sierra Nevada Construction, Inc., in the amount of \$3,364,007.00.

2. October 26, 2023, at 2:00 PM the following bids were opened for Contract **4504**, Project No. SPSR-0338-(002), on SR 338 and SR 359, in Lyon and Mineral Counties, to upgrade border signage.

Nevada Barricade & Sign Company, Inc.....\$498,395.00

Engineer's Estimate.....\$296,216.25

The Director awarded the contract on November 9, 2023, to Nevada Barricade & Sign Company, Inc., in the amount of \$498,395.00.

3. November 7, 2023, for Emergency Contract **813-23**, on I-80, at West Winnemucca Boulevard, in Humboldt County, for emergency bridge impact repair on Structure I-255.

The Director awarded the contract on November 7, 2023, to Ames Construction, Inc., in the amount of \$1,498,100.00.

4. October 13, 2023, for Emergency Contract **824-23**, on SR 341 and SR 342, in Lyon, Storey and Washoe Counties, for emergency response including repair/reconstruction of slopes, drainage ditches and paved ditches, reestablish erosion control, reconstruction of roadway as needed and traffic control.

The Director awarded the contract on October 13, 2023, to Granite Construction Company, in the amount of \$3,635,635.00.

State of Nevada Department of Transportation
 Executed Agreements - Informational
 October 13, 2023 through November 9, 2023

Line No.	Agreement No.	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Total of Prior Amendments	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amendment Date	Agree Type	Division	Director's Office	Division Head	Note
1	59223	00	DVM COMPANY, LLC	TEMPORARY EASEMENT	N	\$1,040.00	-	-	\$1,040.00	-	11/03/2023	03/31/2026	-	Acquisition	Right-of-Way	Scott	Craig	11-03-23: ONE (1) TEMPORARY EASEMENT (TE) FOR DEPARTMENT'S AMERICANS WITH DISABILITIES ACT (ADA) IMPROVEMENTS PROJECT ON US HIGHWAY 50 (US-50) (AULTMAN STREET), ON DEPARTMENT'S PARCEL U-050-WP-066.662TE1, WHITE PINE COUNTY. NV B/L#: NVD20101732945
2	58123	00	FIRST AMERICAN TITLE INSURANCE COMPANY	TEMPORARY EASEMENT	N	\$1,652.00	-	-	\$1,652.00	-	10/19/2023	03/31/2026	-	Acquisition	Right-of-Way	Scott	Craig	10-19-23: ONE (1) TEMPORARY EASEMENT (TE) ON DEPARTMENT'S PARCEL U-093-WP-068.242TE1, REQUIRED FOR THE DEPARTMENT'S UPCOMING AMERICANS WITH DISABILITIES ACT (ADA) PROJECT IN ELY, WHITE PINE COUNTY. NV B/L#: NVD20101732945
3	43023	00	FIRST AMERICAN TITLE INSURANCE COMPANY	TEMPORARY EASEMENT	N	\$1,000.00	-	-	\$1,000.00	-	10/10/2023	03/31/2026	-	Acquisition	Right-of-Way	Scott	Craig	10-10-23: ACQUISITION OF TEMPORARY EASEMENT FOR PARCEL NUMBER U-050-WP-067.022TE1, REQUIRED FOR DEPARTMENT'S AMERICANS WITH DISABILITIES ACT (ADA) PROJECT IN ELY, WHITE PINE COUNTY. NV B/L#: NVD20101732945
4	59023	00	GEOTEMPS, INC.	TEMPORARY EASEMENT	N	\$1,000.00	-	-	\$1,000.00	-	11/03/2023	03/31/2026	-	Acquisition	Right-of-Way	Scott	Craig	11-03-23: ONE (1) TEMPORARY EASEMENT (TE) FOR DEPARTMENT'S AMERICANS WITH DISABILITIES ACT (ADA) IMPROVEMENTS PROJECT ON US HIGHWAY 50 (US-50) (AULTMAN STREET), ON DEPARTMENT'S PARCEL U-093-WP-068.109TE1, WHITE PINE COUNTY. NV B/L#: NVD20101732945
5	59123	00	HIGH UINTAS, LLC	TEMPORARY EASEMENT	N	\$1,403.00	-	-	\$1,403.00	-	11/03/2023	03/31/2026	-	Acquisition	Right-of-Way	Scott	Craig	11-03-23: ONE (1) TEMPORARY EASEMENT (TE) FOR DEPARTMENT'S AMERICANS WITH DISABILITIES ACT (ADA) IMPROVEMENTS PROJECT ON US HIGHWAY 50 (US-50) (AULTMAN STREET), ON DEPARTMENT'S PARCEL U-093-WP-068.119TE1, WHITE PINE COUNTY. NV B/L#: NVD20101732945
6	42823	00	RICKY AND PATRICIA MCNAY	PUBLIC HIGHWAY AGREEMENT	N	\$1,000.00	-	-	\$1,000.00	-	10/02/2023	03/31/2026	-	Acquisition	Right-of-Way	Scott	Craig	10-02-23: ACQUISITION OF TEMPORARY EASEMENT REQUIRED FOR DEPARTMENT'S AMERICAN'S WITH DISABILITIES ACT (ADA) PROJECT IN ELY, WHITE PINE COUNTY. NV B/L#: NVD20101732945
7	58023	00	NV ENERGY	LINE EXTENSION AGREEMENT	N	\$191,710.00	-	-	\$191,710.00	-	10/19/2023	12/31/2028	-	Facility	Right-of-Way	Scott	Craig	10-19-23: LINE EXTENSION (LEA) ALLOWING UTILITY TO PROVIDE ELECTRIC SERVICE TO POWER DEPARTMENT'S LOVELOCK MAINTENANCE STATION, PERSHING COUNTY. NV B/L#: NVD19831015840
8	58323	00	NV ENERGY	LINE EXTENSION AGREEMENT	N	\$256.00	-	-	\$256.00	-	10/25/2023	12/31/2028	-	Facility	Right-of-Way	Scott	Craig	10-25-23: LINE EXTENSION (LEA) TO PROVIDE NEW ELECTRIC SERVICE TO POWER DEPARTMENT'S PROJECT IMPROVEMENTS ON STATE ROUTE (SR) 227, AT APPROXIMATE MILE POST 6.9, ELKO COUNTY. NV B/L#: NVD19831015840
9	58423	00	NV ENERGY	LINE EXTENSION AGREEMENT	N	\$13,794.00	-	-	\$13,794.00	-	10/26/2023	12/31/2028	-	Facility	Right-of-Way	Scott	Craig	10-26-23: LINE EXTENSION (LEA) TO PROVIDE NEW ELECTRIC SERVICE TO POWER DEPARTMENT'S PROJECT ON INTERSTATE 515 (I-515), FROM SUNSET TO WYOMING AVENUE, CLARK COUNTY. NV B/L#: NVD19831015840
10	41323	00	UNION PACIFIC RAILROAD COMPANY	PRELIMINARY ENGINEERING	N	\$50,000.00	-	-	\$50,000.00	-	10/25/2023	12/31/2028	-	Facility	Right-of-Way	Scott	Craig	10-25-23: PRELIMINARY ENGINEERING (PE) TO ALLOW REIMBURSEMENT OF ACTUAL COSTS INCURRED BY UNION PACIFIC RAILROAD (UPRR) FOR DESIGN AND COORDINATION OF WORK AS PART OF DEPARTMENT'S PROJECT EA NUMBER 61116E1R, I-80 BRIDGES G-884 AND G-885, UPRR GRADE SEPARATION MILE POST (MP) EU 4.137 TO MP EU 4.176, EUREKA COUNTY. NV B/L#: NVF19691003146
11	57723	00	UNION PACIFIC RAILROAD COMPANY	PRELIMINARY ENGINEERING	N	\$50,000.00	-	-	\$50,000.00	-	10/16/2023	12/31/2028	-	Facility	Right-of-Way	Scott	Craig	10-16-23: PRELIMINARY ENGINEERING (PE) TO ALLOW REIMBURSEMENT OF COMPENSABLE COSTS INCURRED BY UNION PACIFIC RAILROAD (UPRR) FOR REVIEW OF DEPARTMENT'S PLANS WITHIN UPRR RIGHT-OF-WAY FOR THE INTERSTATE 80 (I-80), VERDI, G-772E/W AND G-765E/W BRIDGES PROJECT, WASHOE COUNTY. NV B/L#: NVF19691003146
12	57823	00	UNION PACIFIC RAILROAD COMPANY	PRELIMINARY ENGINEERING	N	\$25,000.00	-	-	\$25,000.00	-	10/16/2023	12/31/2028	-	Facility	Right-of-Way	Scott	Craig	10-16-23: PRELIMINARY ENGINEERING (PE) TO ALLOW REIMBURSEMENT OF COMPENSABLE COSTS INCURRED BY UNION PACIFIC RAILROAD (UPRR) FOR REVIEW OF DEPARTMENT'S DESIGN PLANS WITHIN UPRR RIGHT-OF-WAY FOR THE INTERSTATE 80 (I-80) G-938E BRIDGE SUPERSTRUCTURE PROJECT, ELKO COUNTY. NV B/L#: NVF19691003146
13	11923	00	CITY OF LAS VEGAS	PEDESTRIAN IMPROVEMENTS	N	\$1,315,782.28	-	-	\$1,315,782.28	-	10/16/2023	12/31/2025	-	Interlocal	Traffic Safety	Sondra	Lacey	10-16-23: FUNDING OF CONSTRUCTION COSTS FOR PEDESTRIAN IMPROVEMENTS FROM PEDESTRIAN PROJECT PARTNERING PROCESS (P4), CLARK COUNTY. NV B/L#: EXEMPT
14	57423	00	ARTCON, INC.	WALKWAY MAINTENANCE	N	\$44,501.82	-	-	\$44,501.82	-	11/05/2023	06/30/2024	-	Service Provider	District I	Jeff	Mario	11-05-23: PROVIDE THE CLEANING, STAINING, AND PROTECTIVE GLAZE OF CONCRETE WALKWAYS LOCATED AT THE DEPARTMENTS NORTH MAINTENANCE STATION, CLARK COUNTY. NV B/L# NVD20001413771-SQ
15	61123	00	BATTLE BORN TREE SERVICE, LLC	SNOW REMOVAL SERVICES	N	\$35,000.00	-	-	\$35,000.00	-	11/03/2023	11/30/2025	-	Service Provider	Buildings and Grounds	Felicia	Jim	11-03-23: SNOW REMOVAL AT THE DEPARTMENT'S HEADQUARTERS (HQ) CAMPUS PARKING AREAS AND THE DEPARTMENT'S CARSON CITY AIRPORT HANGAR AREA IN DISTRICT II, CARSON CITY COUNTY. NV B/L#: NVD20131580674-SQ
16	56723	00	BRC COACH & TRANSIT	EQUIPMENT REPAIR	N	\$50,000.00	-	-	\$50,000.00	-	10/25/2023	03/29/2024	-	Service Provider	Equipment	Jeff	Wayne	10-25-23: REPAIR OF UNIT 3127 TO INCLUDE CAB, HOOD, DOOR, EXHAUST, AND RELATED PARTS, TO GET UNIT BACK INTO FULL OPERATION, CLARK COUNTY. NV B/L#: NVD20101104494-S

Line No.	Agreement No.	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Total of Prior Amendments	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amendment Date	Agree Type	Division	Director's Office	Division Head	Note
17	60123	00	DIGNIFIED 1, LLC	JANITORIAL SERVICES	N	\$42,390.00	-	-	\$42,390.00	-	10/25/2023	12/31/2023	-	Service Provider	District I	Jeff	Mario	10-25-23: TOILET AND HANDWASH STATIONS WITH SCHEDULED CLEANING SERVICES FOR THE SOUTHERN NEVADA VISITOR'S CENTER, CLARK COUNTY. NV B/L#: NVD20212275103-SQ
18	11017	03	OBERON 3, INC.	REST AREA MAINTENANCE FEEDBACK	N	\$8,900.00	\$37,600.00	\$10,000.00	\$56,500.00	-	03/14/2017	12/31/2025	10/19/2023	Service Provider	Maintenance and Asset Management	Jeff	Anita	AMD 3 10-19-23: INCREASE AUTHORITY BY \$10,000.00 FROM \$46,500.00 TO \$56,500.00 AND EXTEND THE TERMINATION DATE FROM 12-31-23 TO 12-31-25 DUE TO CONTINUATION OF SERVICES. AMD 2 12-21-21: INCREASE AUTHORITY BY \$10,000.00 FROM \$36,500.00 TO \$46,500.00 AND EXTEND THE TERMINATION DATE FROM 12-31-21 TO 12-31-23 DUE TO CONTINUATION OF SERVICES. AMD 1 06-15-18: EXTEND TERMINATION DATE FROM 12-31-18 TO 12-31-21 AND INCREASE AUTHORITY BY \$27,600.00 FROM \$8,900.00 TO \$36,500.00 DUE TO CONTINUATION OF SERVICES. 03-14-17: SERVICE TO PROVIDE REST AREA SURVEY SYSTEM, WASHOE, CLARK, NYE, EUREKA, HUMBOLDT, CHURCHILL, ESMERALDA, MINERAL, AND PERSHING COUNTIES. NV B/L#: NVF20161714787-S
19	56223	01	OPTI-GUARD PEST & TERMITE CONTROL, LLC	PEST CONTROL MAINTENANCE	N	\$6,640.00	-	\$2,400.00	\$9,040.00	-	10/25/2023	10/31/2027	11/07/2023	Service Provider	District I	Jeff	Mario	AMD 1 11-07-23: INCREASE AUTHORITY BY \$2,400.00 FROM \$6,640.00 TO \$9,040.00 TO PROVIDE ADDITIONAL RODENT CONTROL MAINTENANCE SERVICES. 10-25-23: PROVIDE PEST CONTROL MAINTENANCE SERVICES AT THE TRAFFIC MANAGEMENT CENTER (TMC) DISTRICT I, CLARK COUNTY. NV B/L# NVD20141723661-Q
20	53623	00	OWEN EQUIPMENT SALES	EQUIPMENT REPAIR	N	\$175,000.00	-	-	\$175,000.00	-	10/13/2023	06/24/2024	-	Service Provider	Equipment	Jeff	Wayne	10-13-23: REPLACEMENT OF THE FAILING DEBRIS TANK AND RELATED PARTS WITH A STAINLESS TANK TO GET UNIT 1249 INTO FULL OPERATION, WASHOE COUNTY. NV B/L#: NVD20101503560-S
21	61023	00	PETERBILT TRUCK PARTS	EQUIPMENT REPAIR	N	\$25,000.00	-	-	\$25,000.00	-	10/31/2023	12/13/2023	-	Service Provider	Equipment	Jeff	Wayne	10-31-23: TO REPAIR THE INJECTOR SYSTEM AND RELATED PARTS ON UNIT 2220, A 2016 PETERBILT PLOW TRUCK, WASHOE COUNTY. NV B/L#: NVD20071328642-S
22	43223	00	Q&D CONSTRUCTION, LLC	ROAD REPAIR	N	\$166,000.00	-	-	\$166,000.00	-	11/03/2023	12/31/2023	-	Service Provider	Maintenance and Asset Management	Jeff	Anita	11-03-23: MILL AND DENSE GRADE OVERLAY ON STATE PARK 98 (COUNTY ROAD 233) WASHOE LAKE NORTH RAMP ACCESS ROAD, WASHOE COUNTY. NV B/L#:NVD19671000639-Q PROPOSERS: Q&D CONSTRUCTION, LLC, GRANITE CONSTRUCTION COMPANY, SIERRA NEVADA CONSTRUCTION, INC.
23	46223	00	SHELL CREEK CONSTRUCTION, INC.	ADMINISTRATION BUILDING REMODEL	N	\$74,878.00	-	-	\$74,878.00	-	10/16/2023	12/31/2024	-	Service Provider	Architecture	Jeff	Anita	10-16-23: REMODEL OF THE MAIN LOBBY ENTRANCE AT DEPARTMENT'S ELKO ADMINISTRATION BUILDING, ELKO COUNTY. NV B/L#: NVD20001260493-Q PROPOSERS: SHELL CREEK CONSTRUCTION, NEESER INC., MGM CONSTRUCTION
24	11119	01	TITAN ELECTRICAL CONTRACTING, INC.	CHARGING STATION REPAIRS	N	\$34,900.00	-	\$15,000.00	\$49,900.00	-	06/21/2019	12/31/2025	10/24/2023	Service Provider	Maintenance and Asset Management	Jeff	Anita	AMD 1 10-24-23: INCREASE AUTHORITY BY \$15,000.00 FROM \$34,900.00 TO \$49,900.00 AND EXTEND THE TERMINATION DATE FROM 12-31-23 TO 12-31-25 TO ALLOW FOR CONTINUED ON-CALL REPAIRS AND REQUIRED MAINTENANCE AND REPLACEMENT OF EQUIPMENT AT CHARGING STATIONS. 06-21-19: ON-CALL REPAIRS AND THE REPLACEMENT OF ALL NECESSARY EQUIPMENT AT MULTIPLE CHARGING STATIONS STATEWIDE FOR THE WELFARE OF THE TRAVELING PUBLIC, MINERAL AND NYE COUNTIES. NV B/L#: NVD20071408571-Q
25	73819	01	TITAN ELECTRICAL CONTRACTING, INC.	ON-CALL REPAIR AND MAINTENANCE OF TRAFFIC COUNTING LOOPS	N	\$34,900.00	-	\$15,000.00	\$49,900.00	-	12/05/2019	12/31/2025	10/19/2023	Service Provider	Maintenance and Asset Management	Jeff	Anita	AMD 1 10-19-23: INCREASE AUTHORITY BY \$15,000.00 FROM \$34,900.00 TO \$49,900.00 AND EXTEND THE TERMINATION DATE FROM 12-31-23 TO 12-31-25 DUE TO CONTINUATION OF ON-CALL REPAIRS AND REQUIRED MAINTENANCE SERVICES. 12-05-19: ON-CALL REPAIRS/MAINTENANCE AND REPLACEMENT OF ALL NECESSARY EQUIPMENT FOR TRAFFIC COUNTING LOOPS AT VARIOUS DEPARTMENT MAINTAINED REST AREAS, STATEWIDE. NV B/L#: NVD20071408571-Q
26	50623	00	XCEL MAINTENANCE SERVICES, INC.	JANITORIAL SERVICES	N	\$249,600.00	-	-	\$249,600.00	-	11/05/2023	12/31/2025	-	Service Provider	District I	Jeff	Mario	11-05-23: PROVIDE JANITORIAL SERVICES FOR THE SOUTH MAINTENANCE STATION AND VARIOUS LOCATIONS IN DISTRICT I, CLARK COUNTY. NV B/L# NVD20021426879-Q PROPOSERS: XCEL MAINTENANCE SERVICES, INC.

NO COST AGREEMENTS AND/OR AMENDMENTS																		
Line No.	Agreement No.	Amend No.	Contractor	Purpose	Fed	Original Agreement Amount	Total of Prior Amendments	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amendment Date	Agree Type	Division	Director's Office	Division Head	Notes
27	58323	00	BELL ATLANTIC MOBILE SYSTEMS, LLC	OCCUPANCY PERMIT	N	-	-	-	-	-	11/07/2023	03/31/2024	-	Facility	Right-of-Way	Scott	Craig	11-07-23: NO COST AGREEMENT TO INDEMNIFY THE STATE OF NEVADA AGAINST ANY ACTION ARISING OUT OF THE COMPANY'S USE OR OCCUPANCY OF DEPARTMENT'S RIGHT-OF-WAY UNDER PERMIT NUMBER 216924, ON STATE ROUTE (SR) 562, FROM MILE POST (MP) 0.62 TO MP 0.70, CLARK COUNTY. NV B/L#: NVF20201886846
28	58823	00	CENTURYLINK OF NEVADA, LLC	OCCUPANCY PERMIT	N	-	-	-	-	-	10/31/2023	03/31/2024	-	Facility	Right-of-Way	Scott	Craig	10-31-23: NO COST AGREEMENT TO INDEMNIFY THE STATE OF NEVADA AGAINST ANY ACTION ARISING OUT OF THE COMPANY'S USE OR OCCUPANCY OF DEPARTMENT'S RIGHT-OF-WAY UNDER PERMIT NUMBER 217365 ON US HIGHWAY 93 (US-93) FROM MILE POST (MP) 4.92 TO MP 4.93, CLARK COUNTY. NV B/L#: NVD20212300457
29	58923	00	CENTURYLINK OF NEVADA, LLC	OCCUPANCY PERMIT	N	-	-	-	-	-	10/31/2023	03/31/2024	-	Facility	Right-of-Way	Scott	Craig	10-31-23: NO COST AGREEMENT TO INDEMNIFY THE STATE OF NEVADA AGAINST ANY ACTION ARISING OUT OF THE COMPANY'S USE OR OCCUPANCY OF DEPARTMENT'S RIGHT-OF-WAY UNDER PERMIT 217373, ON US HIGHWAY 93 (US-93) FROM MILE POST (MP) 9.36 TO MP 9.52, CLARK COUNTY. NV B/L#: NVD20212300457
30	58623	00	NEVADA BELL TELEPHONE COMPANY	OCCUPANCY PERMIT	N	-	-	-	-	-	10/31/2023	03/31/2024	-	Facility	Right-of-Way	Scott	Craig	10-31-23: NO COST AGREEMENT TO INDEMNIFY THE STATE OF NEVADA AGAINST ANY ACTION ARISING OUT OF THE COMPANY'S USE OR OCCUPANCY OF DEPARTMENT'S RIGHT-OF-WAY UNDER PERMIT NUMBER 217495 ON US HIGHWAY 93 (US-93) FROM MILE POST (MP) 52.8 TO MP 53.0, WHITE PINE COUNTY. NV B/L#: NVD19131000017
31	42323	00	NV ENERGY	DESIGN INITIATION AGREEMENT	N	-	-	-	-	-	10/02/2023	09/30/2028	-	Facility	Right-of-Way	Scott	Craig	10-02-23: NO COST AGREEMENT FOR RESEARCH AND DESIGN OF NEW ELECTRICAL PEDESTAL ON THE SOUTH SIDE OF US HIGHWAY 95 (US 95) SOUTHBOUND AT APPROXIMATELY FOUR HUNDRED FIFTY (450) FEET WEST OF THE CENTERLINE OF JONES BOULEVARD AND SETS FORTH THE PROCESS BY WHICH THE DEPARTMENT MUST GO THROUGH TO OBTAIN SAID ELECTRICAL SERVICE FOR ITS PROJECTS, CLARK COUNTY. NV B/L#: NVD19831015840
32	42423	00	NV ENERGY	DESIGN INITIATION AGREEMENT	N	-	-	-	-	-	10/02/2023	09/30/2028	-	Facility	Right-of-Way	Scott	Craig	10-02-23: NO COST AGREEMENT FOR RESEARCH AND DESIGN OF NEW ELECTRIC PEDESTAL ON THE NORTH SIDE OF US HIGHWAY 95 (US 95) NORTHBOUND APPROXIMATELY ONE THOUSAND SEVEN HUNDRED (1700) FEET WEST OF THE CENTERLINE OF JONES BOULEVARD AND SETS FORTH THE PROCESS BY WHICH THE DEPARTMENT MUST GO THROUGH TO OBTAIN THE ELECTRIC SERVICE FOR ITS PROJECTS, CLARK COUNTY. NV B/L#: NVD19831015840
33	42523	00	NV ENERGY	RESEARCH AND DESIGN	N	-	-	-	-	-	10/02/2023	09/30/2028	-	Facility	Right-of-Way	Scott	Craig	10-02-23: NO COST AGREEMENT FOR RESEARCH AND DESIGN OF NEW ELECTRIC PEDESTAL ON THE SOUTH SIDE OF THE US HIGHWAY 95 (US 95) SOUTHBOUND OFF-RAMP TO DECATUR BOULEVARD APPROXIMATELY TWO HUNDRED SEVENTY-FIVE (275) FEET WEST FROM THE CENTERLINE OF DECATUR BOULEVARD AND SETS FORTH THE PROCESS BY WHICH THE DEPARTMENT MUST GO THROUGH TO OBTAIN THE ELECTRICAL SERVICE FOR ITS PROJECTS, CLARK COUNTY. NV B/L#: NVD19831015840
34	42623	00	NV ENERGY	RESEARCH AND DESIGN	N	-	-	-	-	-	10/02/2023	09/30/2028	-	Facility	Right-of-Way	Scott	Craig	10-02-23: NO COST AGREEMENT FOR RESEARCH AND DESIGN OF NEW ELECTRIC PEDESTAL ON THE SOUTH SIDE OF SOUTHBOUND US HIGHWAY 95 (US-95) APPROXIMATELY TWO THOUSAND (2,000) FEET EAST FROM THE CENTERLINE OF JONES BOULEVARD AND SETS FORTH THE PROCESS BY WHICH THE DEPARTMENT MUST GO THROUGH TO OBTAIN THE ELECTRIC SERVICE FOR ITS PROJECTS, CLARK COUNTY. NV B/L#: NVD19831015840
35	42723	00	NV ENERGY	RESEARCH AND DESIGN	N	-	-	-	-	-	10/02/2023	09/30/2028	-	Facility	Right-of-Way	Scott	Craig	10-02-23: NO COST AGREEMENT FOR RESEARCH AND DESIGN OF NEW ELECTRIC PEDESTAL ON THE NORTH SIDE OF NORTHBOUND US HIGHWAY 95 (US-95) OFF-RAMP TO JONES BOULEVARD AND SETS FORTH THE PROCESS BY WHICH THE DEPARTMENT MUST GO THROUGH TO OBTAIN THE ELECTRIC SERVICE FOR ITS PROJECTS, CLARK COUNTY. NV B/L#: NVD19831015840
36	57523	00	NV ENERGY	DESIGN INITIATION AGREEMENT	N	-	-	-	-	-	10/06/2023	12/31/2023	-	Facility	Right-of-Way	Scott	Craig	10-06-23: NO COST AGREEMENT TO INITIATE DESIGN FOR UTILITY'S PROCESS TO OBTAIN NEW ELECTRICAL SERVICE PEDESTAL ON THE NORTH SIDE OF THE INTERSECTION AT THE US HIGHWAY 95 (US-95) NORTHBOUND ONRAMP FROM VALLEY VIEW BOULEVARD, CLARK COUNTY. NV B/L#: NVD19831015840
37	57623	00	NV ENERGY	DESIGN INITIATION AGREEMENT	N	-	-	-	-	-	10/16/2023	12/31/2028	-	Facility	Right-of-Way	Scott	Craig	10-16-23: NO COST AGREEMENT TO INITIATE DESIGN FOR UTILITY'S PROCESS TO OBTAIN NEW ELECTRICAL SERVICE PEDESTAL ON THE SOUTH SIDE OF US HIGHWAY 95 (US-95) SOUTHBOUND, APPROXIMATELY SEVEN HUNDRED FIFTY (750) FEET EAST OF THE CENTERLINE OF DECATUR BOULEVARD, CLARK COUNTY. NV B/L#: NVD19831015840
38	57923	00	NV ENERGY	DESIGN INITIATION AGREEMENT	N	-	-	-	-	-	10/18/2023	12/31/2028	-	Facility	Right-of-Way	Scott	Craig	10-18-23: NO COST AGREEMENT TO INITIATE DESIGN FOR UTILITY'S PROCESS TO OBTAIN A NEW ELECTRIC SERVICE PEDESTAL ON THE NORTH SIDE OF THE INTERSECTION AT THE US HIGHWAY 95 (US-95) NORTHBOUND OFFRAMP TO VALLEY VIEW BOULEVARD, CLARK COUNTY. NV B/L#: NVD19831015840
39	58223	00	NV ENERGY	DESIGN INITIATION AGREEMENT	N	-	-	-	-	-	10/23/2023	12/31/2028	-	Facility	Right-of-Way	Scott	Craig	10-23-23: NO COST AGREEMENT TO INITIATE DESIGN FOR FIRST STEP OF UTILITY'S PROCESS TO OBTAIN A NEW ELECTRICAL SERVICE PEDESTAL ON THE NORTH SIDE OF NORTHBOUND US HIGHWAY 95 (US-95), APPROXIMATELY TWO THOUSAND FOUR HUNDRED FIFTY (2450) FEET FROM THE CENTERLINE OF JONES BOULEVARD, CLARK COUNTY. NV B/L#: NVD19831015840

NO COST AGREEMENTS AND/OR AMENDMENTS																		
Line No.	Agreement No.	Amend No.	Contractor	Purpose	Fed	Original Agreement Amount	Total of Prior Amendments	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amendment Date	Agree Type	Division	Director's Office	Division Head	Notes
40	58723	00	UNION PACIFIC RAILROAD COMPANY	SURVEY PERMIT	N	-	-	-	-	-	10/30/2023	03/31/2024	-	Facility	Right-of-Way	Scott	Craig	10-30-23: NO COST AGREEMENT FOR NON-INTRUSIVE SURVEY PERMIT APPLICATION FOR THE INTERSTATE 80 (I-80) BRIDGE G-928 PROJECT, ELKO COUNTY. NV B/L#: NVF19691003146
41	68218	01	BOYS & GIRLS CLUBS OF ELKO, INC., A NONPROFIT CORPORATION	MULTI-USE LEASE	N	\$600.00	-	\$12,615.00	-	\$13,215.00	11/19/2018	10/31/2028	10/31/2023	Lease	Right-of-Way	Scott	Craig	AMD 1 10-31-23: NO COST AMENDMENT TO INCREASE RECEIVABLE AUTHORITY BY \$12,615.00 FROM \$600.00 TO \$13,215.00 AND EXTEND TERMINATION DATE FROM 10-31-23 TO 10-31-28 TO ACCOMMODATE LESSEE'S DESIRE TO EXERCISE THE FIRST OF TWO (2) RENEWAL OPTIONS FOR THE MULTI-USE LEASE OF THE DEPARTMENT'S PARCEL. 11-19-18: MULTI-USE LEASE OF PARCEL I-080-EL-025.291 FOR OPEN AREA WITH PLAYGROUND EQUIPMENT, ELKO COUNTY. NV B/L#: NVD19961192425
42	48921	01	GRACE PRESBYTERIAN CHURCH	MULTI-USE LEASE	Y	-	-	\$739,512.00	-	\$739,512.00	09/08/2021	09/07/2025	10/31/2023	Lease	Right-of-Way	Scott	Craig	AMD 1 10-31-23: NO COST AMENDMENT TO INCREASE RECEIVABLE AUTHORITY BY \$739,512.00 FROM \$0.00 TO \$739,512.00 AND EXTEND TERMINATION DATE FROM 09-07-23 TO 09-07-25 TO ACCOMMODATE LESSEE'S DESIRE TO EXERCISE THEIR OPTION TO EXTEND THE RIGHT-OF-WAY MULTI-USE LEASE OF DEPARTMENT'S PARCEL I-015-CL041.593 LE1. 09-08-21: TWO-YEAR RENEWABLE MULTI-USE LEASE FOR PARCEL I-015-CL-041.593LE1 INCLUDING CHURCH, ADMINISTRATIVE/EDUCATION BUILDINGS, SINGLE-FAMILY RESIDENCE, AND PAVED PARKING LOTS FOR PROJECT NH-STP-015-1-2(147), CLARK COUNTY. NV B/L#: NVD20131273617
43	42923	00	M.S.W., INC.	MULTI-USE LEASE	N	\$385,000.00	-	-	-	\$385,000.00	10/11/2023	09/30/2028	-	Lease	Right-of-Way	Scott	Craig	10-11-23: NO COST AGREEMENT FOR MULTI-USE AIRSPACE LEASE FOR A PARKING LOT LOCATED AT 200, 416 AND 430 NORTH MAIN STREET IN LAS VEGAS, PARCEL NUMBER I-515-CL-075.030 LE1, CLARK COUNTY. NV B/L#: NVD19921063730
44	58523	00	ROMANIKA, LLC	MULTI-USE LEASE	Y	\$13,480.00	-	-	-	\$13,480.00	10/31/2023	10/31/2028	-	Lease	Right-of-Way	Scott	Craig	10-31-23: NO COST AGREEMENT FOR RIGHT-OF-WAY MULTI-USE LEASE FOR USE OF THE DEPARTMENT'S PARCEL I-015-CL-043.634, CLARK COUNTY. NV B/L#: NVD20061098308
45	60223	00	AMARGOSA VALLEY VOLUNTEER FIRE DEPARTMENT	ROLES AND RESPONSIBILITIES OF THE NEVADA SHARED RADIO SYSTEM	N	\$2,400.00	-	-	-	\$2,400.00	10/30/2023	06/30/2028	-	License	Traffic Operations	Jeff	Rod	10-30-23: NO COST AGREEMENT TO ESTABLISHMENT OF ROLES AND RESPONSIBILITIES IN OPERATING AND MAINTAINING THE NEVADA SHARED RADIO SYSTEM (NSRS), STATEWIDE. NV B/L#: EXEMPT
46	50720	02	KAUTZ ENVIRONMENTAL CONSULTANTS, INC.	ARCHAEOLOGICAL ON-CALL SERVICES	N	\$110,887.00	-	-	\$110,887.00	-	11/16/2020	04/30/2024	10/23/2023	Service Provider	Environmental	Scott	My-Linh	AMD 2 10-23-23: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 10-31-23 TO 4-30-24 DUE TO EXTENDED WORKLOAD AND STAFF SHORTAGES. AMD 1 10-10-22: INCREASE AUTHORITY BY \$250,000.00 FROM \$250,000.00 TO \$500,000.00 DUE TO THE CULTURAL RESOURCES SECTION PROJECTING THIRTY-FIVE (35) PROJECTS THAT WILL NEED TO BE CONTRACTED OUT TO AID STAFF IN CLEARANCES FOR ARCHAEOLOGICAL SERVICES TO MEET PROJECT COMPLETION DATES BY END OF FEDERAL FISCAL 2023. 06-23-21: ON CALL ARCHAEOLOGICAL SERVICES INCLUDING BACKGROUND RESEARCH, SURVEY, SITE RECORDING AND REPORT WRITING, TO TREATMENT PLAN PREPARATION, MIDIGATION AND CULTURAL MONITORING, STATEWIDE. NV B/L# NVD19941033589-R
47	50420	02	NICHOLS CONSULTING ENGINEERS, CHTD.	ARCHAEOLOGICAL ON-CALL SERVICES	N	\$167,240.00	-	-	\$167,240.00	-	11/05/2020	04/30/2024	10/24/2023	Service Provider	Environmental	Scott	My-Linh	AMD 2 10-23-23: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 10-31-23 TO 4-30-24 DUE TO EXTENDED WORKLOAD AND STAFF SHORTAGES. AMD 1 10-10-22: INCREASE AUTHORITY BY \$250,000.00 FROM \$250,000.00 TO \$500,000.00 DUE TO THE CULTURAL RESOURCES SECTION PROJECTING THIRTY-FIVE (35) PROJECTS THAT WILL NEED TO BE CONTRACTED OUT TO AID STAFF IN CLEARANCES FOR ARCHAEOLOGICAL SERVICES TO MEET PROJECT COMPLETION DATES BY END OF FEDERAL FISCAL 2023. 06-23-21: ON CALL ARCHAEOLOGICAL SERVICES INCLUDING BACKGROUND RESEARCH, SURVEY, SITE RECORDING AND REPORT WRITING, TO TREATMENT PLAN PREPARATION, MIDIGATION AND CULTURAL MONITORING, STATEWIDE. NV B/L# NVD19891040686-R



1263 South Stewart Street
Carson City, NV 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 29, 2023

TO: Department of Transportation Board of Directors

FROM: Tracy Larkin Thomason, P.E., Director

SUBJECT: December 11, 2023 | Transportation Board of Directors Meeting

ITEM # 18: Amendment to NDOT Director's delegated signature authority. – *For possible action*

Summary:

On November 13, 2023, the Department of Transportation Board of Directors approved revisions to the delegated signature authority. The revisions included an increase of signature authority for agreements under \$10 million and for contracts under \$40 million. Contracts with political or regional sensitivity will be brought to the Board for approval regardless of cost. Right of Way items will continue to be brought to the Board for approval as previously established.

In the approved Board action from the November 13, 2023, Board meeting, an additional criteria was approved. The criteria requires any contract in which the low bid received is more than 20% above the engineer's estimate, is brought to the Board for approval. This addition was without minimum or maximum contract cost.

Background:

The implementation of the 20% requirement may have unintended consequences and may not reduce the number of contracts which are brought to the Board for approval. In the calendar year 2023, 56 contracts were approved by the Board or the Director. Under the old signature authority, 22 of those contracts were brought to the Board for approval. Under the new signature authority, including the 20% requirement, 21 contracts would require Board approval. Of those 21 contracts, 14 are under \$5 million and 16 are under \$10 million. Smaller value contracts are more difficult to estimate and may lead to more variability, exceeding the 20% requirement. The dollar value of 20% on \$10 million is \$2 million, a relatively low risk of delegation of signature authority.

The Department proposes to amend the signature authority to limit the 20% review criteria to projects where the engineer's estimate is \$10 million or more. For illustrative purposes, this amended signature authority would require five (5) contracts from the 2023 calendar year to be brought to the Board for approval. This amendment will allow for the intended change to the signature authority to be implemented without delay to projects and appropriate Board oversight of the operations of the Department.

MEMORANDUM

Department of Transportation Board of Directors

November 29, 2023

Page 2 of 2

Recommendation for Board Action:

Approve revision of the Transportation Board of Directors meeting schedule to bi-monthly until further notice. This would be effective January 1, 2024, with the next meeting scheduled for February 2024.

Prepared by:

Director's Office



1263 South Stewart Street
Carson City, NV 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 29, 2023

TO: Department of Transportation Board of Directors

FROM: Tracy Larkin Thomason, P.E., Director

SUBJECT: December 11, 2023 | Transportation Board of Directors Meeting

ITEM # 19: Consideration of Resolution requesting the State Board of Finance to issue Highway Revenue Bonds. – *For possible action*

Summary:

To support the delivery of projects, the Department requests that the Department of Transportation Board of Directors adopt a resolution requesting the State Board of Finance issue Highway Revenue Bonds in an amount not to exceed \$150 million. The sale of these bonds was approved as a part of the Department's 2023 Legislative budget.

Background:

This bond series is planned to partially finance construction projects including the Henderson Interchange, the US 395 North Valleys project, and the I-15 at Tropicana Interchange. All bond proceeds are intended to be used for construction costs.

Two (2) bonds are planned for issuance: 1) \$100 million to partially fund the Henderson Interchange, US 395 North Valleys project, and I-15 at Tropicana Interchange - to be paid with motor vehicle fuel taxes; and 2) \$50 million to partially fund the Henderson Interchange and the I-15 at Tropicana Interchange - to be paid with Fuel Revenue Indexing (FRI II) revenue, with motor vehicle fuel taxes also available as pledged revenue.

Analysis:

The sale of bonds can be a cost-effective mechanism to support the funding of capital projects. Bonding allows the Department to take a thoughtful approach to delivering large projects sooner.

Bonding supports project construction by:

- Eliminating additional costs associated with phasing large projects into multiple smaller projects, providing savings associated with economies of scale.

MEMORANDUM

Department of Transportation Board of Directors

November 29, 2023

Page 2 of 2

- Allowing benefits to the public, such as safety improvements, congestion mitigation, and improved connectivity, to be realized sooner.
- Lessening the impact of construction inflation.
- Smoothing cash flow with predictable payments over the term of the bond.

Currently, the Department has approximately \$679 million of outstanding bonds and debt service payments of approximately \$73 million through fiscal year 2030. Beginning in state fiscal year 2031, the existing debt service payments will decline to approximately \$64 million, and by state fiscal year 2041 all currently existing debt will be retired. The requested bonds will have a twenty-year term, with all debt service payments projected to be completed by fiscal year 2044.

Highway Fund gas tax, special fuel tax, and fuel revenue indexing taxes are pledged to pay bond debt service. These funding sources are not the entirety of the Department's revenue. It is the Department's policy to restrict total annual debt service payments for senior debt to no more than 1/3 of the revenue described above, and to restrict total annual debt service for subordinate debt to no more than 1/2 of the revenue described above. The designation of senior and subordinate debt is part of the bond sale strategy determined during the Department's coordination with the Treasurer's office. Senior bonds are designated for priority of repayment over subordinate bonds.

Current Highway Fund gas tax and special fuel tax revenue is more than three times the maximum annual debt service for combination of existing bonds and the new \$100 million bond.

Current Highway Fund fuel revenue indexing revenue is significantly more than two times the maximum annual debt service for the combination of the existing bond and the new \$50 million bond.

It is anticipated that transaction costs for the Treasurer's Office, and financial and legal advisors will be paid out of the proceeds of these bonds.

List of Attachment(s):

- A. Pro Forma Debt Service Charts
- B. Resolution Requesting the State Board of Finance to Issue Highway Revenue Bonds

Recommendation for Board Action:

The Department recommends approval of resolution requesting the State Board of Finance to issue Highway Revenue Bonds.

Prepared by:

Director's Office

2024A MOTOR VEHICLE FUEL TAX BONDS

Senior Lien Motor Vehicle Fuel Tax Highway Revenue Bonds							
Fiscal Year	Outstanding Debt Service	Series 2024A Bonds ¹			Combined Debt Service	Pledged Revenues ²	Coverage
		Principal	Interest	Debt Service			
2024	69,766,869	-	783,792	783,792	70,550,660	314,634,828	4.46x
2025	69,610,994	2,805,000	4,632,625	7,437,625	77,048,619	314,634,828	4.08x
2026	69,460,119	2,950,000	4,488,750	7,438,750	76,898,869	314,634,828	4.09x
2027	69,411,169	3,100,000	4,337,500	7,437,500	76,848,669	314,634,828	4.09x
2028	69,163,969	3,260,000	4,178,500	7,438,500	76,602,469	314,634,828	4.11x
2029	69,008,219	3,430,000	4,011,250	7,441,250	76,449,469	314,634,828	4.12x
2030	69,334,344	3,605,000	3,835,375	7,440,375	76,774,719	314,634,828	4.10x
2031	60,343,844	3,790,000	3,650,500	7,440,500	67,784,344	314,634,828	4.64x
2032	59,634,519	3,985,000	3,456,125	7,441,125	67,075,644	314,634,828	4.69x
2033	59,152,769	4,185,000	3,251,875	7,436,875	66,589,644	314,634,828	4.72x
2034	58,585,269	4,400,000	3,037,250	7,437,250	66,022,519	314,634,828	4.77x
2035	58,064,381	4,625,000	2,811,625	7,436,625	65,501,006	314,634,828	4.80x
2036	20,457,075	4,865,000	2,574,375	7,439,375	27,896,450	314,634,828	11.28x
2037	19,984,688	5,115,000	2,324,875	7,439,875	27,424,563	314,634,828	11.47x
2038	19,512,213	5,375,000	2,062,625	7,437,625	26,949,838	314,634,828	11.67x
2039	5,793,803	5,650,000	1,787,000	7,437,000	13,230,803	314,634,828	23.78x
2040	5,790,900	5,940,000	1,497,250	7,437,250	13,228,150	314,634,828	23.79x
2041	5,792,350	6,245,000	1,192,625	7,437,625	13,229,975	314,634,828	23.78x
2042	-	6,565,000	872,375	7,437,375	7,437,375	314,634,828	42.30x
2043	-	6,905,000	535,625	7,440,625	7,440,625	314,634,828	42.29x
2044	-	7,260,000	181,500	7,441,500	7,441,500	314,634,828	42.28x
TOTAL	858,867,491	94,055,000	55,503,417	149,558,417	\$1,008,425,907		

¹Assumes market rates as of November 27, 2023 plus 50 basis points for volatility cushion

²Holds FY23 Revenue (\$314.6m) constant

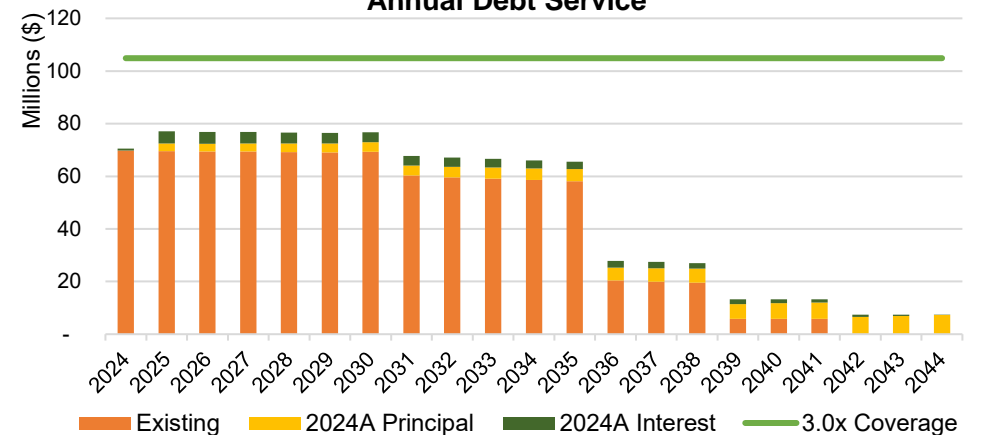
\$100M Bond Sale:

- 20-year final maturity
- Anticipated interest cost – 4.25%
- Anticipated annual payment – Approx. \$7.4M
- 3X coverage - projected revenue is anticipated to be above three times the maximum annual debt service (MADS).

Sources and Uses - 2024A MVFT Bonds

Par Amount	\$94,055,000
Premium	6,575,088
Total Sources	\$100,630,088
Project Fund	\$100,000,000
Costs of Issuance	\$253,868
Underwriter Discount	376,220
Total Uses	\$100,630,088

Annual Debt Service





PRO-FORMA

2024B FUEL REVENUE INDEXING II BONDS

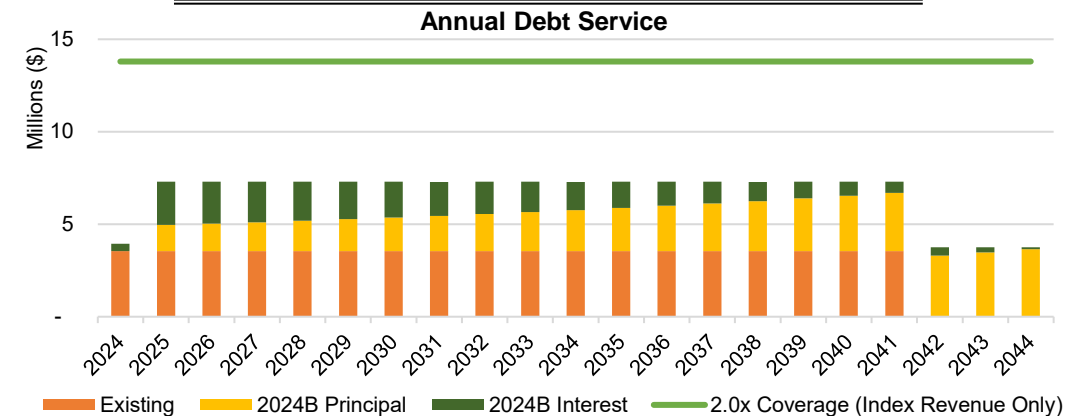
Subordinate Lien Motor Vehicle Fuel Tax Revenue Bonds Debt Summary							
Fiscal Year	Outstanding Debt Service	Series 2024B Bonds ¹			Combined Debt Service	Pledged Revenues ²	Coverage
		Principal	Interest	Debt Service			
2024	3,545,513	-	395,500	395,500	3,941,013	271,681,708	68.94x
2025	3,547,263	1,415,000	2,337,625	3,752,625	7,299,888	265,183,749	36.33x
2026	3,544,013	1,490,000	2,265,000	3,755,000	7,299,013	265,333,499	36.35x
2027	3,545,513	1,565,000	2,188,625	3,753,625	7,299,138	265,383,699	36.36x
2028	3,546,388	1,645,000	2,108,375	3,753,375	7,299,763	265,629,899	36.39x
2029	3,546,388	1,730,000	2,024,000	3,754,000	7,300,388	265,782,899	36.41x
2030	3,545,263	1,820,000	1,935,250	3,755,250	7,300,513	265,457,649	36.36x
2031	3,542,763	1,910,000	1,842,000	3,752,000	7,294,763	274,448,024	37.62x
2032	3,543,088	2,010,000	1,744,000	3,754,000	7,297,088	275,156,724	37.71x
2033	3,547,088	2,115,000	1,640,875	3,755,875	7,302,963	275,642,724	37.74x
2034	3,542,438	2,220,000	1,532,500	3,752,500	7,294,938	276,209,849	37.86x
2035	3,545,888	2,335,000	1,418,625	3,753,625	7,299,513	276,731,362	37.91x
2036	3,543,088	2,455,000	1,298,875	3,753,875	7,296,963	314,335,918	43.08x
2037	3,544,038	2,580,000	1,173,000	3,753,000	7,297,038	314,807,806	43.14x
2038	3,543,688	2,710,000	1,040,750	3,750,750	7,294,438	315,282,531	43.22x
2039	3,546,988	2,850,000	901,750	3,751,750	7,298,738	329,001,565	45.08x
2040	3,543,938	3,000,000	755,500	3,755,500	7,299,438	329,004,218	45.07x
2041	3,547,294	3,150,000	601,750	3,751,750	7,299,044	329,002,393	45.07x
2042		3,315,000	440,125	3,755,125	3,755,125	334,794,993	89.16x
2043		3,485,000	270,125	3,755,125	3,755,125	334,791,743	89.16x
2044		3,660,000	91,500	3,751,500	3,751,500	334,790,868	89.24x
TOTAL	63,810,631	47,460,000	28,005,750	75,465,750	\$139,276,381		

\$50M Bond Sale – State Highway Fund portion of Fuel Revenue Indexing (FRI II) Revenue - Clark County.

(Motor vehicle fuel taxes can also be used for payment if needed.)

- 20-year final maturity
- Anticipated interest cost - 4.33%
- Anticipated annual payment - Approx. \$3.7M
- 2X coverage - projected revenue is anticipated to be above two times the maximum annual debt service (MADS).

Sources and Uses - 2024B	
Par Amount	\$47,460,000
Premium	2,983,914
Total Sources	\$50,443,914
Project Fund	\$50,000,000
Costs of Issuance	\$254,074
Underwriter Discount	189,840
Total Uses	\$50,443,914



¹Assumes market rates as of November 27, 2023 plus 50 basis points for volatility cushion

²Holds FY23 Revenue (\$314.6m) constant less Senior debt service plus FY23 Index Tax Revenue (\$27.6m)

RESOLUTION REQUESTING THE STATE BOARD OF FINANCE TO ISSUE HIGHWAY REVENUE BONDS OF THE STATE OF NEVADA AND PROVIDING OTHER MATTERS PROPERLY RELATED THERETO

WHEREAS, pursuant to Nevada Revised Statutes ("NRS") 408.273, the Board of Directors of the Nevada Department of Transportation (the "Board of Directors") of the State of Nevada (the "State") is authorized to request the State Board of Finance (the "Finance Board") to issue the State of Nevada, Highway Improvement Revenue (Motor Vehicle Fuel Tax) Bonds, Series 2024A (the "2024A Bonds") to provide money to enable the State Department of Transportation ("NDOT") to complete pending and currently projected highway projects (the "2024A Improvement Project").

WHEREAS, pursuant to NRS 408.273, the Board of Directors is authorized to request the Finance Board to issue the State of Nevada, Highway Improvement Revenue (Indexed Tax and Subordinate Motor Vehicle Fuel Tax) Bonds, Series 2024B (the "2024B Bonds") to provide money to enable NDOT to finance projects for the construction, maintenance and repair of state highways in Clark County, Nevada (the "2024B Improvement Project").

NOW THEREFORE, be it resolved by the Board of Directors that:

Section 1. The Board of Directors hereby requests the Finance Board to issue the 2024A Bonds in the aggregate principal amount not to exceed \$100,000,000 and the 2024B Bonds in the aggregate principal amount not to exceed \$50,000,000.

Section 2. The Secretary of the Board of Directors is authorized and directed to forward a signed copy of this resolution to the Finance Board.

Section 3. In order to permit NDOT to reimburse itself for prior expenditures relating to the 2024A Improvement Project with the proceeds of the 2024A Bonds, the Board of Directors determines and declares as follows:

(i) NDOT reasonably expects to incur expenditures with respect to the 2024A Improvement Project prior to the issuance of the 2024A Bonds and to reimburse those expenditures from the issuance of the 2024A Bonds; and

(ii) The maximum principal amount of the 2024A Bonds expected to be issued for the 2024A Improvement Project and used to reimburse such expenditures is \$100,000,000.

Section 4. In order to permit NDOT to reimburse itself for prior expenditures relating to the 2024B Improvement Project with the proceeds of the 2024B Bonds, the Board of Directors determines and declares as follows:

(i) NDOT reasonably expects to incur expenditures with respect to the 2024B Improvement Project prior to the issuance of the 2024B Bonds and to reimburse those expenditures from the issuance of the 2024B Bonds; and

(ii) The maximum principal amount of the 2024B Bonds expected to be issued for the 2024B Improvement Project and used to reimburse such expenditures is \$50,000,000.

PASSED, ADOPTED AND APPROVED ON DECEMBER 11, 2023.

State of Nevada, Department of Transportation
Board of Directors

Chair

Secretary to the Board of Directors

Approved to Legality and Form:

Chief Deputy Attorney General



1263 South Stewart Street
Carson City, NV 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

November 29, 2023

TO: Department of Transportation Board of Directors

FROM: Tracy Larkin Thomason, P.E., Director

SUBJECT: December 11, 2023 | Transportation Board of Directors Meeting

ITEM # 20: Receive the Nevada Department of Transportation 2023 NDOT Performance Management Report – *Informational item only*

Summary:

The Nevada Department of Transportation (NDOT) prepares an Annual Performance Management Report and submits it to the Transportation Board of Directors and the Director of the Legislative Counsel Bureau for transmittal to the Interim Finance Committee by December 31st of each year (NRS 408.133). The draft report is being presented prior to the final production that will be provided to LCB later this month.

Major components of the 2023 NDOT Performance Management Report include:

- Performance management dashboard (Executive Summaries)
- Detailed performance management data
- Major projects annual status report
- Benefit-cost analysis of capacity projects
- Project priority rationale
- Performance management plan

NDOT's performance management plays a vital role in the performance-based decision-making process by:

- Ensuring investment accountability and transparency
- Tracking and monitoring system performance
- Helping to identify and implement efficient and cost-effective performance-based programs
- Linking projects to the vision, mission, and goals of the Department
- Helps to align performance targets with customer expectations
- Helps in delivering high quality projects

Background:

NDOT has established 16 performance measures to track and report performance of the major divisions and program areas. NDOT's Performance Management System focuses on the critical aspects of a cohesive, integrated, and performance-driven approach.

Analysis:

Of the 16 Performance Measures that the Department monitors six met their annual performance target, six did not, three partially met targets, and one did not have a target.

MEMORANDUM

Department of Transportation Board of Directors

November 29, 2023

Page 2 of 2

Targets were met for:

- Streamline agreement process
- Maintain NDOT facilities
- Emergency management, security and continuity of operations
- Maintain state bridges
- Streamline permitting process

Targets were not met for:

- Reduce workplace accidents
- Provide employee training
- Improve employee satisfaction
- Improve customer and public outreach
- Maintain NDOT fleet
- Project Delivery – schedule and estimate for bid advertisement
- Reduce fatal & serious injury crashes

Targets were partially met for the following measures with sub measures and targets:

- Improve travel reliability and reduce delay
- Project Delivery – bid opening to construction completion
- Maintain state highway pavement

As part of the performance management process, all performance champions (Division Heads) have established short and long-term strategies that will facilitate the achievement of established performance targets.

Recommendation for Board Action:

No action – information only

List of Attachments:

Provided under separate cover. Nevada Department of Transportation 2023 Performance Management Report - Draft

Prepared by:

Mark Wooster, Division Head, Performance Analysis