THE NEVADA DEPARTMENT OF TRANSPORTATION BOARD OF DIRECTORS
9:30 AM, Monday, October 14, 2024

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 (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 call in during the meeting by calling (775) 888-7440, or 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.

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
October 14, 2024 – 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: Public comment may be provided in person or by calling (775) 888-7440, the call will be placed in a que and the caller will be notified of their turn for 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 September 9, 2024, Nevada Department of Transportation Board of Directors Meeting Minutes. – *For possible action*

SEC. 2. CONSENT AGENDA: Items No. 5

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 $40,000,000, or 20% over the engineer's estimate from August 9, 2024, through September 12, 2024

The purpose of this sub-section is to present to the Board construction contracts which are over $40,000,000 for approval. All contracts are all low bid per statute. These construction contracts constitute all contracts over $40,000,000 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 4521, Project No. NHP-050-1-(036), on US 50 from the CA/NV Stateline to Kings Canyon Road, with Q&D CONSTRUCTION LLC, to cold mill, place plantmix bituminous surface with open grade, ITS, hydraulic, and safety improvements, Douglas County, Nevada. – *For possible action*

Agreements over $10,000,000 from August 9, 2024, through September 12, 2024

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 $10,000,000, which include new agreements over $10,000,000, and amendments which increase the total agreement amount above $10,000,000, 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.

6. Interlocal Agreement 634-24-015, with GOVERNOR'S OFFICE OF SCIENCE, INNOVATION, AND TECHNOLOGY (OSIT), for the engineering, design, permitting, and construction of the Nevada Middle Mile Network Project, statewide, Nevada. – *For possible action*

END OF CONSENT AGENDA

SEC. 3. ITEMS TAKEN SEPARATELY FROM CONSENT AGENDA

SEC. 4. ADDITIONAL BUSINESS ITEMS

7. Request to increase the balance in the State Highway Revolving Account. – *For possible action*

8. Statewide Radio Upgrade Presentation. – *Informational item only*

9. Fuel System Upgrade Presentation. – *Informational item only*

10. 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. – *Informational item only*

11. 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*

12. 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.

13. Adjournment. – *For possible action*

Nevada Department of Transportation

Board of Directors • Meeting Minutes

September 9, 2024

Meeting Location:

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

SEC 1. OPENING

1. **Welcome/Call to Order/Roll Call**
   Governor Lombardo called the meeting to order on Monday, September 9, 2024. A roll call was conducted, and a quorum was established.

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

2. **Public Comment**
   There was no public comment.

3. **Receive Director's Report** – *Informational Item*
   Director Larkin Thomason indicated that traffic fatalities have increased 7% with the majority in Clark County, where the top population is based. The Director said the largest contributing factors remain speed and impairment along with increase in pedestrian and motorcycle crashes. The Director noted the main focus to address would be intersection safety for vulnerable road users and projects increasing passing lanes.

   Director Larkin-Thomason commented that it was time to say goodbye to the summer interns, noting that they are given positions in all departments, and some have gone on to fill senior and executive leadership positions.

   Director Larkin-Thomason next discussed the Tahoe Summit, an annual event focusing on transportation environmental stewardship. The event included Nevada and California representatives, along with transportation secretary Pete Buttigieg. The Director stated the focus is on connecting Tahoe, investing in transit trails, and technology for the future.

   Director Larkin Thomason recognized partners of success. The Director recognized RTC of Southern Nevada along with Pete Buttigieg and members of the Nevada's Federal delegation for a groundbreaking for the Maryland Park Bus Transportation as part of a $378 million investment along the Maryland Parkway. The

Director recognized southern Nevada for the Arlington Bridge groundbreaking, which will replace two structurally deficient bridges built nearly a century ago and will span the Truckee River in Reno's downtown River Rock District. The Director noted these new bridges will feature flood mitigation measures and improved bicycle and pedestrian connectivity.

Director Larkin Thomason updated the Board on the status of the Nevada Shared Radio System's P25 upgrade project, stating District 1 is fully running with no issues and the vehicle install efforts are complete, District 3 installs are underway. The Director noted the EDAC system is scheduled for turn down on November 19th, allowing a transition period. Jacob Grivette, NDOT Traffic Operations Manager covering the project, answered questions from Board members concerning how the transition from EDACS to P25 would go and how that would impact users. Mr. Grivette also noted the negotiations in progress with Utah Communications Authority to enable cross-border communication.

Director Larkin Thomason explained that through August redistribution, $73.8 million was received in additional federal obligation limitation, and those will be dispersed in several projects throughout the state.

Director Larkin Thomason shared the G29 bridge replacement in the northeast area of Lovelock north of I80 was complete.

Director Larkin-Thomason next gave an update on the I-15 Tropicana Project, noting overnight closures for bridge deck pouring, and commenting that it is still on track to be completed next year.

Director Larkin Thomason informed the Board of traffic restrictions for the I-15 South widening project.

Director Larkin Thomason moved on to the US 395 updates, sharing a map of upcoming closures, detours, and ramps to be constructed.

Director Larkin Thomas updated the Board on the Carlin Tunnel in the Elko region with the adaptive lighting system, noting crash data indicated that once the lighting was installed, crashes in the tunnel dropped 50%. The Director explained the project now is upgrading the lighting luminaries and lighting control components to allow drivers to see alternating lane closures in future months as Carlin Canyon upgrades are made.

Director Larkin Thomason noted the reception of the 2024 TSMO and a TSMO Award in Agency Improvement. The Director also recognized the environmental team for receiving the FHWA 2024 Environmental Excellence Award.

4. Consideration of Approval of the August 12, 2024, Nevada Department of Transportation Board of Directors Meeting Minutes. – *For Possible Action*

Motion:	Approve the August 12, 2024, NDOT Board of Directors Meeting Minutes
By:	Member Frank Lepori
Second:	Lt. Governor Stavros Anthony
Vote:	Passed, Member Justin Kalb abstained

SEC .2. CONSENT AGENDA: Items No. 5 and No. 6

Contracts over $40,000,000 or 20% over the engineer's estimate from July 12, 2024, through August 8, 2024
There are no contracts.

Agreements over $10,000,000 from July 12, 2024, through August 8, 2024
There are no agreements.

5. Agreement 662-23-040, with DIVERSIFIED CONSULTING SERVICES, for Crew 913 Augmentation, Washoe, Pershing Churchill, Storey, Lyon, Carson City, and Douglas Counties, Nevada. – *For possible action*
This item was removed.

Right-of-Way

6. REL 22-01: Resolution of Relinquishment of Railroad Pass Frontage Road in the City of Henderson, Clark County, Nevada. – *For possible action*

Motion:	Approve Consent Agenda Item 6, as Item 5 was removed from the agenda.
By:	Member Gary Perea
Second:	Lt. Governor Stavros Anthony
Vote:	Passed unanimously

END OF CONSENT AGENDA

SEC. 3. ITEMS TAKEN SEPARATELY FROM CONSENT AGENDA
No items were taken separately.

SEC. 4. ADDITIONAL BUSINESS ITEMS

7. Consideration of Approval of Legislature-Approved Fiscal Year 2025 Vehicle Replacement and Procurement of Vehicles and Non-Rental Equipment in accordance with NRS 408.389. – *For possible action*
Director Larkin-Thomason apprised the Board of the status of the equipment and budget for replacements for each type of equipment. The Director also broke down the type of fleets, classes, how many were in each, and how many met the criteria for replacement.

   Member Frank Lepori expressed his concern about spending $18 million on this, given where NDOT is today. Member Lepori did state that he understands that some equipment needs replaced, such as plows.

   Motion: Approve the Legislature-Approved Fiscal Year 2025 Vehicle Replacement and Procurement of Vehicles and Non-Rental Equipment in accordance with NRS 408.389.
   By: Lt. Governor Stavros Anthony
   Second: Member Virginia Valentine
   Vote: Passed, Member Frank Lepori voted against

8. Consideration to approve the 2025 Annual Work Program and acceptance of the 2025-2028 Statewide Transportation Improvement Program (STIP). – *For possible action*
Rebecca Kapuler, Assistant Director of Planning, explained to the Board that this information had been put out for public comment for the required period.

   Motion: Approve the 2025 Annual Work Program and acceptance of the 2025-2028 Statewide Transportation Improvement Program.
   By: Lt. Governor Stavros Anthony
   Second: Controller Andy Matthews
   Vote: Passed

9. Contracts, Agreements, and Settlements/Judgements. – *Informational item only*
Director Larkin-Thomason opened the floor for questions. No questions were asked.

   Adjourn as Transportation Board of Directors

10. Conduct Public Hearing to Consider Changes to Existing Regulations (NAC 408.796).
Sondra Rosenberg, Deputy Director, Planning and Administration, presented the deletion of NAC 408.796 Section #2, which relates to a market value fee for business wanting to add to signage displayed in a certain area. Ms. Rosenberg noted that this provision had never been utilized and would be removed due to being

unnecessary and in the spirit of being business friendly. Director Tracy Larkin Thomason adopted the regulation change.

Reconvene as Transportation Board of Directors

11. 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)

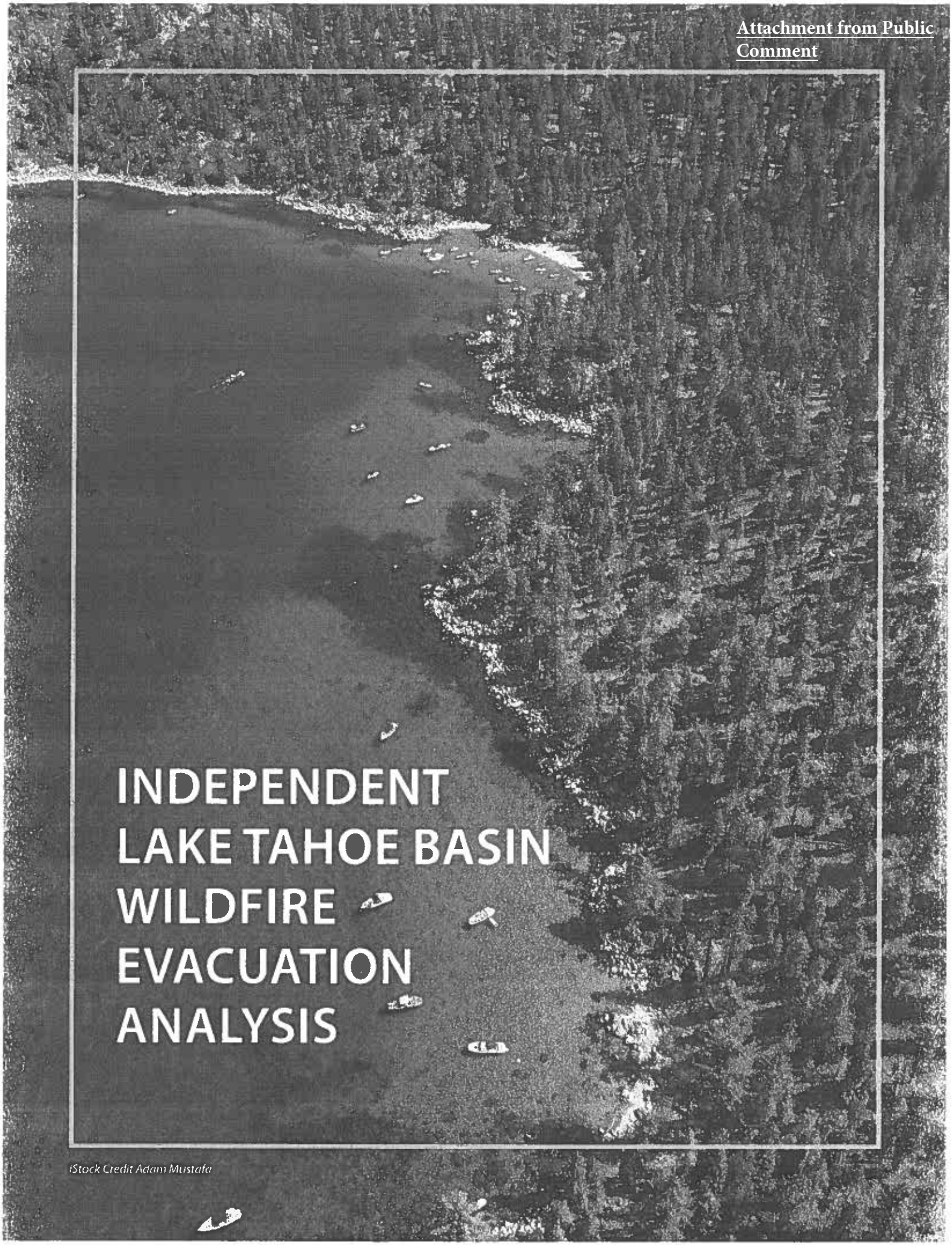
    There was no executive session.

12. 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.

    Elisabeth Lernhardt public commenter submitted a presentation (see attachment) on the importance of keeping the access roads open and the need for more air support for firefighting.

13. Adjournment – *For possible action*
    Governor Lombardo adjourned the September 9, 2024, Nevada Department of Transportation Board of Directors Meeting.

Motion:	Approve the 2025 Annual Work Program and acceptance of the 2025-2028 Statewide Transportation Improvement Program.
By:	Governor Joe Lombardo
Second:	Lt. Governor Stavros Anthony
Vote:	Passed



INDEPENDENT LAKE TAHOE BASIN WILDFIRE EVACUATION ANALYSIS

iStock Credit Adam Mustafa

Prepared for:
TahoeCleanAir.org

Prepared By:

PYROANALYSIS

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In Collaboration with Ladris AI

LADRIS™

August 27, 2024

INDEPENDENT LAKE TAHOE BASIN WILDFIRE EVACUATION ANALYSIS

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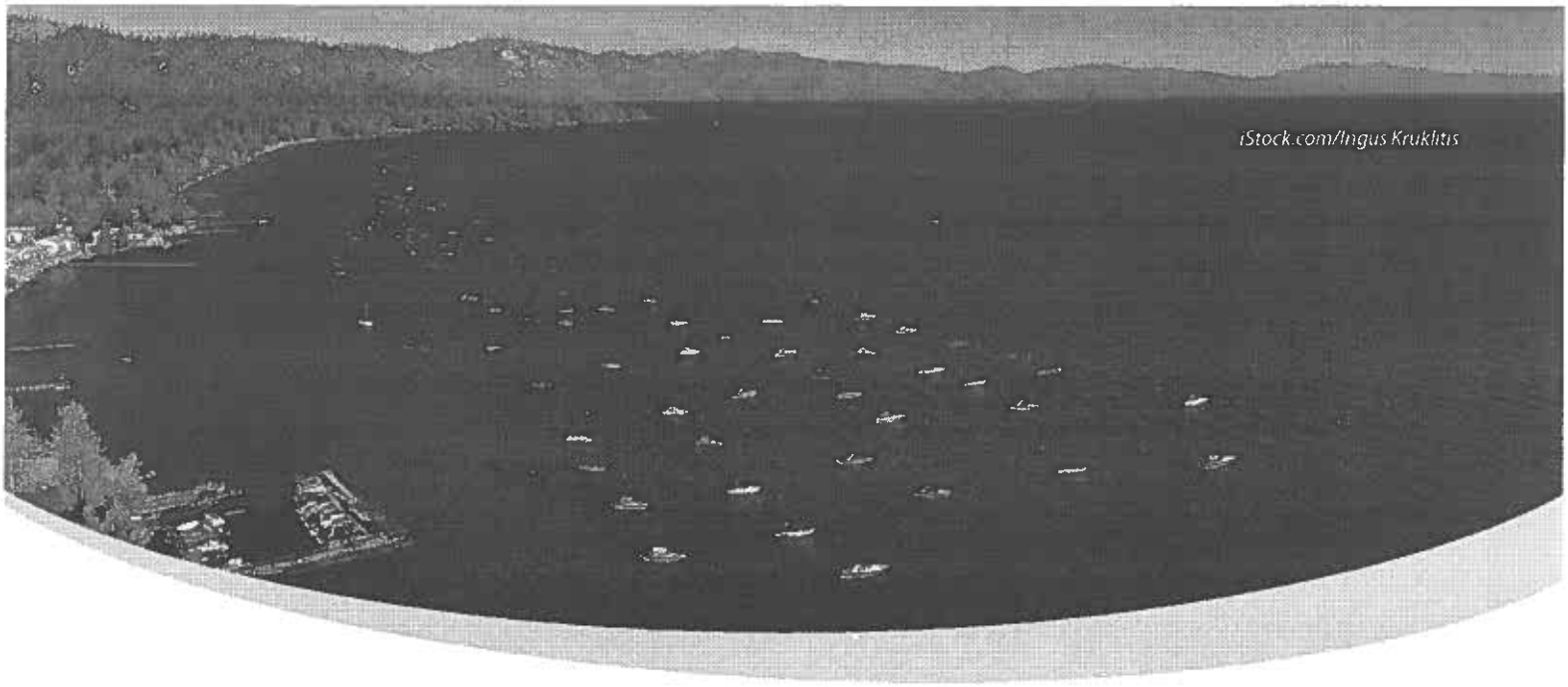


FOREWORD

This independent analysis was commissioned by TahoeCleanAir.org.

TahoeCleanAir.org is a Nevada 501(c)(3) non-profit corporation. One of its organizational purposes is to support safe and effective wildfire evacuation and take the steps necessary to help champion this purpose.

Based on over 400 wildfire evacuation simulations, this first-of-its-kind, publicly transparent analysis is informational only and aimed at increasing public and governmental land-use planners awareness of possible evacuation outcomes. Research and analysis were achieved using AI technology, coupled with subject matter expertise.

Simulation analyses have been completed for five geographical areas within the Lake Tahoe Basin and will be published in four phases, beginning with the Placer/Tahoe and Washoe/Tahoe study areas.

DISCLAIMER

Community wildfire evacuation planning and decisions regarding evacuation during an actual emergency are the responsibility of Lake Tahoe Basin government planning agencies, law enforcement, and fire response resources. This analysis is not intended as advice or judgment in emergency situations. This independent analysis does not suggest mitigation options that may help to provide enhanced wildfire evacuation timing. Education in these options is readily available from local and regional government agencies including law enforcement and fire response agencies.

The simulations and information contained in this independent analysis are informational only, and not intended to take the place of, nor should the simulations and information herein be utilized in connection with, official government evacuation planning or emergency event decision-making, including but not limited to determining evacuation routes during an actual emergency event. Using expert review tools, such as evacuation modeling software, this document analyzes the evacuation factors, considerations, and estimated travel times associated with various community emergency evacuation simulations. Evacuation modeling software does not account for all potential evacuation scenarios, vehicle collisions, fire-compromised roads, erratic human behaviors, or regional evacuations. While efforts have been made to ensure the accuracy, completeness, and usefulness of the information in this report, the authors and distributors of this study do not accept any liability for errors, omissions, or inaccuracies in the content nor for any actions taken based on this information.

SUMMARY

The Tahoe Basin is an internationally renowned destination. Annual visitation to the 323-square-mile Tahoe Basin (207,000 acres) now exceeds that of America's most popular national park, the Great Smoky Mountains, which spans 816 square miles (522,419 acres). One report indicates Tahoe receives 60 million person trips annually. Many visitors are unaware that Tahoe spans two states, five counties, and multiple communities.[1]

Following the 2021 Caldor Fire, grassroots community groups have expressed the need for a basinwide Lake Tahoe roadway capacity evacuation analysis based on recent data and advanced technology.

With this in mind, TahoeCleanAir.org commissioned an emergency evacuation study by PyroAnalysis, LLC. PyroAnalysis is a fire and emergency management consulting firm with extensive experience and expertise in community evacuation planning, land use planning and development solutions, and fire behavior and threat analysis.

Using Ladris AI evacuation modeling software, PyroAnalysis' fire and evacuation subject matter experts studied community roadways to identify evacuation routes, estimate the number of vehicles used by residents and visitors in an evacuation, and anticipate impediments to a timely evacuation. The team's findings were used to design and produce hundreds of possible emergency evacuation simulations. The modeling results, found in this report, provide sample baseline evacuation time estimates for a variety of no-notice evacuation scenarios (no-notice vs. planned evacuation is discussed on the next page) for five study areas within the basin: Placer/Tahoe; Washoe/Tahoe; Douglas/Tahoe; Eldorado/South Shore Tahoe (including the communities of Meyers and Fallen Leaf, California); West Shore/Tahoe; (balance of West Shore Placer and El Dorado county communities south of Sunnyside). The findings for the Lake Tahoe Basin (see Figure 1) will be released in phases.

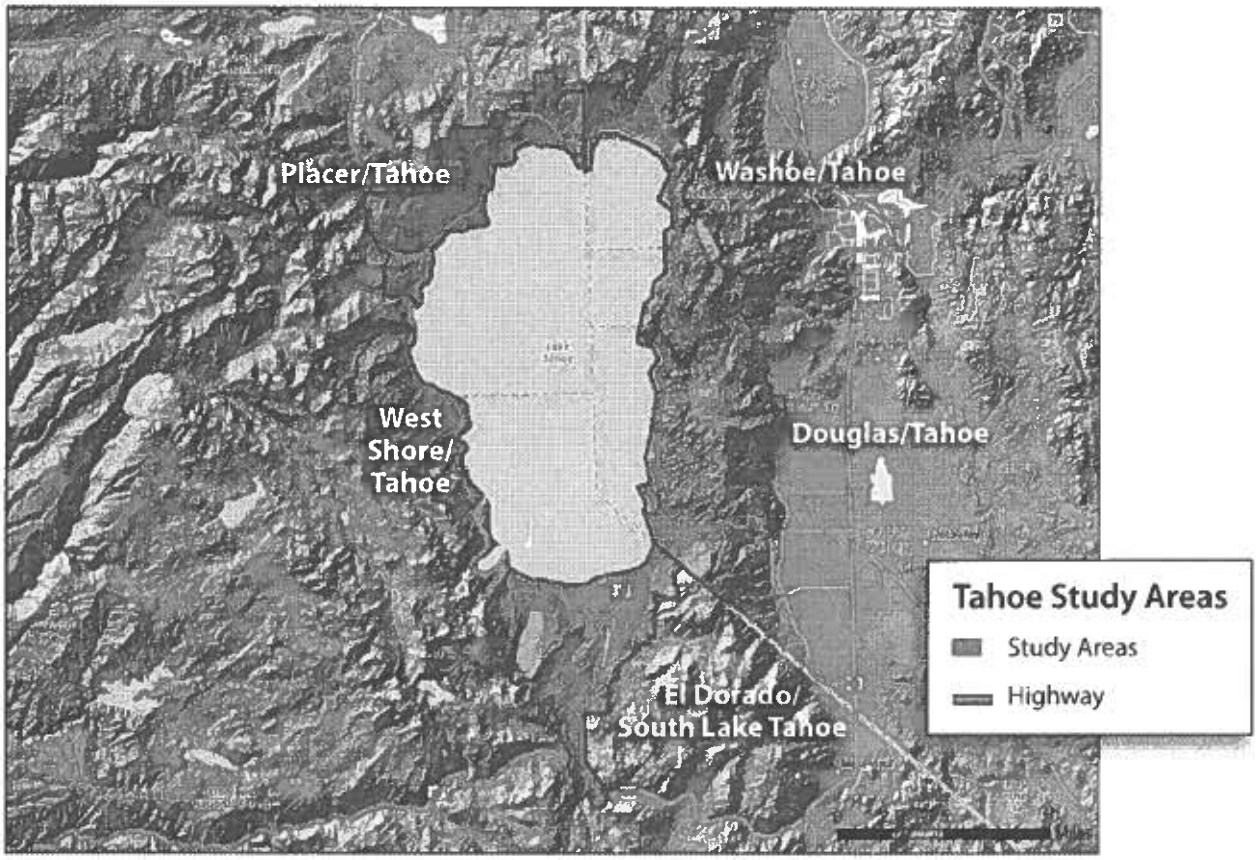


Figure 1.1: Tahoe Basin Study Areas

APPROACH AND METHODOLOGY

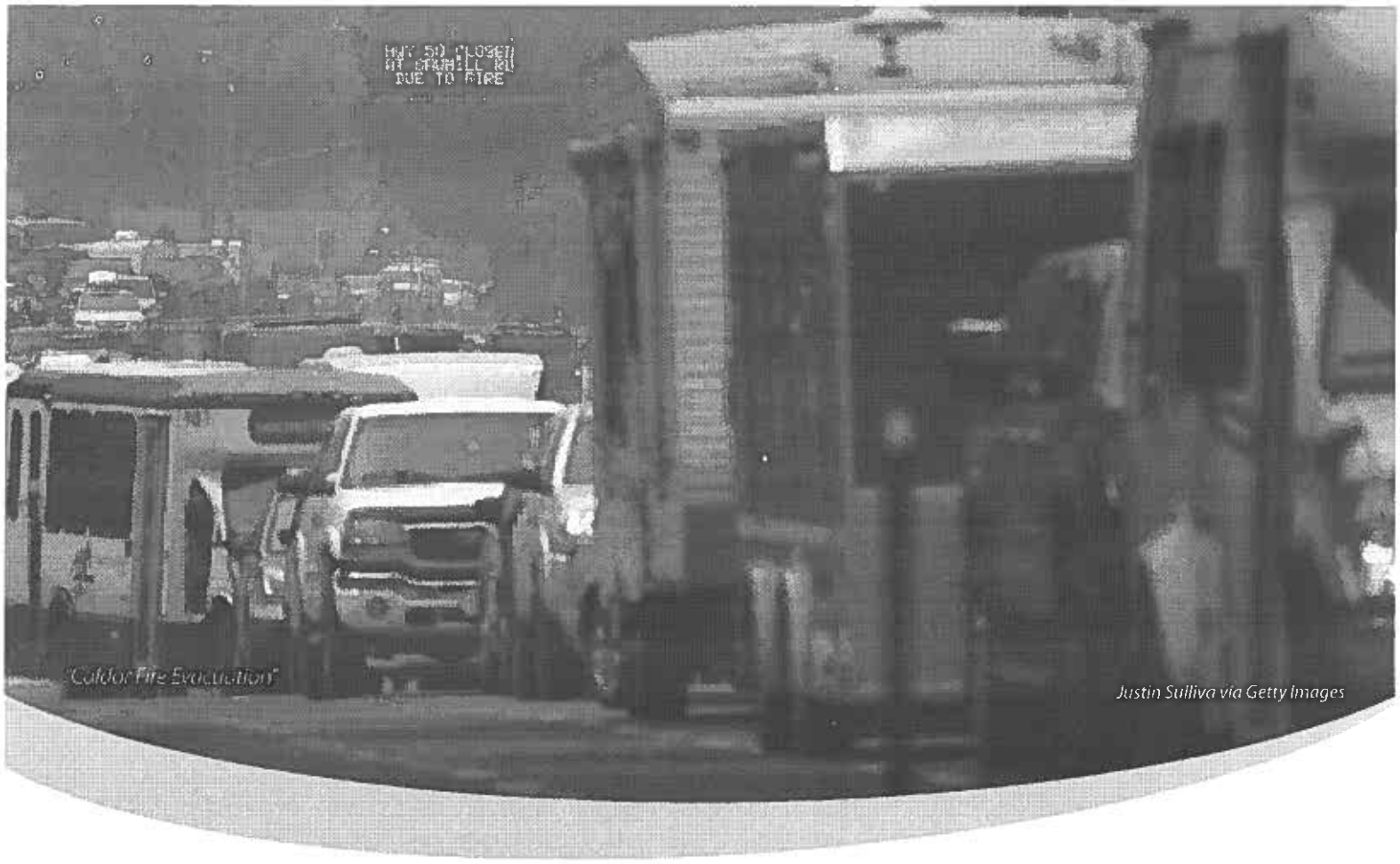
To estimate the time required to evacuate communities within the Tahoe Basin, evacuation experts conducted hundreds of evacuation simulations using Ladris AI's science-based modeling software to analyze travel times and other transportation and movement factors during simulated emergency evacuations.

Ladris AI provides visual and statistical analysis of traffic patterns for every road segment, address point, and vehicle origin and destination at every moment over the course of an evacuation simulation. Ladris AI has no constraints on the type or extent of the geographic region that can be modeled. It allows for transportation demand modeling, dynamic traffic assessment, and multimodal transportation analysis to help communities plan for safe evacuation. This software is commonly used by state and local government agencies across the US.

COMMUNITY EVACUATION ANALYSIS

Emergency evacuations are either no-notice events or planned events. No-notice evacuations are ordered when an emerging incident poses a sudden and immediate threat to human life. Historically, no-notice evacuations have overwhelmed emergency responder resources and defied the rapid implementation of emergency operation plans. Studies of no-notice wildfire events consistently report irrational human behavior during the evacuation, especially when evacuees are confronted with smoke and flames from an approaching wildfire. Evacuees often lack familiarity with available evacuation routes and encounter debris (e.g., fallen trees, utility lines, or power poles) and other unexpected obstacles on the roadway, which can result in egress routes being blocked by vehicle collisions and disabled vehicles. The chaos is exacerbated when emergency responders must access the incident using the same routes used by exiting evacuees.

Planned evacuations are coordinated hours or days before the evacuation is initiated, allowing law enforcement, state and county road departments, offices of emergency management, and fire departments to collaborate for an organized movement of the population to pre-identified safe areas where adequate sustenance and shelter are available for evacuees. Even with such coordination and pre-planning, planned evacuations from Tahoe Basin communities may require 9 or more hours, as seen during the Caldor Fire evacuation in 2021.



"Caldor Fire Evacuation"

Justin Sullivan via Getty Images

EVACUATION TRAVEL TIME ASSESSMENT

Total Count of Evacuating Vehicles

The simulations used in this analysis were designed using hypothetical no-notice evacuation events. Residents and visitors are assumed to evacuate by vehicle. Evacuees begin departing within minutes of notice, with all evacuees starting their route to safety within a 60-minute time frame. All simulations represent an evacuation during Lake Tahoe's peak tourist summer months between the hours of 1 p.m. and 5 p.m.

To accurately estimate the time required to evacuate an area within the Tahoe Basin during a no-notice emergency event, the total number of vehicles using the evacuation routes during peak use periods must be estimated using the following methodology:

Vehicles Already in Transit and on the Roadway During an Evacuation (i.e., Background Traffic)

In July 2023, nearly 60,000 visitors per day used Tahoe Basin road systems to access the abundant recreation offered around Lake Tahoe.[2] Thus, vehicles in transit within the evacuation study area must be considered in terms of the number of vehicles sharing the roadways during an evacuation. To illustrate, during the month of July, when main routes around Lake Tahoe are heavily congested, it is estimated that 2,000+ vehicles are in transit on the 9.5-mile section of Highway 28 between Tahoe City and Kings Beach. Without considering these vehicles as part of the evacuation, the total number of vehicles using the travel routes cannot be accurately projected. For this reason, Ladris AI's Live Traffic tool and monthly average daily traffic (MADT) data, which consider background traffic in the modeling scenarios, were both used to generate traffic flow modeling outputs.

Housing and Lodging Units

Studies of wildfire evacuations in California have found that between 1.2 and 1.9 vehicles per household are used to evacuate during wildfires.[3] Therefore, for modeling, it is assumed that 1.5 vehicles are used to evacuate each residential housing unit and 1 vehicle is used to evacuate each occupied lodging unit (hotel room).

Short-term Rentals and Tourist Accommodation Units

There are an estimated 9,000 short-term rental properties in the Tahoe Basin. In July 2023, the average occupancy rate for all rentals was 75%; short-term rentals in North Lake Tahoe had a slightly higher occupancy rate of 80%.[4] Short-term rentals are often rented by several friends or families who may arrive in separate vehicles. Thus, it is reasonable to assume that the number of vehicles used during the evacuation from short-term rental properties is greater than the assumed 1.5 vehicles per household calculated for full-time residential properties in the Tahoe Basin.

Employees Commuting to Area Restaurants, Shops, and Recreational Venues

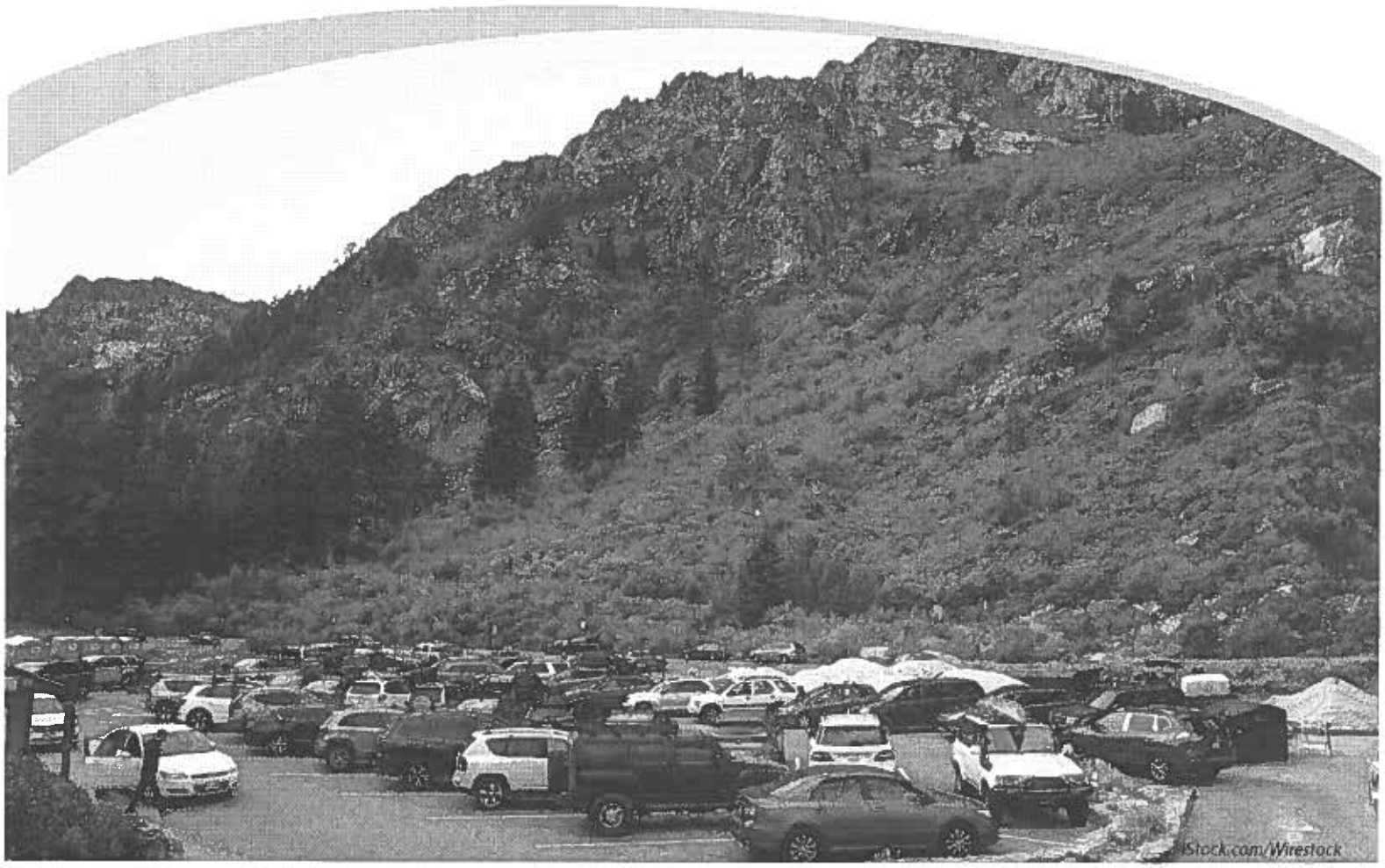
The number of out-of-town employees is included in the final vehicle counts used for each scenario.

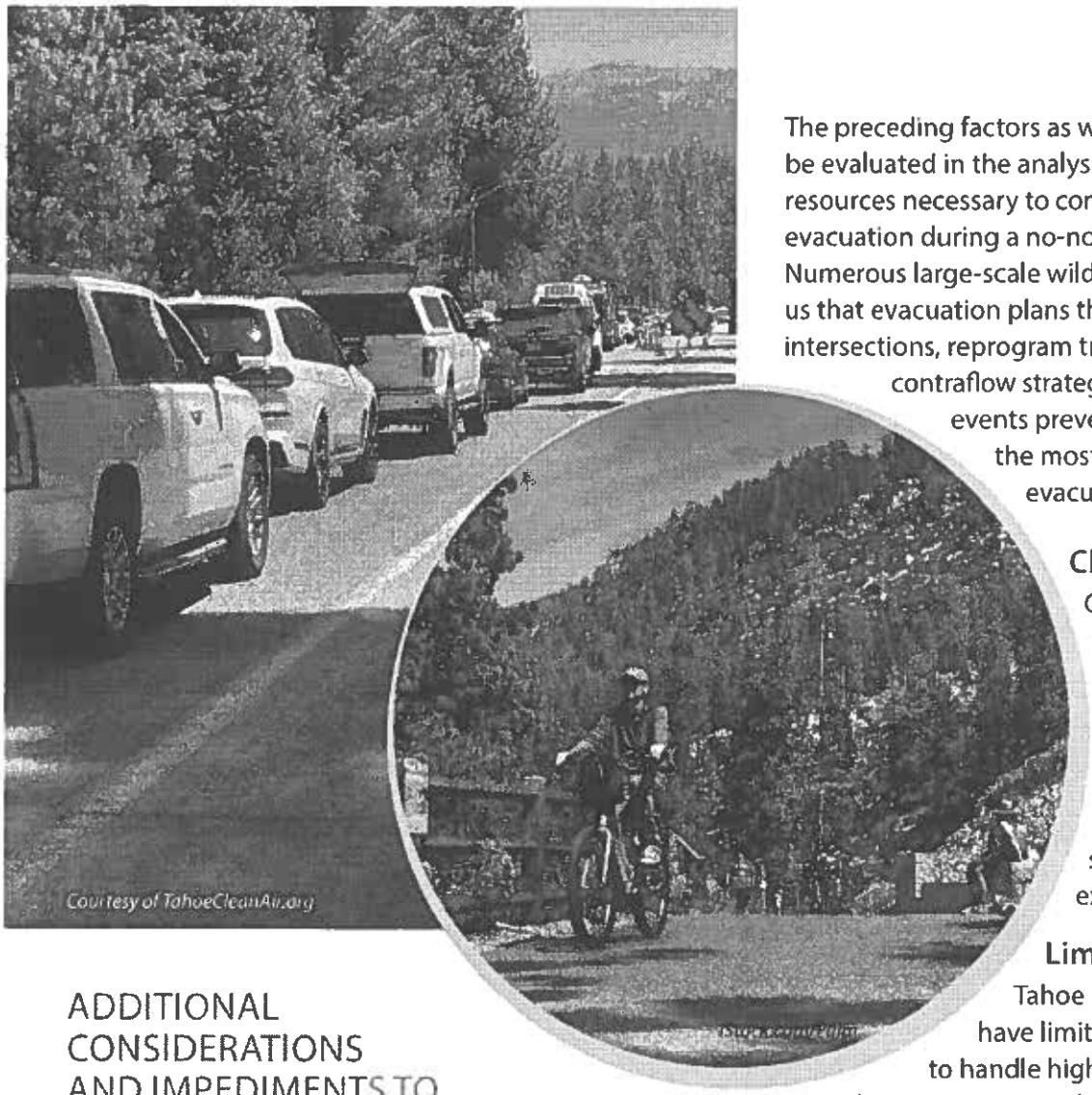
Parked Vehicles

With more than 60,000 visitors per day enjoying the beaches, trails, restaurants, shops, and accommodations in Lake Tahoe in July, finding a place to park is increasingly difficult. Beach parking and trailhead parking lots are at maximum capacity on most summer weekends and holidays. An estimated number of parked vehicles was added to the total vehicle count in each study area to account for the number of parked vehicles used in an evacuation.[5]

Seasonal Road Construction Projects

Miles-long vehicle queues at road construction traffic control points are a daily reality for commuters traveling Tahoe Basin roads during the summer months. Harsh winter conditions and Lake Tahoe Basin environmental regulations mean major highway and roadway construction projects can happen only during the limited shoulder and the summer months. Many of these construction projects include open trenches that reduce roadways to a single lane, making it difficult to quickly open both lanes for emergency responder access and the timely egress of evacuees. Using Ladris AI software, road construction scenarios that reduce Highway 28 from two lanes to one lane were modeled to understand how ongoing summer road construction could impact evacuee travel times.





ADDITIONAL CONSIDERATIONS AND IMPEDIMENTS TO TIMELY EVACUATION

Pedestrians and Cyclists

More than 2,100,000 individuals visit Lake Tahoe each year for abundant and diverse recreation,[6] including the myriad of hiking and biking trails that crisscross the basin and lakeshore. In July 2023, Sand Harbor alone hosted 274,820 visitors, an average of nearly 9,000 daily visitors.

Evacuating Lake Tahoe communities includes notifying and accounting for thousands of recreators who may be miles from their vehicles or accommodations. Another consideration are the trails being used by those with mobility impairments. They too may need special assistance in returning to their vehicles for evacuation.

Locating and notifying pedestrians and cyclists is an immense undertaking for first responders. Even first responders with other evacuation assignments, such as traffic control, may be redeployed to search for trail users and to help those needing special assistance.

The preceding factors as well as those listed below must be evaluated in the analysis of the time and human resources necessary to complete a community-wide evacuation during a no-notice emergency event. Numerous large-scale wildfire evacuations have taught us that evacuation plans that rely on personnel to clear intersections, reprogram traffic signals, or support contraflow strategies often fail when unforeseen events prevent the execution of even the most well-planned and exercised evacuation plan.[7]

Choke Points

Choke points are geographical locations where the flow of evacuees is slowed, significantly restricted, or stopped. Evacuees may experience the compounding issues of these bottlenecks, such as vehicle accidents and extended travel times.

Limited Road Capacity

Tahoe Basin roadways are narrow, have limited lanes, are not designed to handle high volumes of traffic, and can become congested quickly. As stated in the Placer County Tahoe Basin Area Plan, Environmental Impact Statement (EIS), **"Emergency evacuation conditions would likely result in traffic demand that exceeds roadway capacities under any scenario and at any hour."**[8]

Tahoe Basin traffic demand that exceeds roadway capacity during a panicked wildfire evacuation can cause immediate, temporary, and longer-term auto collisions, as well as pedestrian injury. These incidents become choke points, further decreasing evacuation times and placing the public in potential peril.

A traffic calming strategy now common in the area, known as a Road Diet, is a roadway reconfiguration typically converting an undivided roadway to a divided one with through lanes and one center two-way left-turn lane, may improve traffic conditions under normal circumstances. However, during an emergency, when intersections and roadways are already overtaxed by routine daily traffic, a Road Diet can result in additional congestion.

Area Familiarity and Communication Barriers

As an international tourist destination, Lake Tahoe is visited by hundreds of thousands of guests from around the world. Some visitors not familiar with the local geography or evacuation routes may also experience evacuation orders in a language they do not understand, hampering their ability to receive clear directions to safe evacuation routes.

Variances in Public Alert Systems

Emergency service agencies within the Tahoe Basin use several different emergency notification systems to alert residents and visitors about emergencies such as wildfires, severe weather, and other critical situations in the Lake Tahoe Basin. Key systems include CivicReady, CodeRED, PlacerAlert, and El Dorado County Emergency Alert. South Lake Tahoe uses CivicReady by AlertSense, which notifies of not only emergency situations but also civic affairs. CodeRED, operated by OnSolve, delivers time-sensitive information via phone calls, text messages, and emails and is used by jurisdictions such as Douglas County, Carson City, South Lake Tahoe, and Washoe County. PlacerAlert by Nixle, operated by Everbridge, provides emergency alerts, advisory messages, community information, and traffic updates and is utilized by Placer County. In contrast, El Dorado County utilizes El Dorado County Emergency Alert operated by Rave. Rave's system automatically transfers residents from CodeRED to El Dorado County Emergency Alert.

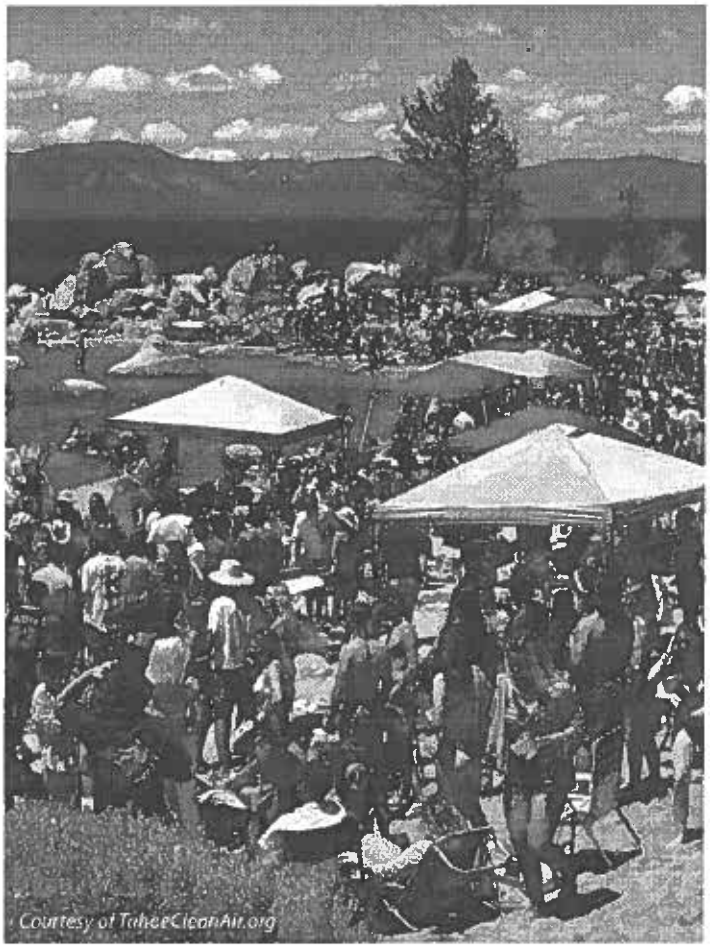
While all the emergency alert systems serve similar purposes, they operate independently and require separate subscriptions. CodeRED allows for precise geographical targeting and is used by multiple jurisdictions within the Lake Tahoe Basin for emergency notifications. PlacerAlert offers notifications through text messages, emails, and social media, with a focus on reporting out from law enforcement agencies and municipal governments. Residents and visitors must subscribe to use these services; those who have not subscribed may be alerted to an evacuation order within an affected area via Wireless Emergency Alerts (WEA), but only if they have a capable mobile device.

Power Loss Prior to and During the Event

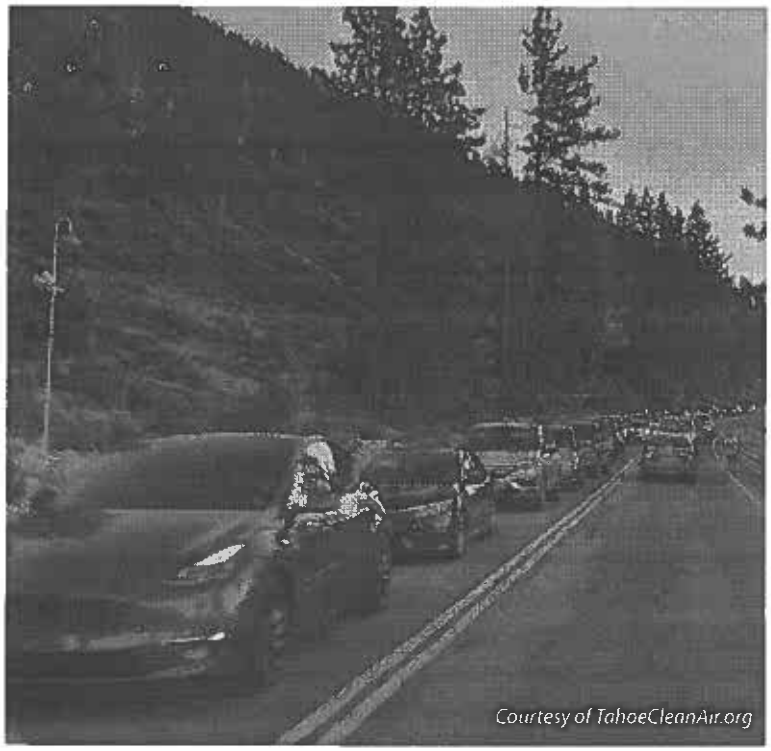
Power outages have been a significant challenge during emergencies, as demonstrated during the 2019 Kincade Fire, which burned 77,758 acres in Sonoma County, California, and displaced 200,000 evacuees. There was a disruption in communication channels due to the power loss, making it difficult for emergency services to relay evacuation orders and updates effectively. Residents who relied on internet and cable services found themselves without access to crucial information, exacerbating confusion and anxiety.[9]

Time to Contact and Gather Family Members

Family evacuation behaviors are influenced by factors such as prior experience, risk perception, and communication methods. Research shows that families with prior evacuation experience are more likely to quickly assess their environment, confirm warnings, and contact family members. This preparation can significantly reduce the time needed to gather and evacuate. Risk perception also plays a crucial role; individuals who recognize the severity of an impending disaster are more proactive in complying with evacuation orders and mobilizing their families. Timing also matters—evacuation orders issued during the day see higher compliance and quicker family mobilization times compared to those issued at night.[10]



Courtesy of TahoeCleanAir.org



Vulnerable Populations

In El Dorado and Placer Counties, approximately 22% of the population is 65 and older, while in Washoe County, around 16% of the population falls into this age group. Nearly 8% of those living in El Dorado and Placer Counties and 9% of the population of Washoe County are challenged with chronic health conditions or other disabilities. These individuals may struggle with mobility issues, need specialized medical care, and often depend on caregivers for transportation, complicating their ability to evacuate swiftly and safely.

Economically disadvantaged populations, including those living below the poverty line (approximately 9% in El Dorado County, 7% in Placer County, and 11% in Washoe County),[11] are at a heightened risk during disasters. Limited access to private transportation, timely information, and adequate housing can significantly impede their ability to prepare for and safely react to emergencies. The geographic isolation and limited infrastructure of the Lake Tahoe Basin compound these challenges, underscoring the urgent need for targeted support and resources to ensure equitable disaster preparedness.

First Responder Access

Ingress for emergency responders may be significantly hindered during an evacuation. Roads often become congested with evacuating vehicles, leading to gridlock. The confusion and panic that typically accompany no-notice evacuations can lead to vehicle accidents, slowing or otherwise impeding the progress of emergency vehicles. Infrastructure damaged in a wind-driven or fast- moving wildfire, such as downed powerlines and power poles, can make it difficult for emergency responders to get where they are needed.[12]

Effects of Smoke and Panic on Evacuee Behavior

Smoke and panic impact the efficiency and safety of wildfire evacuations, creating considerable challenges for both evacuees and emergency responders. Studies on the effects of alarm, flame, and smoke on subjects' emotions in buildings have found that the initial alarm or notification was the most significant cause of panic. The combined effects of smoke and panic not only slow down the evacuation process but also significantly increase the risks of injury and fatalities.[13]

The presence of smoke from wildfires drastically reduces visibility, making it difficult for people to identify safe paths and exit routes. Smoke inhalation can lead to acute respiratory issues, further slowing evacuees and complicating their escape. The disorientation caused by thick smoke can cause individuals to lose their sense of direction, which can result in them taking longer, more dangerous routes or becoming trapped.

Panic can impair individual and group decision-making, leading to poor judgment and potentially life-threatening decisions and behaviors. For example, fearing being alone or having misunderstood directions, people may choose more congested routes, leading to bottlenecks and increased risk for accidents, instead of following safer, less crowded routes. Such panic-induced behaviors disrupt coordination and communication, which are crucial for effective evacuations.

Contraflow

Contraflow is a traffic management strategy to increase the capacity of roads by reversing the traffic flow of one or more of the traffic lanes. Theoretically, contraflow allows more vehicles to leave the danger zone simultaneously. This method is particularly effective in planned evacuations. In these instances, sufficient time and personnel are available to brief mutual aid law enforcement officers on the plan and effectively control intersections. The implementation

of contraflow requires a large number of personnel and may not be able to achieve its intended outcome during no-notice evacuations when the availability of first responders is limited. Additionally, assisting agencies from outside the area may not be familiar with the contraflow plan, hampering coordination efforts. While contraflow presents a promising solution to enhance evacuation efficiency, its effectiveness largely depends on the preparedness and cooperation of the affected communities, responsiveness of the authorities involved, and adequate resources to manage multiple intersections.

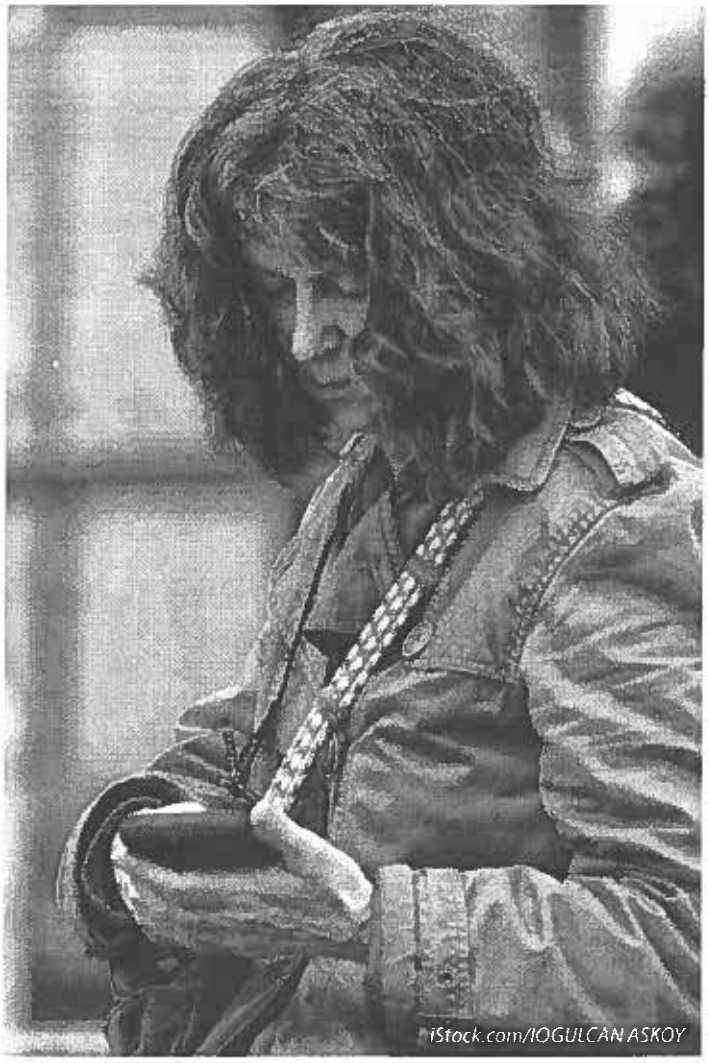
Cell Tower Reliability

When mobile networks fail, first responders' and government agencies' ability to disseminate emergency alerts and updates is severely hindered, leading to delayed evacuations and increased risk to human life. The absence of mobile communication also complicates community coordination during emergencies, leaving families and neighbors unable to reunite or coordinate evacuation plans and reduces the ability of residents to contact emergency services for assistance or updates.

The disruption of mobile communication affects traffic management and resource allocation as well. Real-time updates on evacuation routes are essential for ensuring the safe and efficient movement of people. Additionally, coordinating fuel, food, and medical supplies becomes more challenging, impacting evacuee support. The psychological impact of communication loss is also significant; the inability to contact loved ones and receive timely information increases stress and anxiety among evacuees, exacerbating the trauma of the wildfire experience.

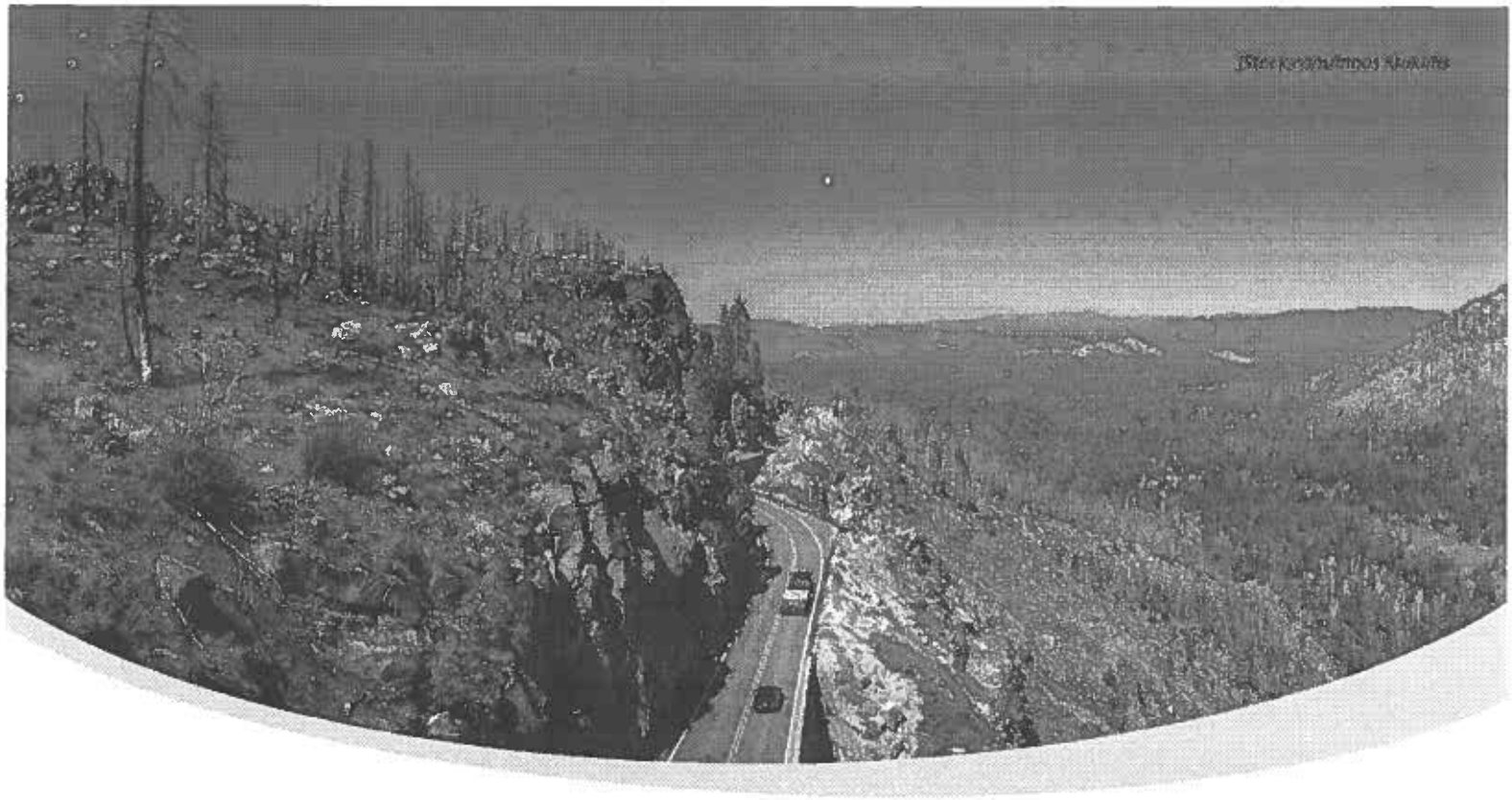
Social Media

Social media plays an important role in wildfire evacuations, providing both significant benefits and potential drawbacks. On the positive side, online platforms are powerful channels for the rapid dissemination of information, allowing authorities to issue evacuation orders, update road closures, help people visualize the situation with maps and graphical tips, and share shelter locations with a broad audience in real-time. Local communities and government agencies in the Lake Tahoe Basin frequently use these platforms to reach residents quickly and efficiently. On platforms



and forums that are community-focused, neighbors can directly coordinate support and share hyperlocal information.

The influence of social media on wildfire evacuations also carries risks. The spread of misinformation, false alarms, and rumors can mislead the public and divert emergency resources from actual threats. This can cause unnecessary panic and confusion, leading to ill-informed decisions or undue stress. The overwhelming volume of updates from multiple sources, even credible and verified information, can contribute to information fatigue, which may lead to inaction.



ENVIRONMENTAL CHARACTERISTICS AND FIRE HISTORY OF THE TAHOE BASIN

Topography

The Tahoe Basin was formed by faulting between the Carson Range and the Sierra Nevada. Rough, snow-capped mountains, dense forests, and alpine meadows punctuate the region. The elevations in the Tahoe Basin range from 6,200 feet at the lakeshore to more than 10,000 feet at the crest of the basin's majestic mountain peaks. Snow runoff from the mountains filled the basin, creating the breathtaking Lake Tahoe. The unique topography of the basin—including steep slopes and deep drainage—creates complex weather patterns throughout the Lake Tahoe region.

Weather

Warm, dry summers and wet, cold winters are typical in Tahoe. The basin's rainfall amounts range from 30–40 inches annually on the eastern side of the lake to 70–90 inches annually on the western shore. Most precipitation falls in the winter as snow; an occasional monsoonal summer rain contributes a small percentage to the area's total annual precipitation.

Lightning is the cause of many of the region's wildfires, with most wildfires reported during the months of July through September. When droughts delay the anticipated fall and winter precipitation, fast-moving and damaging wildfires, driven by the dry offshore fall wind patterns, can quickly spread through the forests and into the nearby communities.

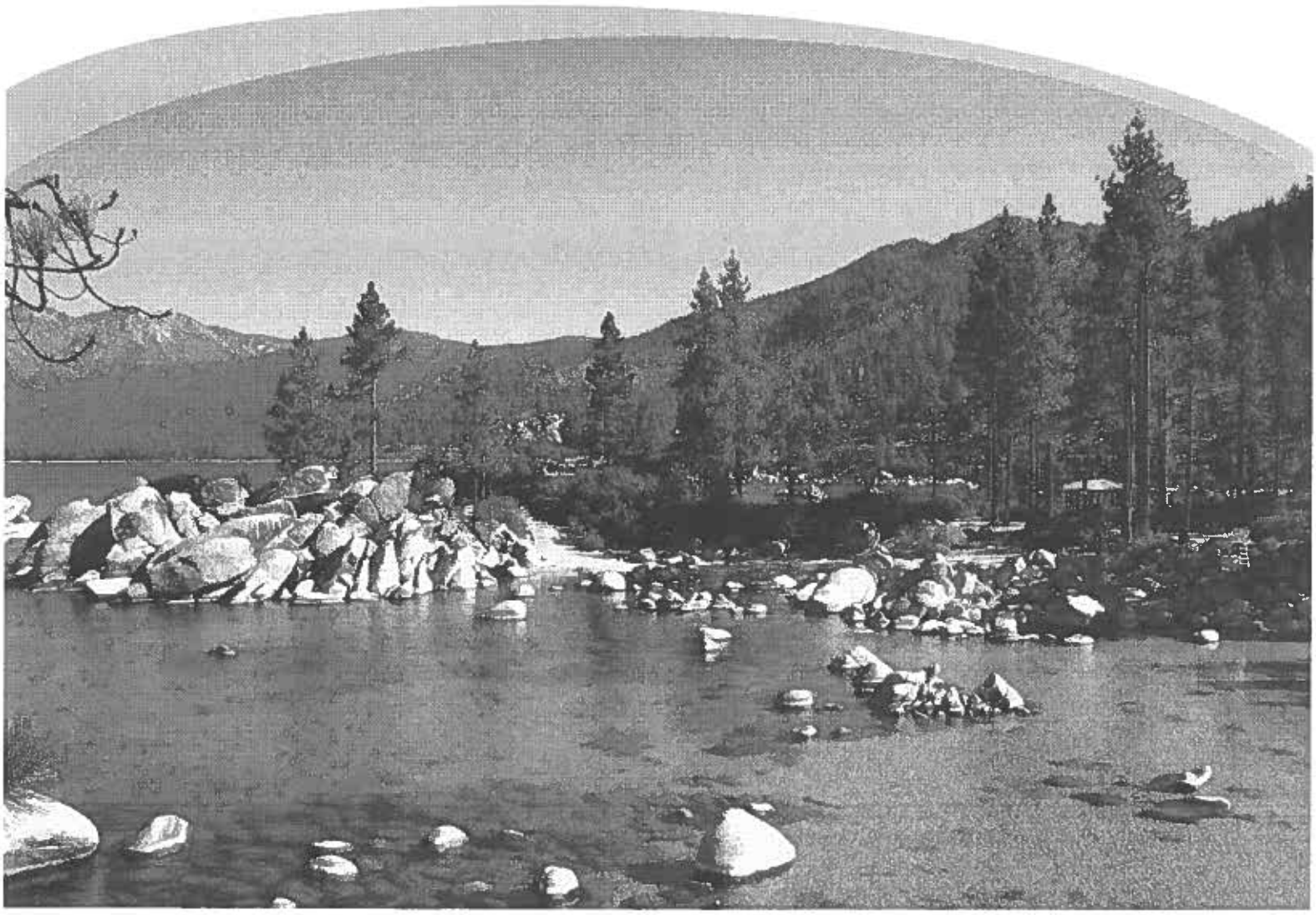
Three common weather patterns present the most severe potential for significant fire growth in the Tahoe Basin. In the first weather pattern, persistent subtropical high pressure builds over the western United States, resulting in long-lasting hot and dry weather in the basin. Occasionally, this high-pressure center will entrain moisture from the Gulf of California or the Gulf of Mexico, causing widespread lightning outbreaks. Under these circumstances, firefighting resources become overtaxed, and some fires escape initial suppression efforts. The second weather pattern is the breakdown of the upper ridge of high pressure, which brings strong southwesterly winds following a sustained period of hot and dry weather that left the forest fuels tinder dry. The numerous canyons on the west side of the basin funnel and accelerate these southwesterly winds, exponentially increasing the explosive behavior of wildfires on the

basin's west side. The third pattern, typically experienced in the fall or winter, is rare but worth mentioning; it occurs when a trough of high-pressure builds in the Great Basin and a concurrent trough off the Pacific coast generates easterly or northerly foehn (dry downslope) winds—a particularly dangerous weather pattern if experienced during a sustained fall drought.

Found only across the Sierra Front in western Nevada including the Tahoe Basin, the Washoe Zephyr winds are common during the summer months. These thermally induced winds occur during the afternoons and result from a regional-scale thermal gradient between the Nevada desert and the Sierra Nevada range. These winds can be gusty and strong and quickly spread any wildfire in the area.

Fuels

Timber dominates the basin, with lodgepole pine and mixed conifer on the wetter sites and ponderosa and Jeffrey pine on the drier eastern edges. The timber has been disturbed by harvesting and insect attacks. Large-diameter dead and down fuels are widespread in the basin. There is also a multilayered canopy with shade-tolerant white fir and other species filling open spaces. Timber canopy coverage is near 100% in many areas, and canopy base height is nearly ground level in many areas. Some shrubs, such as bitterbrush, manzanita, and ceanothus, growing two to six feet in height, are common. In some places where the brush is in the understory of timber, the dead conifer needles are suspended in the shrub canopy (needle drape), providing ladder fuels to the brush and timber crowns, which accelerate fire spread.



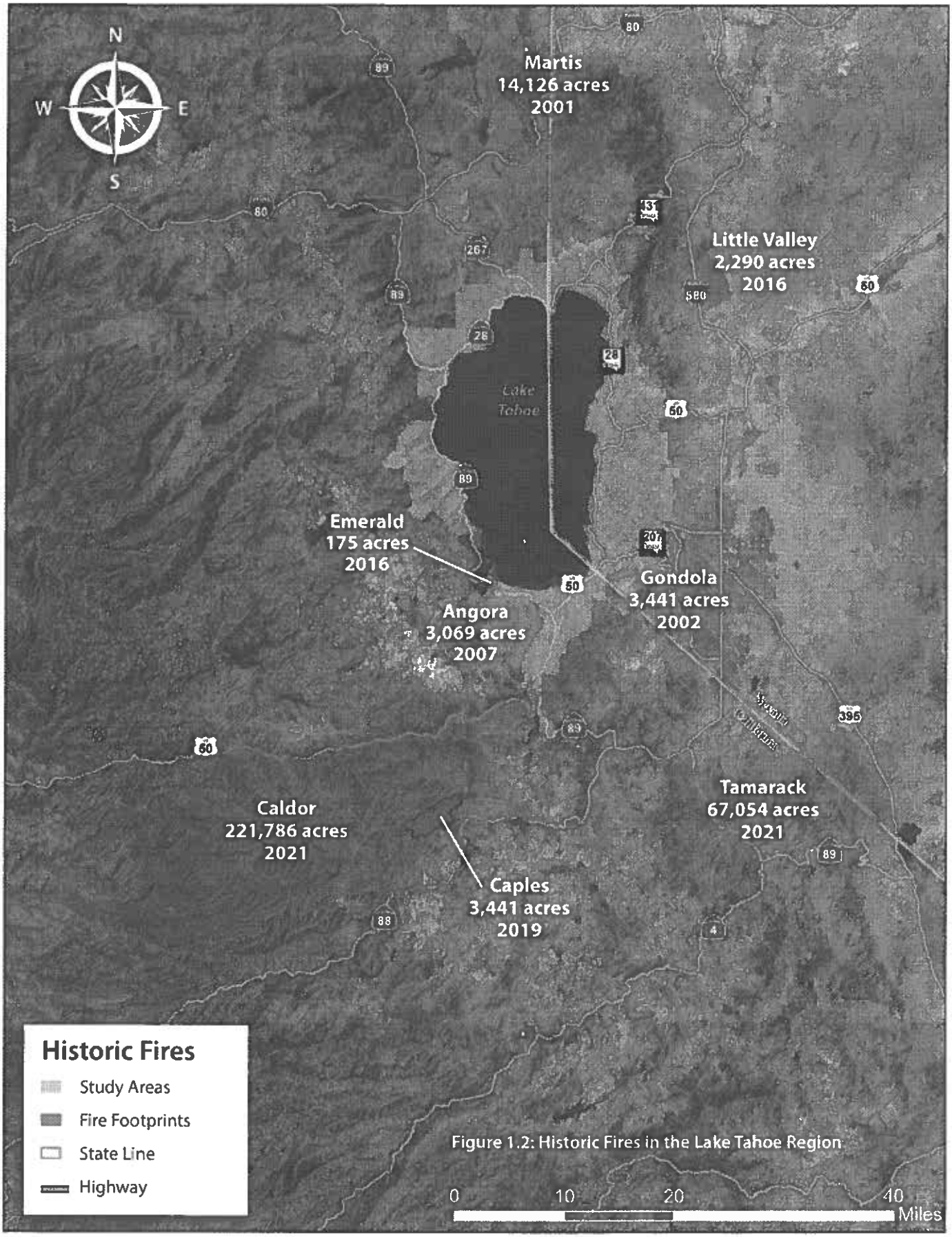


Figure 1.2: Historic Fires in the Lake Tahoe Region

TAHOE REGION FIRE HISTORY

The Tahoe Basin faces the danger of wildfires originating not only within the basin but also in neighboring forests and communities. Since 2021, two wildfires have burned over the Sierra Nevada crest. The Caldor and Dixie Fires were seminal events that signaled a change in the wildfire growth potential existing in the Sierra Nevada and graphically exposed the increasing wildfire threat to the Tahoe Basin.

The Tahoe Basin's unique environmental factors, coupled with human activity, create significant challenges related to wildfire firefighting and evacuations, as is obvious when studying a number of fires that have threatened or penetrated the Tahoe Basin.

Caldor Fire, 2021

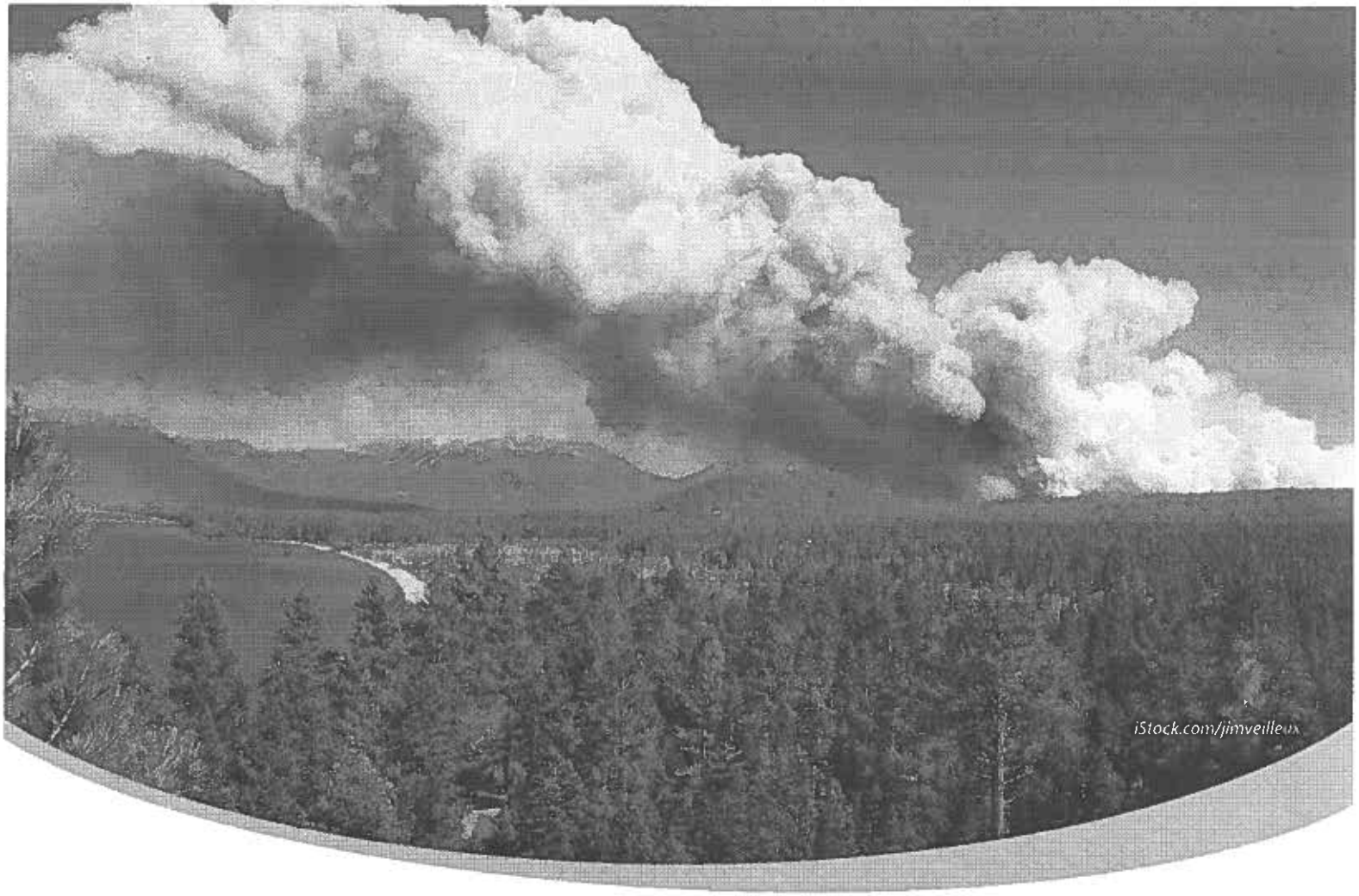
The 2021 Caldor Fire is freshest in the minds of many, a mega-fire in what was already a historic fire season. The Caldor Fire burned 221,786 acres over 68 days. More than 50,000 residents were evacuated, and nearly 1,100 structures were destroyed or severely damaged, including homes and economic drivers such as a Tahoe resort. Strong and fluctuating wind, as well as hot and dry weather conditions, exacerbated the situation.

The Caldor Fire began at 6:54 p.m. on August 14, 2021, and was considered fully contained at 8:18 a.m. on October 21. It started east of Omo Ranch, south of the community of Grizzly Flats, and traveled across El Dorado, Alpine, and Amador Counties. Winds remained gusty and erratic during the more than two months firefighters battled the blaze.

The Caldor became a crown fire that quickly traveled across the tree canopy. Sometimes it grew at a rate of 10,000 to 40,000 acres per day. For example, it severely damaged the town of Grizzly Flats when it exploded in intensity, burning more than 53,000 acres in a day. Subsequent evacuation orders for populated tourist towns resulted in evacuation routes being congested with stop-and-go traffic for hours.

Tamarack Fire, 2021

Reported just before noon on July 4, 2021, the Tamarack Fire burned 67,054 acres along the California-Nevada border before it was fully contained at 10:16 p.m. on October 25. It began in the Humbolt-Toiyabe National Forest with a single tree struck by lightning. The fire was initially thought to be isolated from fuel, but strong



winds, high temperatures, and low humidity allowed it to spread to a dense fuel source that sustained the fire's forward spread. The town of Markleeville, at the base of the forest's steep canyons, suffered only minor damage, thanks in large part to its fuel-reduction project.

Caples Escape Burn, 2019

The Caples Escape Burn began as part of the Caples Creek Watershed Restoration Project in late September 2019. It became a wildfire on October 10 at approximately 10 a.m. when shifting winds increased to 10–30 miles per hour (mph), sending embers outside the prescribed area and igniting a 250-acre spot fire across the creek. The wildfire burned 2,355 acres of Eldorado National Forest, 15 miles southwest of Lake Tahoe and three miles west of Kirkwood. The fire stopped growing on October 18.

Little Valley Escaped Burn, 2016

In October 2016, the Nevada Division of Forestry set a prescribed burn. Nearly two weeks into the planned burn, the winds changed quickly and dramatically, transforming the controlled burn into a fast-moving and destructive fire just south of Reno. In the early evening of October 13, 2016, the weather station at Little Valley recorded winds out of the west at 15 mph with gusts up to 39 mph; seven hours later, just after midnight on the 14th, the wind was at 19 mph, with gusts up to 87 mph. The relative humidity was 32%. Five days later, the fire was contained; it had destroyed 23 homes and burned 2,290 acres.

Angora Fire, 2007

The Angora Fire started at 2:10 p.m. on June 24, 2007, and was contained by July 2. But it spread with such rapidity that by that first night, more than 100 people were in evacuation shelters. Overall, more than 3,000 were evacuated.

The Angora Fire burned nearly 3,100 acres of the North Upper Truckee and Angora Ridge neighborhoods of El Dorado County, in the process destroying 254 residences and racking up an estimated $141 million in property damage. Wind gusts up to 30 mph and low humidity

contributed to the fast-moving spread; the first house was lost within the first hour, and the blaze continued to be a dynamic "firestorm," ever-changing and forceful, an incident commander on the fire said.[14]

Gondola Fire, 2002

For four days over the 2002 Fourth of July holiday, the Gondola Fire threatened the Lake Tahoe South Shore communities, which were busy with residents and vacationers alike. By the end, the fire had consumed 3,441 acres, hundreds of people had been evacuated, and 550 structures had been threatened. Suppression costs rose to more than $3 million.

The Gondola Fire began in rocky terrain at about 12:30 p.m. on July 2. Strong winds of 30 mph simultaneously pushed the fire in two directions. Although the terrain was steep, and some people had to be evacuated from unusual places, such as the Heavenly Mountain Resort gondola, the location also offered firefighters some advantages, both natural and manmade. More than 300,000 gallons of water came directly from Lake Tahoe, and the resort's ski runs served as fire breaks. The Gondola Fire was considered contained on July 6.

Martis Fire, 2001

The Martis Fire that started on June 17, 2001, destroyed very little property but devastated the mountainous forest between Reno and Truckee. It had burned about 12,000 acres within its first six or seven hours, and at one point, it was moving at 2,000 acres per hour. One California Department of Forestry crew member said he saw an ember grow into a two-acre blaze in about a minute.[15] The fire ultimately burned 14,126 acres.

Known also as the Juniper Fire because it started with a campfire in the Juniper Hills area, it fed on the fuel-dense forest—as it so easily could, because the preceding winter had been the driest in 129 years. Winds were light, but the extreme dryness was all the fire needed. It stopped only when it reached the upper parts of Bronco and Grey Canyons, at more than 8,000 feet, where the higher moisture content made fire control possible.

MODELING ASSUMPTIONS

Placer /Tahoe Study Area

Example, evacuation routes for the Placer/ Tahoe communities are limited to four routes: Highway 89 north toward Truckee, Highway 89 South toward South Lake Tahoe, State Route 28 to State Route 267 over Brockway Pass, and State Route 28 into Incline Village to Mt. Rose Summit.

The average estimated time required to evacuate to complete a no-notice evacuation of the Placer/Tahoe Study Area during peak summer months is between 9 and 10 hours or more. To illustrate, simulation scenarios 1 through 5 of the Ladris AI modeling outcomes are provided in Tables 1.1 through 1.5.

All scenarios simulate an evacuation of 80% of the study area's population during Lake Tahoe's peak tourist summer months, between 1 p.m. and 5 p.m. Residents and visitors are assumed to evacuate by vehicle, with departures occurring within minutes of notice; all evacuees start their route to safety within 60 minutes of notification.

Residential Housing and Lodging Units

Placer County GIS identifies 11,285 unique address points in the greater Placer/Tahoe Study Area. Many of these address points are multi-residential properties (i.e., hotels, motels, campgrounds, and condominiums) that must be considered when calculating the number of vehicles used in an evacuation scenario. A large number of seasonal properties are available throughout the Tahoe Lake area. Demand for seasonal housing fluctuates considerably throughout the year, with the peak months of July and August having a 75% to 80% occupancy rate. Therefore, for the Placer/Tahoe analysis, it is conservatively estimated that approximately 13,000 vehicles will be used to evacuate all lodging accommodations and residential properties in the Placer/Tahoe Study Area.

Parked Vehicles

In 2015, LSC Transportation Consultants estimated that 4,349 legal parking spaces were available within Tahoe City and Kings Beach. These study results were consistent with the Placer County Resort Triangle Transportation Plan parking study conducted in 2019. Both studies noted that illegal parking is an issue, with the 64-Acres

Park area experiencing up to 148% of parking spaces being used when "impacted by recreational parking demand associated with rafting on the Truckee River as well as persons driving to the area to bicycle or walk along the shared paths or visit the beach."[16] Using these studies as a guide, parked vehicles are included as a variable in the estimated time required to evacuate the Placer/Tahoe Study Area.

Placer/Tahoe Study Area Simulation Modeling

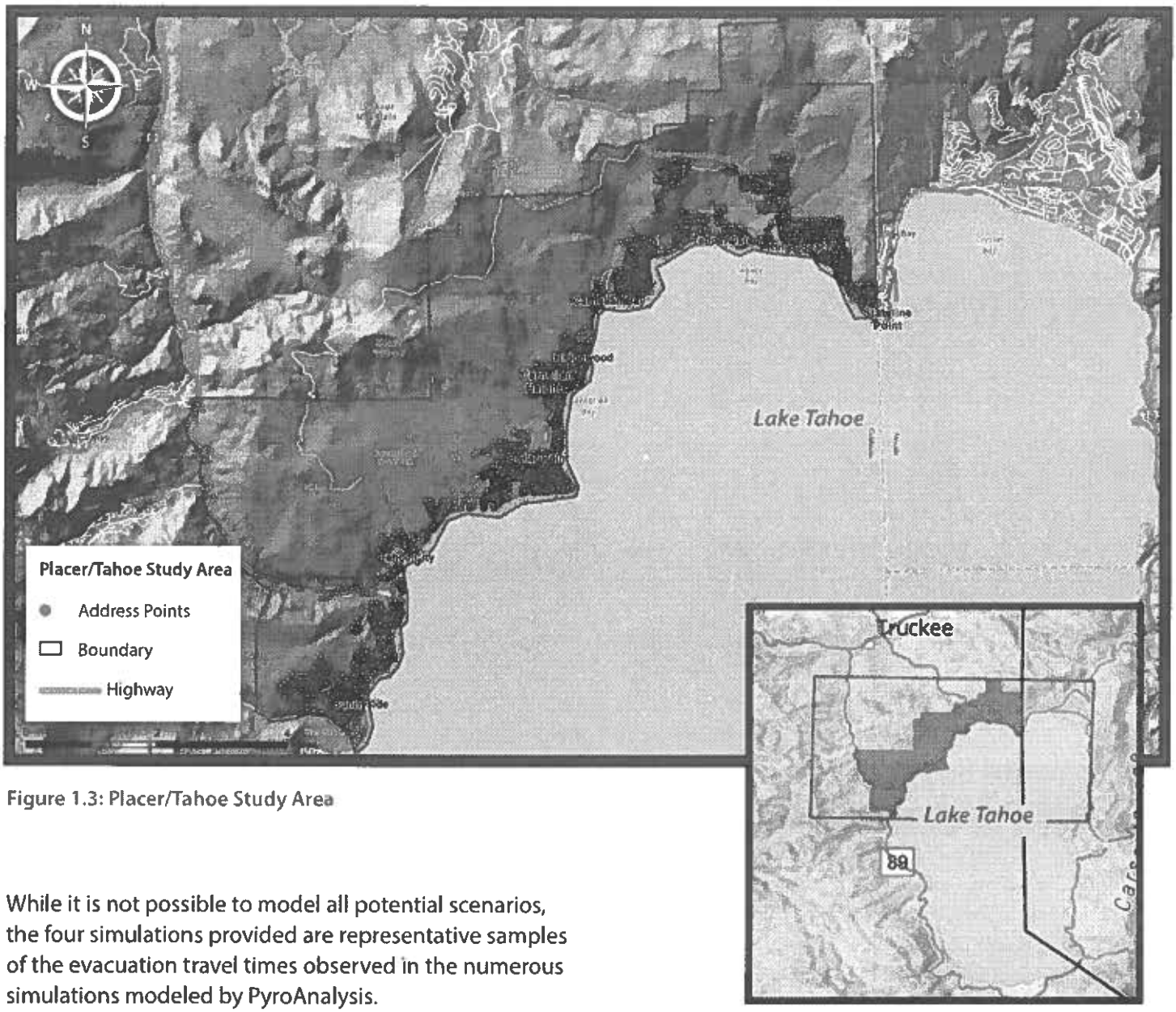


Figure 1.3: Placer/Tahoe Study Area

While it is not possible to model all potential scenarios, the four simulations provided are representative samples of the evacuation travel times observed in the numerous simulations modeled by PyroAnalysis.

Simulation 1

Table 1.1: Placer/Tahoe Simulation 1 — Map simulates end of interactive run time

This simulation represents a fast-moving wildfire approaching the study area from the west, requiring the closure of Highway 89 north of the Highway 28 junction in Tahoe City. Evacuation routes leading south and east from Tahoe City and north and east of Kings Beach are open and unimpeded. It is estimated that 9 hours and 2 minutes are required to complete the evacuation of the study area with one evacuation route closed.

Total Evacuating Vehicles	Evacuation Route(s)	Roads Blocked	Total Evacuation Time
17,577	All Roads South, and East of Tahoe City and North and East of Kings Beach	89 NB	9 Hours, 2 Minutes

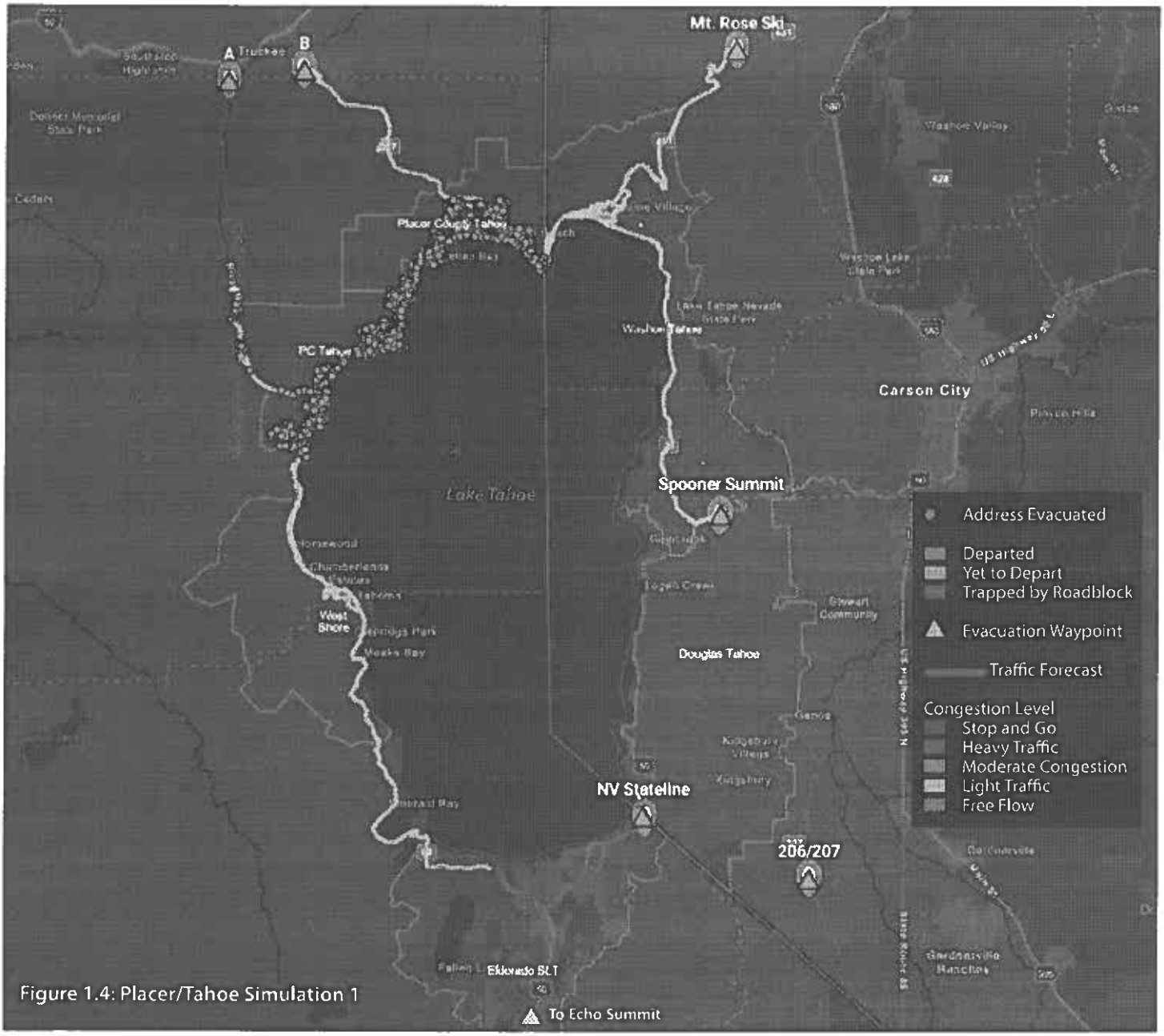


Figure 1.4: Placer/Tahoe Simulation 1

Simulation 2

Table 1.2: Placer/Tahoe Simulation 2 — Map simulates end of interactive run time

This scenario represents a fast-moving wildfire approaching the study area from the west and requiring the total closure of Highway 89 north and south of Tahoe City. Evacuation routes leading east from Tahoe City and north and east of Kings Beach are open and unimpeded. It is estimated that 9 hours and 37 minutes are required to complete the evacuation of the study area with two evacuation routes closed.

Total Evacuating Vehicles	Evacuation Route(s)	Roads Blocked	Total Evacuation Time
17,577	Roads East of Tahoe City and North and East of Kings Beach	89 NB/SB	9 Hours, 37 Minutes

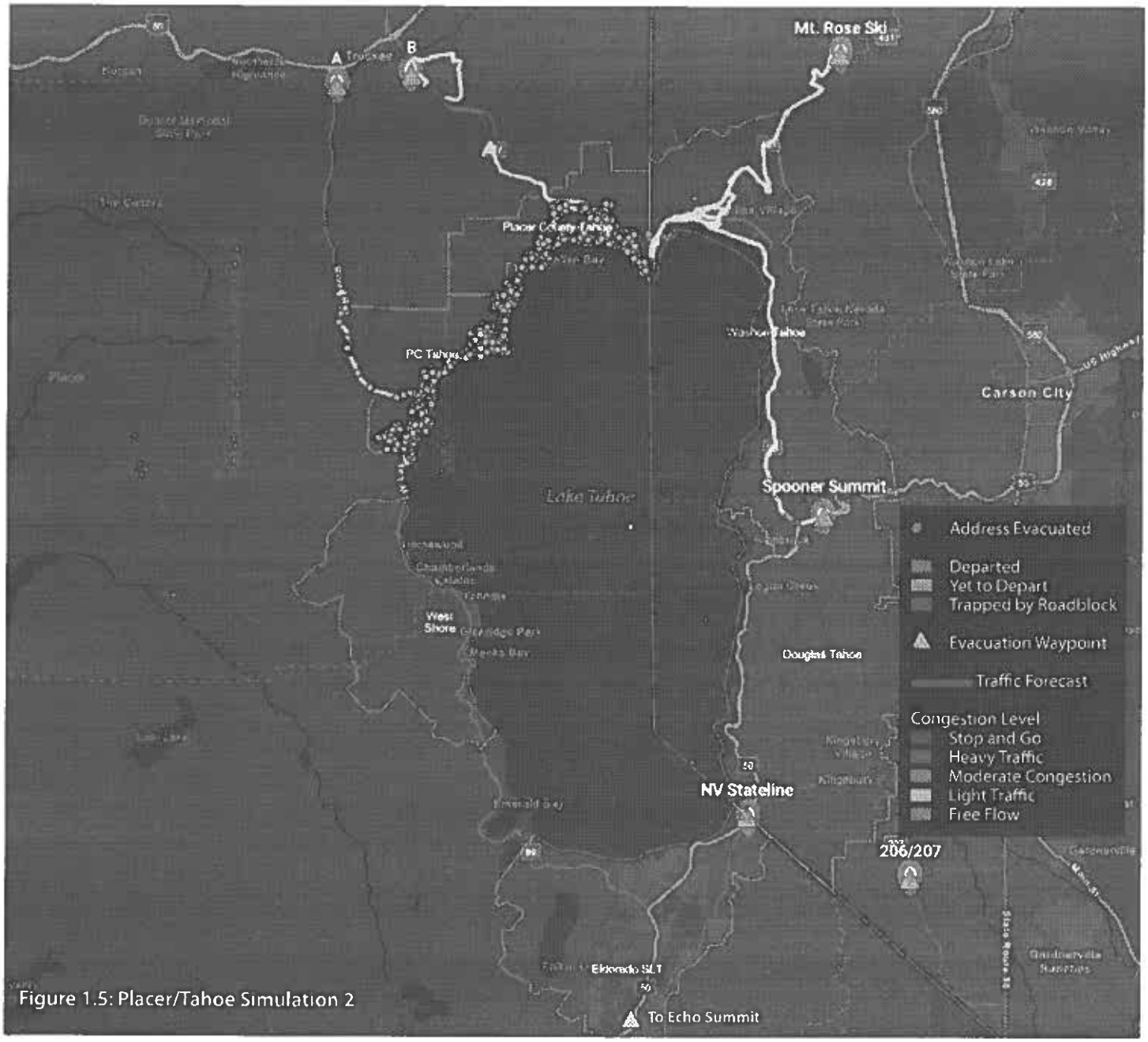


Figure 1.5: Placer/Tahoe Simulation 2

Simulation 3

Table 1.3: Placer/Tahoe Simulation 3 — Map simulates end of interactive run time

This simulation represents a fast-moving wildfire approaching the study area from the north, requiring the closure of Highway 89 north of Tahoe City and Highway 267 north of Kings Beach. Evacuation routes leading east and south from Tahoe City and west and east of Kings Beach are open and unimpeded. It is estimated that 13 hours and 19 minutes are required to complete the evacuation of the study area, with two evacuation routes closed. The evacuation of 18,080 vehicles was used to capture the population influx of July 4, 2024.

Total Evacuating Vehicles	Evacuation Route(s)	Roads Blocked	Total Evacuation Time
18,080	Roads East and South from Tahoe City and West and East of Kings Beach	89 NB 267 NB	13 Hours, 19 Minutes

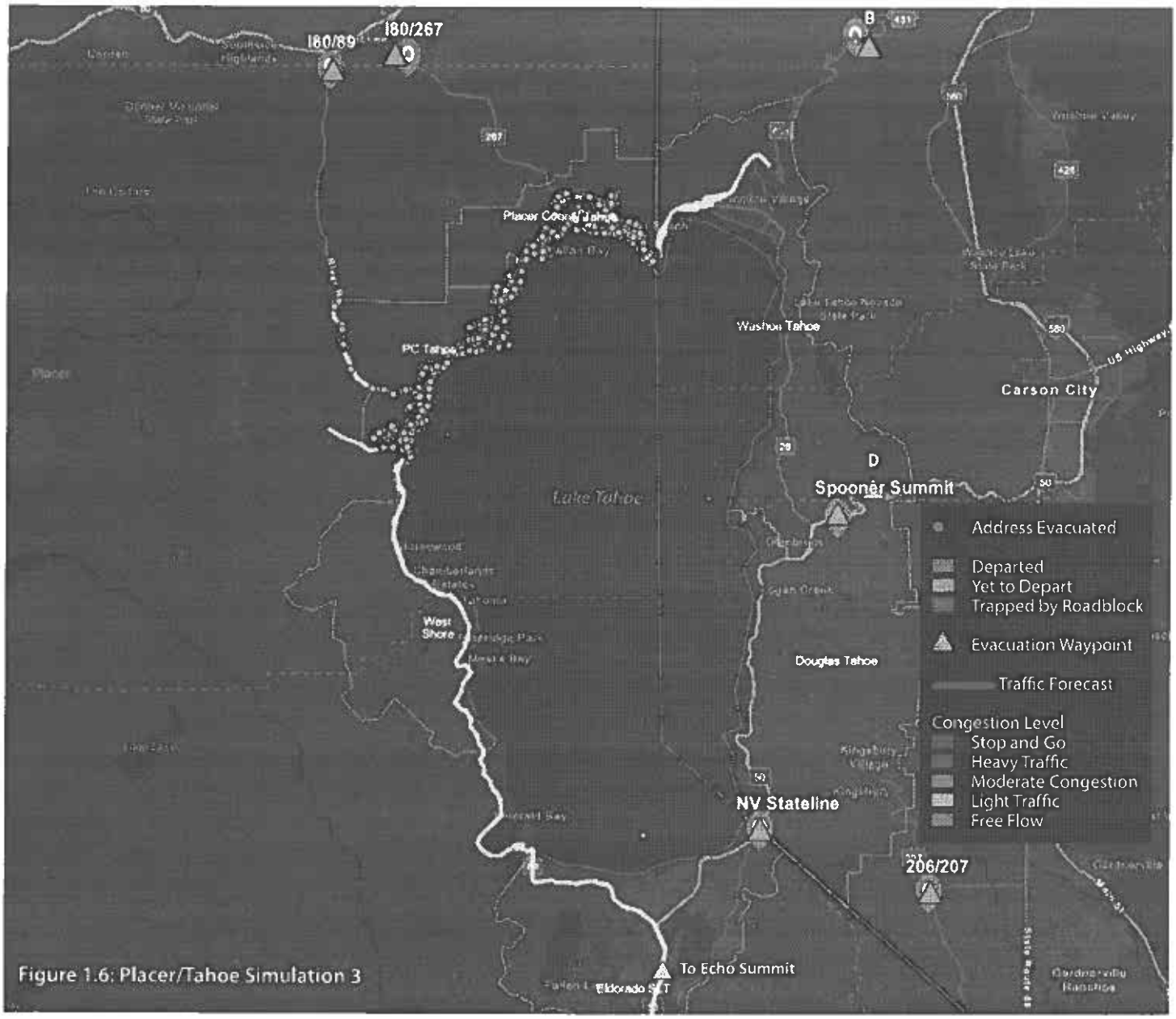


Figure 1.6: Placer/Tahoe Simulation 3

Simulation 4

Table 1.4: Placer/Tahoe Simulation 4 — Map simulates end of interactive run time

This simulation represents a fast-moving wildfire approaching the study area from the east near the California-Nevada border, requiring the closure of Nevada State Route 28 toward Incline Village at the state line. Evacuation routes leading west and north from Kings Beach are open and unimpeded, as are routes north and south from Tahoe City. It is estimated that 9 hours and 44 minutes are required to complete the evacuation of the study area with one evacuation route closed.

Total Evacuating Vehicles	Evacuation Route(s)	Roads Blocked	Total Evacuation Time
17,577	All Roads West of the State Line and North and West of Kings Beach and North and South of Tahoe City	28 EB	9 Hours, 44 Minutes

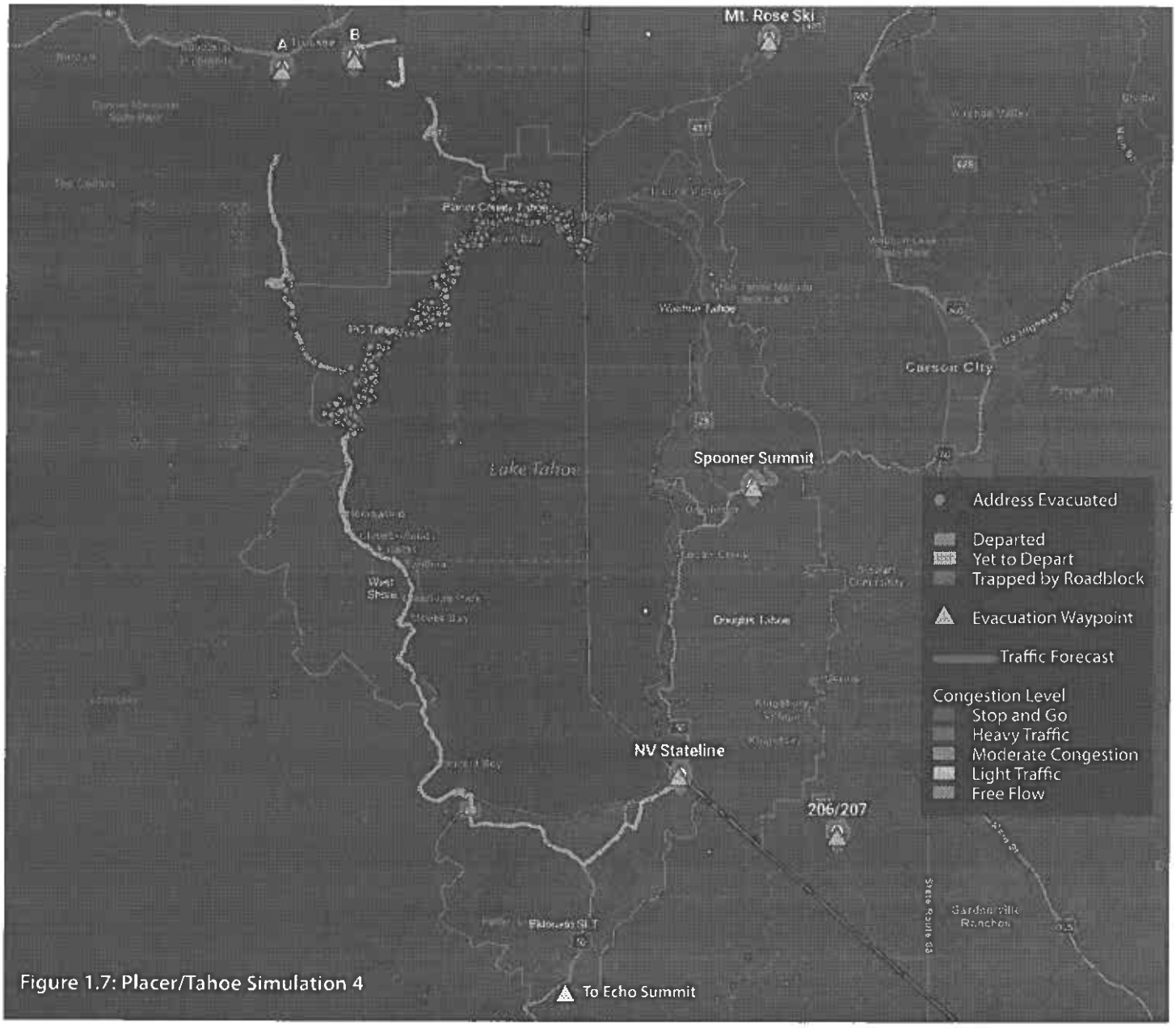


Figure 1.7: Placer/Tahoe Simulation 4

Simulation 5

Table 1.5: Placer/Tahoe Simulation 5 — **Map simulates end of interactive run time**

This simulation represents a fast-moving wildfire approaching the study area from the east near the California-Nevada border, requiring the closure of Nevada State Route 28 toward Incline Village at the state line and at Highway 267 north of Kings Beach. Evacuation routes leading west to Tahoe City and north and south from Tahoe City are open and free of impediments. It is estimated that 13 hours and 16 minutes are required to complete the evacuation of the study area with two evacuation routes closed.

Total Evacuating Vehicles	Evacuation Route(s)	Roads Blocked	Total Evacuation Time
17,577	All Roads to the West and South	28 EB, 267 NB	13 Hours, 16 Minutes

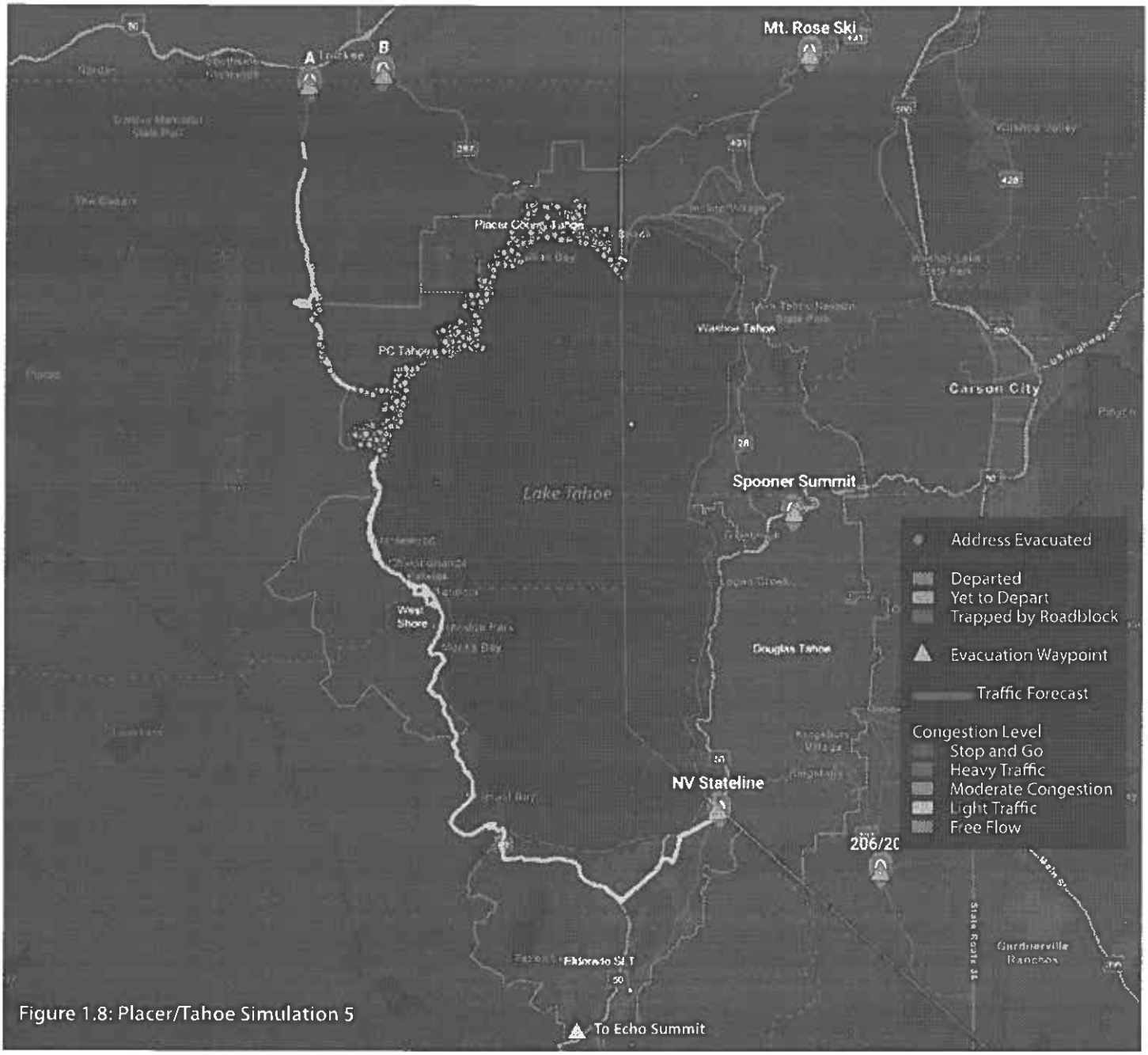


Figure 1.8: Placer/Tahoe Simulation 5

WASHOE/TAHOE STUDY AREA ADDENDUM

SUMMARY

The Washoe/Tahoe Study Area includes the geographical area of Washoe County, Nevada, within the US Forest Service Lake Tahoe Basin Management Unit (LTBMU) boundaries. Communities within the study area include Crystal Bay and Incline Village.

Crystal Bay, with an estimated population of 337, was developed as a residential community from the 1920s through the 1930s. In the 1950s, several resort casinos were built in the area, transforming it into a tourist destination. Incline Village was developed in the early 1960s and has a population of 9,462, with approximately 769 vacation rentals adding to the community's seasonal population.[17]

Incline Village attracts hundreds of thousands of visitors annually and offers a wide range of recreational activities. These activities include the internationally renowned East Shore Trail, Sand Harbor State Park, various hiking and biking trails, concerts, community celebrations, as well as major sporting events for running, biking, softball, soccer, and world-class golfing.

Washoe/Tahoe Study Area Simulation Modeling

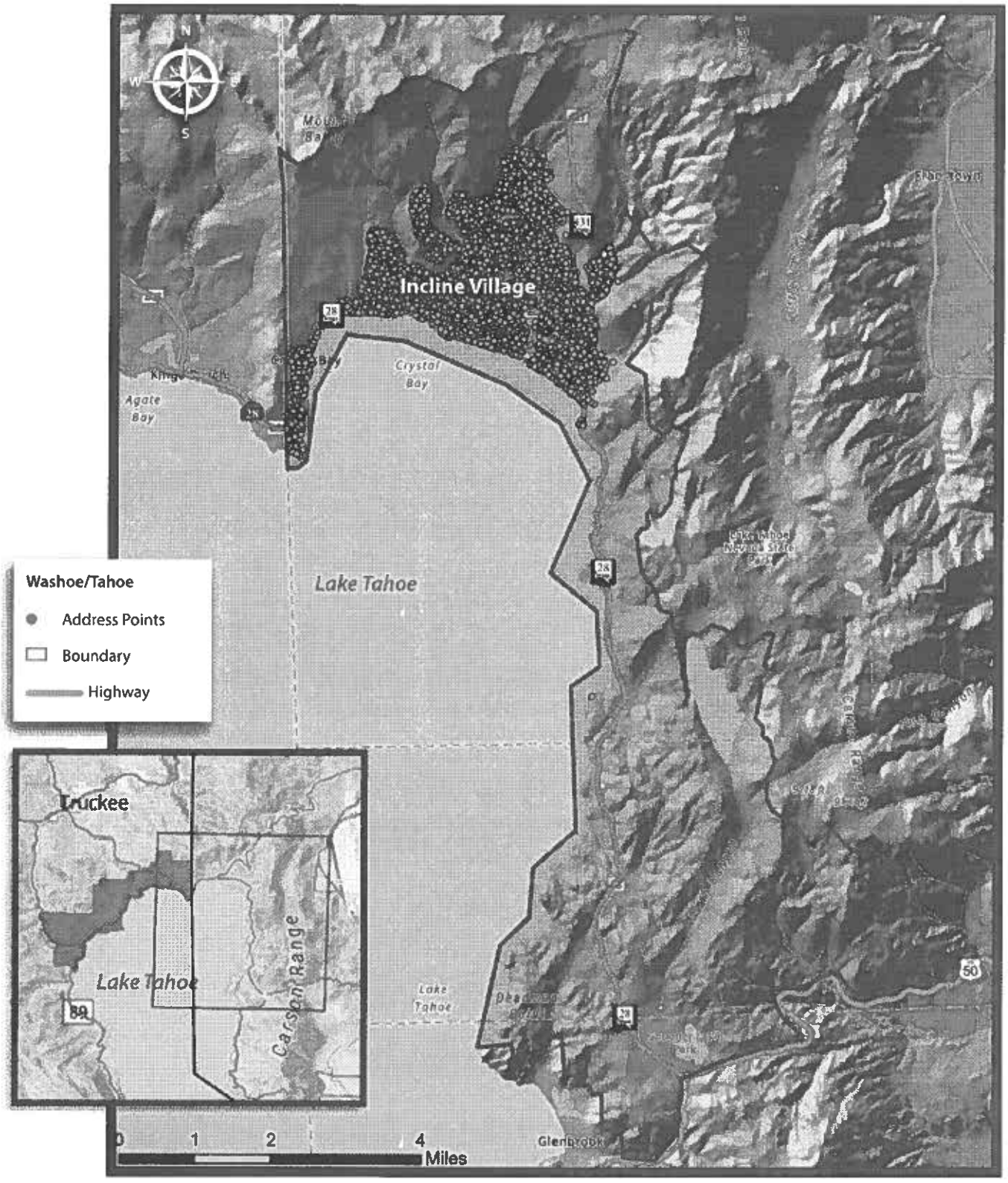


Figure 2.1: Washoe/Tahoe Study Area

CONSIDERATIONS AND IMPEDIMENTS TO TIMELY EVACUATION

Evacuation Travel Routes

There are three primary travel routes serving these Washoe /Tahoe communities:

- Nevada State Route 28 from Incline Village, heading south toward Highway 50
- Nevada State Route 28 from Incline Village, heading west toward the Nevada-California state line
- Nevada State Route 431 from Incline Village, heading northeast toward Mt. Rose Summit

Nevada State Route 28 is generally a tight two-lane highway with few turnouts and narrow shoulders, while Nevada State Route 431 is broader and has many turnouts and wide shoulders.

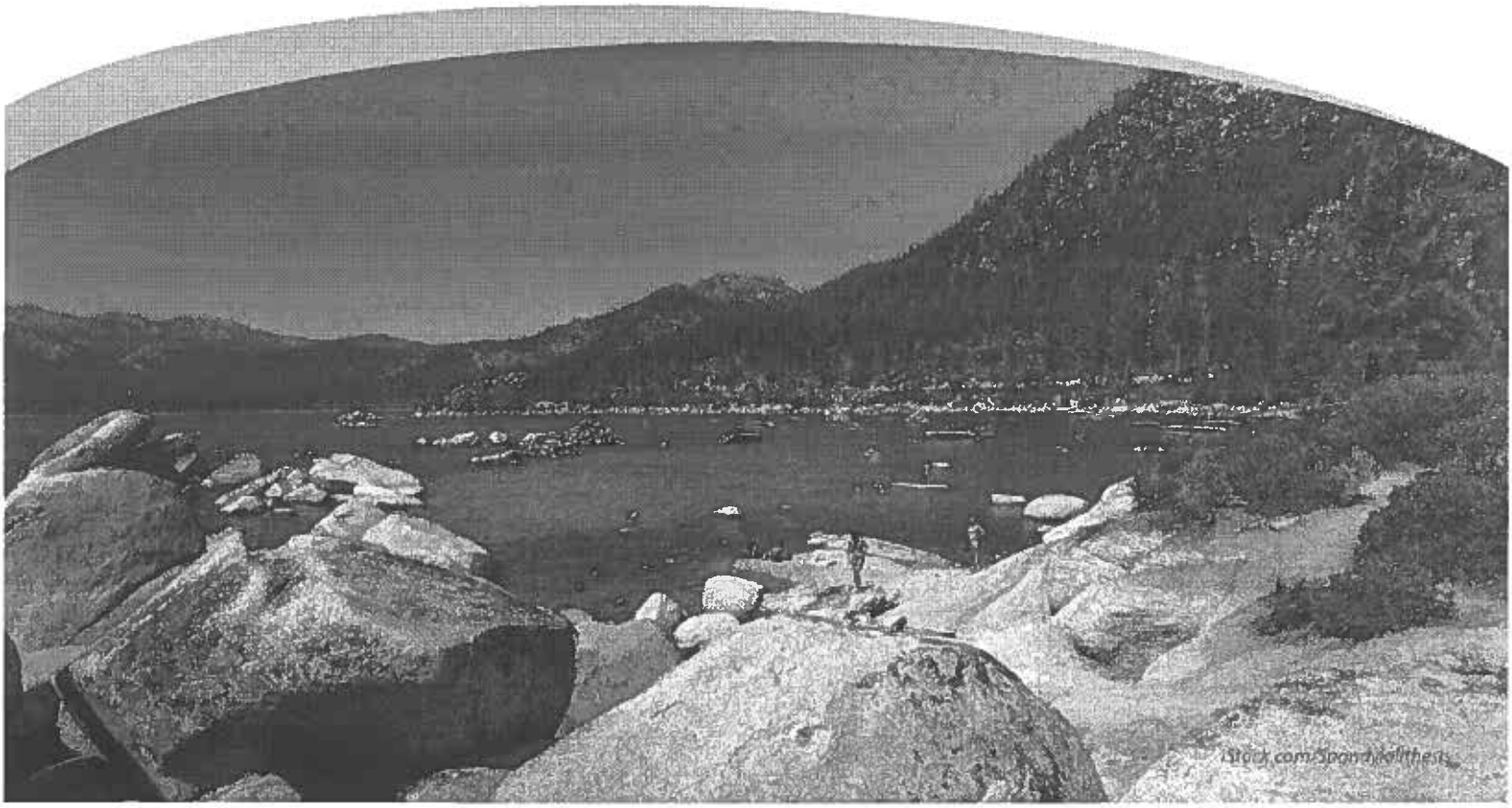
It is not possible to model all potential scenarios; however, it can be assumed that the visitor population and limited roadway capacity, as discussed next, will likely increase the time required to evacuate the study area.

East Shore Trail and Sand Harbor State Park Visitors

The paved East Shore Trail opened in June 2019 and is three miles long. It stretches from a paid parking area at Tunnel Creek in Incline Village to Sand Harbor State Park. According to data from the Tahoe Regional Planning Authority (TRPA), the trail sees 1,000 to 3,000 visitor trips daily from May through August, while Sand Harbor State Park is visited by hundreds of thousands of visitors during the summer months, as illustrated in Table 2.1.

Sand Harbor State Park Data	Total Monthly Visitors	Daily Average
June 2023	248,288	8,276
July 2023	278,819	8,994
August 2023	232,846	7,511

Table 2.1: Sand Harbor State Park Visitors



Incline Village / Crystal Bay Daily Traffic Conditions

Heading north from Hwy 50, narrow Nevada State Route 28, travels through steep upslope and downslope grades toward Incline Village. It intersects with State Route 431 before continuing to the Nevada-California state line or toward Mt. Rose Summit. This route is used by public and private service vehicles, light and heavy construction equipment, delivery trucks, and logging trucks, in addition to vehicles for personal use.

In Incline Village, State Route 28 has a pedestrian caution light at the eastern corner of Northwood and Southwood Boulevards, near the skate park. There is also a stoplight at its western intersection with Northwood and Southwood and one at the intersection with Village Boulevard; there is a traffic circle at the intersection of State Route 28 and State Route 431. Most vehicle crashes in Incline Village are reported at the western intersection of Northwood and Southwood Boulevards at State Route 28.

During peak tourist season, the roads in Incline Village, Crystal Bay, and the surrounding area experience heavy traffic, causing significant congestion and long traffic queues. The combination of resident and nonresident vehicle traffic and the hundreds of parked vehicles that line both sides of State Route 28 from Sand Harbor to the Washoe-Douglas County line is likely to increase emergency evacuation travel times.

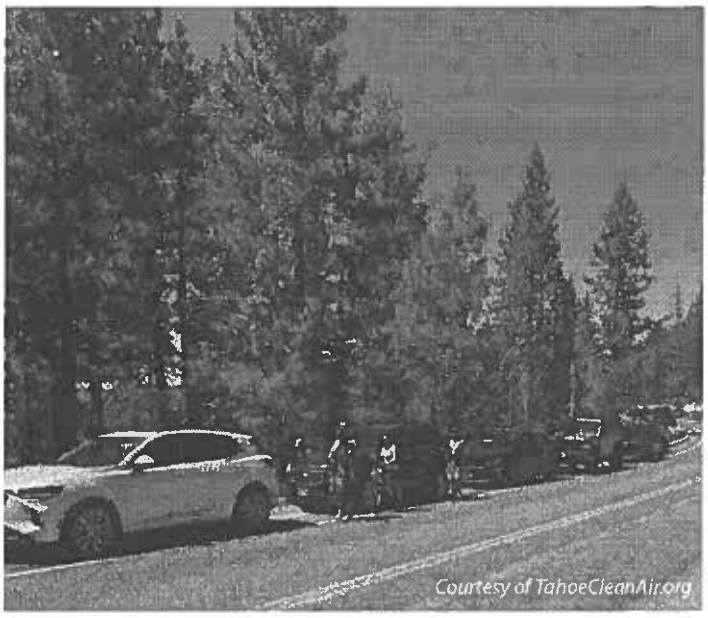
Public Parking on State Route 28

On a July afternoon, nearly 1,000 vehicles were observed parked along the steep incline of State Route 28 between Incline Village and Highway 50. Families and day trekkers, including young children and pets, use the roadside parking to access the lake. Notifying and evacuating this large number of visitors will pose a significant challenge, especially when they're lakeside and away from their vehicles.

The highway south of Sand Harbor to the Washoe-Douglas County line is often densely packed with parked vehicles, which, along with pedestrian traffic, reduces the road capacity. Due to inadequate parking for emergency vehicles and fire engines, first responders may need to block one highway lane for that purpose when responding to an incident, leading to a bottleneck of evacuating civilians.

Expected Fire Spread Under Wind and Slope Conditions

Incline Village and Crystal Bay, like most communities in the Tahoe Basin, were developed adjacent to the steep mountain slopes encircling Lake Tahoe. The steep, rugged terrain, abundant forest fuel, and fluctuating daily (diurnal) winds increase the risk of a major wildfire impacting Lake Tahoe's east and north shore communities. If a wildfire resists fire suppression efforts and is spread by the wind, steep slopes, and firebrands, the fast-moving fire is likely to block egress routes and complicate timely evacuation.



WASHOE/TAHOE STUDY AREA SIMULATIONS

While it is not possible to model all potential scenarios, the four simulations provided are samples of the evacuation travel times observed in the numerous simulations modeled by PyroAnalysis.

Simulation 1

Table 2.2: Washoe/Tahoe — Map simulates end of interactive run time

This simulation represents a fast-moving wildfire requiring the evacuation of the study area. All evacuation routes are open and unimpeded. It is estimated that 7 hours and 20 minutes are required to complete the evacuation of the study area with no evacuation routes closed.

Total Evacuating Vehicles	Evacuation Route(s)	Roads Blocked	Total Evacuation Time
13,151	All Open	None	7 Hours, 20 Minutes

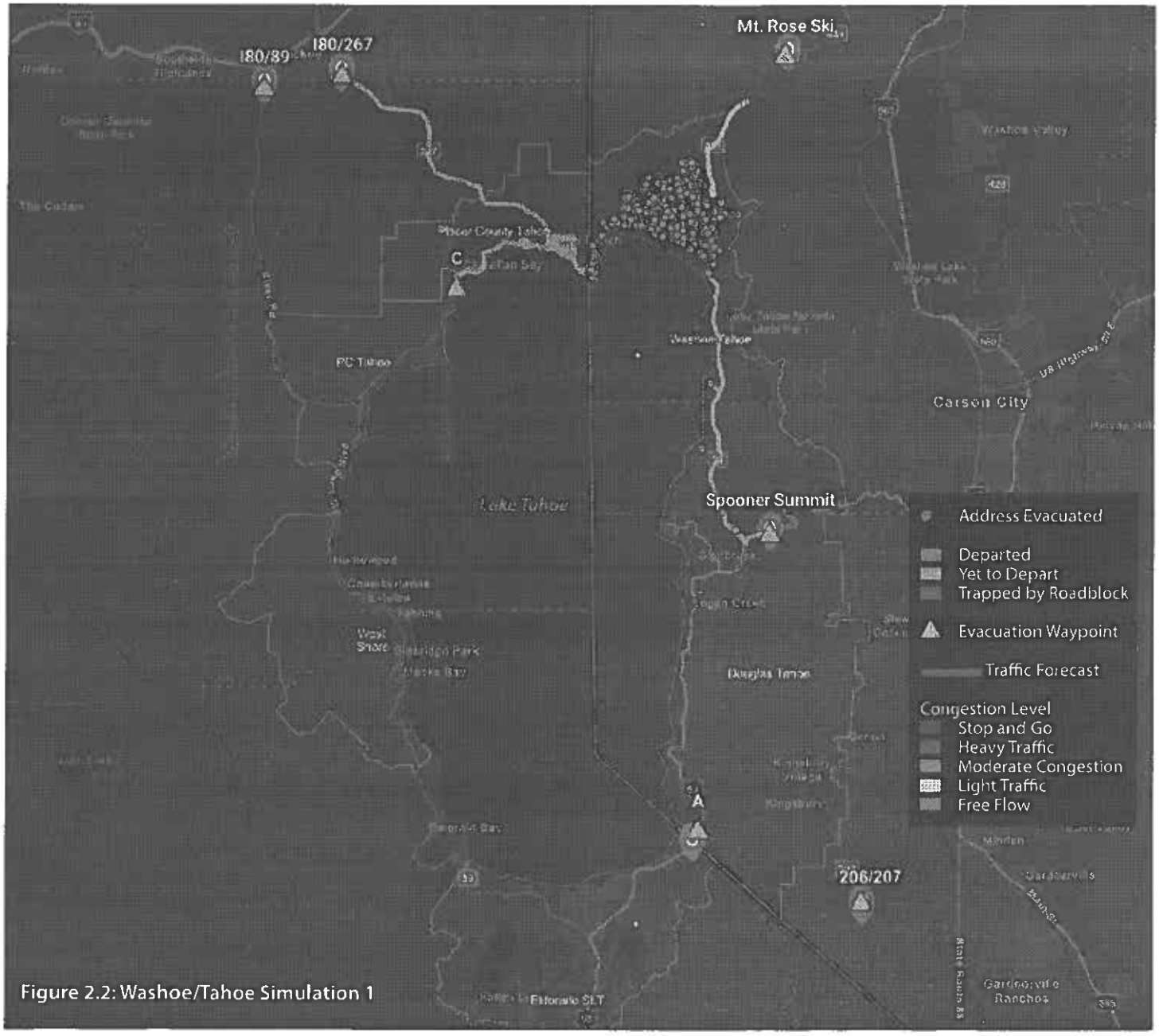


Figure 2.2: Washoe/Tahoe Simulation 1

Simulation 2

Table 2.3: Washoe/Tahoe

Map simulates end of interactive run time

This simulation represents a fast-moving wildfire approaching the study area from the west, near the California-Nevada border, requiring the closure of Nevada State Route 28 towards King's Beach. Evacuation routes leading east, northeast, and south of Incline Village are open and unimpeded. It is estimated that 9 hours and 8 minutes are required to complete the evacuation of the study area with one evacuation route closed.

Total Evacuating Vehicles	Evacuation Route(s)	Roads Blocked	Total Evacuation Time
13,151	All Roads East of the Stateline	28 WB at State Line	9 Hours, 8 Minutes

Figure 2.3: Washoe/Tahoe Simulation 2

▶ Simulation 3

Table 2.4: Washoe/Tahoe

Map simulates end of interactive run time

This simulation represents a fast-moving wildfire approaching the study area from the northeast, requiring the closure of Nevada State Route 431 towards Mt. Rose. Evacuation routes leading west, and south from Incline Village are open and unimpeded. It is estimated that 8 hours and 56 minutes are required to complete the evacuation of the study area with one evacuation route closed.

Total Evacuating Vehicles	Evacuation Route(s)	Roads Blocked	Total Evacuation Time
13,151	All Roads South and West from Incline Village	431 at Fairview	8 Hours, 56 Minutes

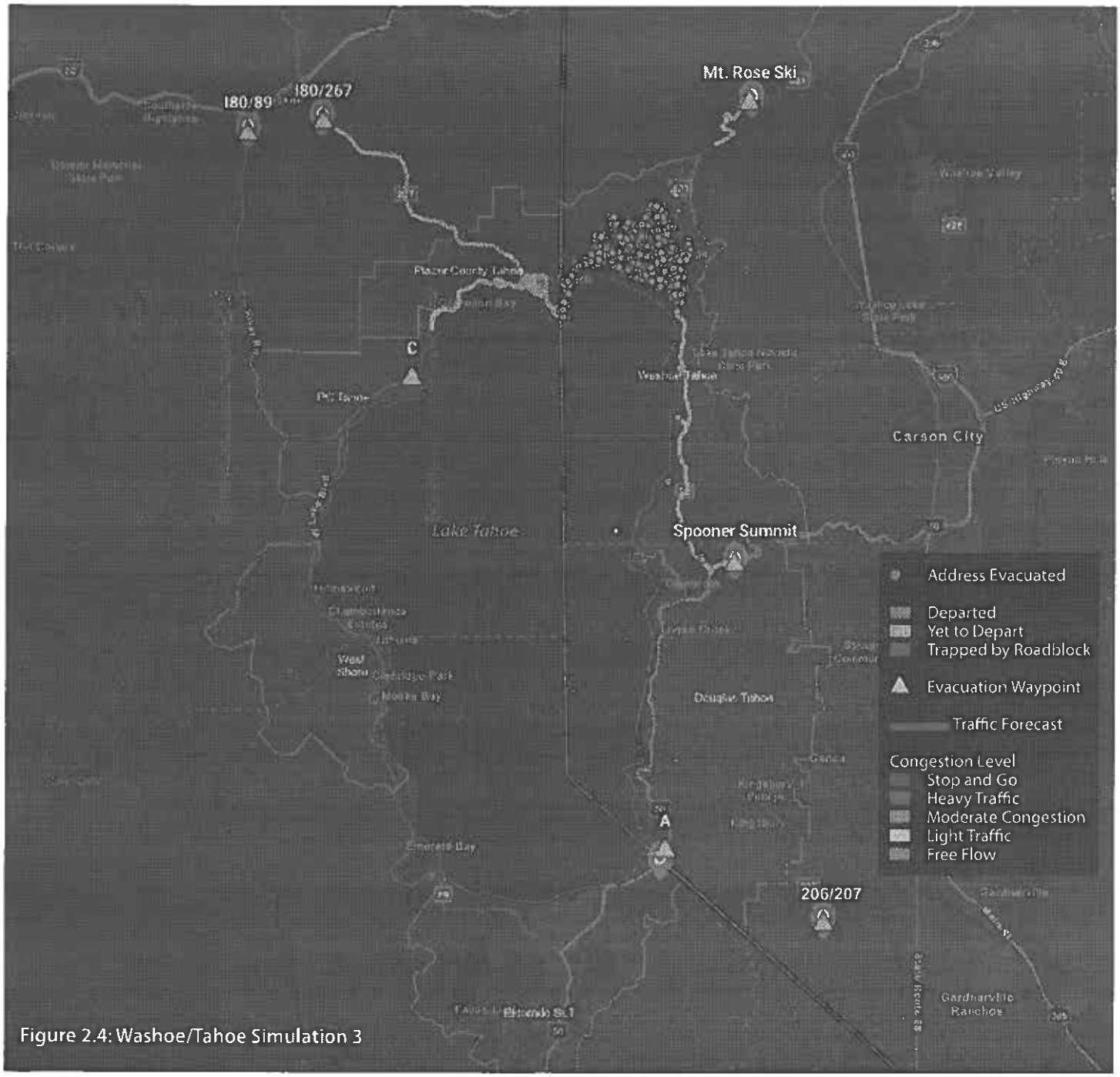


Figure 2.4: Washoe/Tahoe Simulation 3

Simulation 4

Table 2.5: Washoe/Tahoe

Map simulates end of interactive run time

This simulation represents a fast-moving wildfire approaching the study area from the south, requiring the closure of Nevada State Route 28 near Sand Harbor. Evacuation routes leading north and west from Incline Village are open and unimpeded. It is estimated that 8 hours and 59 minutes are required to complete the evacuation of the study area with one evacuation route closed.

Total Evacuating Vehicles	Evacuation Route(s)	Roads Blocked	Total Evacuation Time
13,151	All Roads North and West	28 at Sand Harbor	8 Hours, 59 Minutes

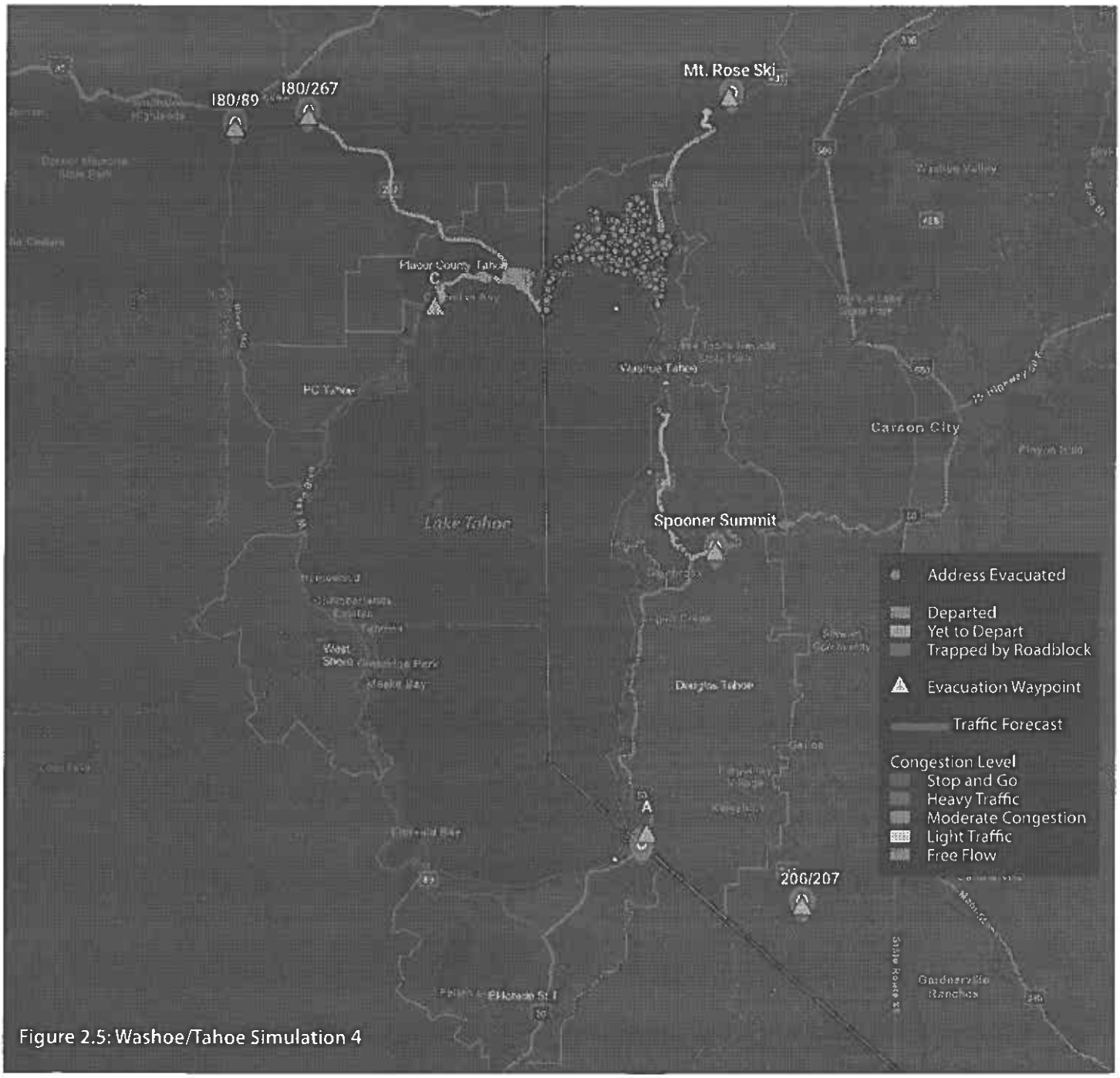


Figure 2.5: Washoe/Tahoe Simulation 4

PROJECT CONSULTANT TEAM: BRIEF BIOGRAPHIES

For a complete biography of each subject matter expert, see https://pyroanalysis.com/ourteam.

SHANE LAUDERDALE

- Bachelor's degree in fire prevention technology from Cogswell Polytechnical College and an associate's degree in fire technology from Shasta Community College
- Founder, PyroAnalysis: Since 1998, assisting communities, developers, and attorneys in interpreting and applying fire and emergency management principles
- Certified instructor: Has inspired thousands of fire service professionals to create innovative strategies to combat fire and other disasters
- Curriculum contributor: California State Fire Marshal Fire Officer and Fire Investigator certification curriculums
- Multiple roles, City of Redding (CA) Fire Department: Over 25 years, served as firefighter, fire apparatus engineer, arson investigator/inspector, fire captain, operations battalion chief, deputy chief of administration, and fire operations chief
- Fire Chief, Fire Department, City of Chico (CA)
- Lead: Worked with Ladris AI to complete the recent Nevada County, CA, Fire Evacuation Study, https://www.nevadacountyca.gov/DocumentCenter/View/53213/Nevada_County_Evacuation_Study_2024

Notable Incidents:

- Operations Section Chief and Branch Director, Thomas Fire, 2017
- Operations Section Chief, Oroville Spillway Failure, 2017
- Operations Section Chief and Branch Director, Camp Fire, 2018
- Operations Section Chief, Kincade Fire, 2019
- Operations Section Chief, Butte Complex, 2020

JOHN MESSINA

- Bachelor's degree in geography, with an emphasis on geographical information systems (GIS), from Chico State University
- 33 years in the fire service profession
- Assistant Region Chief: Overseeing the CAL FIRE's Northern Region Operations and Resource Management Program and providing leadership to six operational units
- Several positions in operations, aviation, and administration, including executive-level chief officer with CAL FIRE
- Unit Chief of the Butte Unit: From 2020 through 2022, served as the fire chief for Butte County, the Town of Paradise, and the cities of Gridley and Biggs through cooperative fire protection agreements
- Operation section Chief and incident commander, CAL FIRE Incident Management Team, 14 years

Notable Incidents

- Operation Section Chief, Oroville Spillway Emergency, 2017
- Incident Commander, Camp Fire, 2018
- CAL FIRE Agency Administrator, North Complex, 2020, and Dixie Fire, 2021, emergency responses
- Intimately involved in the recovery and rebuilding process for the Town of Paradise after the Camp Fire

DON BULLARD

- Associate's degree in fire protection technology from the College of San Mateo
- Firefighter, California Department of Forestry and Fire Protection, Santa Clara County
- Multiple roles, Woodside Fire Protection District (WFPD): Over 35 years, served as firefighter, engineer, fire inspector, fire investigator, deputy fire marshal, and battalion chief
- Specialized training: Designing Ladris-based evacuation simulations, land use planning, the CEQA process, emergency preparedness and evacuation planning, and defensible space and fuel mitigation programs to reduce the risks of wildland fire to communities

ERIC SCOVEL

- Certificate in GIS from Chico State University
- Nearly 40 years in the fire service
- Volunteer firefighter, Lakeshore Fire Department, Lake County
- Fire engineer, Marin County Fire Departmen.
- Member, CAL FIRE Incident Management Team, 12 years

Ladris
https://www.ladris.com/customers

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[2] *Lake Tahoe Destination Stewardship Plan Taking Care of Tahoe,* 2023
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[7] Wong et al., 2020
[8] County of Placer Community Development Resource Agency, 2016
[9] Wong et al., 2020
[10] Maranghides et al., 2023
[11] Derived from 2020 U.S. Census Bureau Data
[12] Wilkinson, 1991
[13] Spillman, 2017
[14] Shaw, 2020
[15] The Record Courier, 2004
[16] Shaw, 2020
[17] AirDna.co

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

M E M O R A N D U M

October 2, 2024

TO: Department of Transportation Board of Directors

FROM: Tracy Larkin Thomason, P.E., Director

SUBJECT: October 14, 2024 | Transportation Board of Directors Meeting

ITEM # 5: Contract 4521, Project No. NHP-050-1-(036), on US 50 from the CA/NV Stateline to Kings Canyon Road, with Q&D CONSTRUCTION LLC, to cold mill, place plantmix bituminous surface with open grade, ITS, hydraulic, and safety improvements, Douglas County, Nevada.
- *For possible action*

Summary:

August 15, 2024 at 2:30 PM the following bids were opened for Contract 4521, Project No. NHP-050-1-(036), on US 50 from the CA/NV Stateline to Kings Canyon Road, in Douglas County, to cold mill, place plantmix bituminous surface with open grade, ITS, hydraulic, and safety improvements.

Q&D Construction LLC	$48,200,000.00
Granite Construction Company	$54,012,012.00
Road and Highway Builders LLC	$61,111,111.00
Engineer's Estimate	$42,151,450.00

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 4521 to Q&D CONSTRUCTION LLC, in the amount of $48,200,000.00.

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

September 3, 2024

To: Tracy Larkin Thomason, P.E., Director
Scott Hein, Assistant Director, Engineering
Jae Pullen, Assistant Director, Operations

From: Vanessa Pickles, Contract Services Manager, Administrative Services

Subject: Concurrence in Award for Contract No. 4521, Project No. NHP-050-1-(036), on US 50 from the CA/NV Stateline to Kings Canyon Road, in Douglas County, described as: cold mill, place plantmix bituminous surface with open grade, ITS, hydraulic, and safety improvements. The Engineer's Estimate is $40,599,751.28.

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

Bid proposals were opened on August 15, 2024. Q&D Construction LLC is the apparent low bidder at $48,200,000.00 and they submitted a properly executed proposal, bid bond, and anti-collusion affidavit. The second low bidder is Granite Construction Company with a bid of $54,012,012.00.

The project is Federally funded, required 7.80% DBE participation, and is not subject to State Bidder Preference provisions.

The subcontractor and supplier listings submitted by Q&D Construction LLC have been reviewed and confirmed by Contract Services. The DBE information submitted by Q&D Construction LLC has been reviewed and certified by the External Civil Rights office. Q&D Construction LLC has met the required DBE participation with the use of Good Faith Efforts (GFE). 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 October 2024 meeting.

Concurrence in award:

DocuSigned by:
E7F2D4506AC6488...
Scott Hein, Assistant Director

DocuSigned by:
DC6D2FB6D946439...
Jae Pullen, Assistant Director

DocuSigned by:
832931E930B041F...
Tracy Larkin Thomason, P.E., Director

Enclosures:
Unofficial Bid Results
Good Faith Efforts (GFE) Approval
BRAT Summary Report

Attachment B

Nevada Department of Transportation
Unofficial Bid Results

Contract #: 4521
Bid Opening Date and Time: 08/15/2024 2:30 PM
Designer: Tyler Schmaling
Liquidated Damages ($): 9,000.00
Project Coordinator: James Opperman
Anticipated Working Days: 180
Engineer's Estimate Range ($): R37 ($41,000,000.01 to $49,000,000.00)
District: District 2
Project Number: NHP-050-1-(036)
County: Douglas County
Location Description: US 50, DOUGLAS COUNTY, FROM THE CA/NV STATELINE TO KINGS CANYON RD, MP DO 0.00 TO MP DO 13.26
Project Scope: DESCRIPTION: PHASE 1: MILL AND OVERLAY WITH ITS, HYDRAULIC, AND SAFETY IMPROVEMENTS.

		Actual Bid Amount
Apparent Low Bidder:	Q&D Construction LLC	$48,200,000.00
Apparent 2nd:	Granite Construction Company	$54,012,012.00
Apparent 3rd:	Road and Highway Builders LLC	$61,111,111.00

	Bidders	Actual Bid Amount
1	Q&D Construction LLC 1050 South 21st Street, Sparks, Nevada, 89431 (775) 786-2677	$48,200,000.00
2	Granite Construction Company 585 W Beach St, Watsonville, California, 95076 (831) 724-1011	$54,012,012.00
3	Road and Highway Builders LLC 950 E Mustang Rd, Sparks, Nevada, 89434 (775) 852-7283	$61,111,111.00

Attachment C

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

MEMORANDUM

Contract Compliance

August 27, 2024

To: Maya Bourgeois, Deputy Chief – Administrative services

From: Rebeca Lefler, DBE Manager

Subject: NDOT Bidder DBE Information – Contract no. 4521, US 50, DOUGLAS COUNTY, FROM THE CA/NV STATELINE TO KINGS CANYON RD, MP US 50, DOUGLAS COUNTY, FROM DO 0.00 TO MP DO 13.26, in DOUGLAS COUNTY, to MILL AND OVERLAY WITH ITS, HYDRAULIC, AND SAFETY IMPROVEMENTS

Apparent low bid: 48,200,000.00

The DBE information for Carlo Lachmansingh Sales Inc, Tungsten Engineering Contractors, and Surface Prep & Maintenance submitted by the apparent low bidder, Q&D Construction LLC, has been received by Contract Compliance and we have concluded:

Carlo Lachmansingh Sales Inc, Tungsten Engineering Contractors, and Surface Prep & Maintenance all firms hold an active State of Nevada business licenses and are Nevada certified DBE firms. Additionally,Tungsten Engineering Contractors, and Surface Prep & Maintenance , Inc. hold an active Nevada State Contractors Board license. All firms are clear of State disqualification and Federal exclusion.

The DBE goal of 7.8% has been met with the use of Good Faith Efforts by the apparent low bidder Q&D Construction LLC.

The DBE firms are approved for this contract.

DocuSigned by:
Rebeca Lefler
CA0D2593970F4F0...

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

August 28, 2024

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

From: **Bid Review and Analysis Team**

Subject: **BRAT Summary Report for Contract No.: 4521**

The Bid Review and Analysis Team (BRAT) met on August 27, 2024, to discuss bids for the above referenced contract. The following were in attendance:

Natalie Caffaratti, Chief Roadway Design Engineer
Sam Lompa, Chief Construction Engineer
Tonia Andree, Professional Engineer
Ryan Bennett, Associate Engineer
Michael Bouza, Associate Engineer
Spenser Buchholz, Associate Engineer
Brian Deal, Professional Engineer
Samantha Dowd, Professional Engineer
Ricki Grundy, Program Officer
Steven Hale, Professional Engineer
Wyatt Hicks, Program Officer
Eric MacGill, Associate Engineer
Kevin Maxwell, Professional Engineer
Alma Piceno-Ramirez, Professional Engineer
Vanessa Pickles, Contract Services Manager
Tyler Schmaling, Associate Engineer
Jesse Smithson Professional Engineer
Frederick Tydeman, Professional Engineer
Michael West, Associate Engineer
Thomas Young, Professional Engineer
Eric Yount, 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, Q&D Construction LLC, submitted a bid which is 114.3% of the Engineer's Estimate. The BRAT recommends award of this contract.

Submitted:

DocuSigned by:
B27BF99B9F33485...
Natalie Caffaratti, BRAT Co-Chair

DocuSigned by:
B55C00ABA04F48F...
Sam Lompa, BRAT Co-Chair

cc: Attendees
Lori Story, Legal
Design Admin

Contract # : 4521
Project Scope : DESCRIPTION: PHASE 1: MILL AND OVERLAY WITH ITS, HYDRAULIC, AND SAFETY IMPROVEMENTS.

US 50, DOUGLAS COUNTY, FROM THE CA/NV STATELINE TO KINGS CANYON RD, MP DO 0.00 TO MP
Location : DO 13.26

Bid Opening Date August 15, 2024, 02:30PM

Project EA : 60959
Project Number(s) : NHP-050-1-(036)

County : Douglas County
Engineers Estimate Range : R37 ($41,000,000.01 to $49,000,000.00)
Anticipated Working Days : 180

Item Number	Quantity	Unit	Item Description	Engineer's Estimate		Q&D Construction LLC		Granite Construction Company		Road and Highway Builders LLC	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
1100050	1,500.000	HOUR	TRAINING	$0.80	$1,200.00	$0.80	$1,200.00	$0.80	$1,200.00	$0.80	$1,200.00
2000100	40.000	HOUR	SURVEY CREW	$320.00	$12,800.00	$150.00	$6,000.00	$280.00	$11,200.00	$500.00	$20,000.00
2010100	1.000	LS	CLEARING AND GRUBBING	$70,000.00	$70,000.00	$32,000.00	$32,000.00	$75,000.00	$75,000.00	$150,000.00	$150,000.00
2020285	379.000	LINFT	REMOVAL OF CULVERT PIPE	$85.00	$32,215.00	$95.00	$36,005.00	$100.00	$37,900.00	$100.00	$37,900.00
2020310	12.500	SQYD	REMOVAL OF CONCRETE SLAB	$335.00	$4,187.50	$175.00	$2,187.50	$800.00	$10,000.00	$200.00	$2,500.00
2020415	4.000	EACH	REMOVAL OF CONCRETE FOUNDATION	$1,000.00	$4,000.00	$1,350.00	$5,400.00	$4,000.00	$16,000.00	$3,000.00	$12,000.00
2020450	3.000	EACH	REMOVE END SECTION	$950.00	$2,850.00	$700.00	$2,100.00	$1,200.00	$3,600.00	$1,500.00	$4,500.00
2020475	34,626.000	LINFT	REMOVAL OF GUARDRAIL	$6.25	$216,412.50	$4.90	$169,667.40	$8.00	$277,008.00	$6.00	$207,756.00
2020530	2.000	EACH	REMOVAL OF HEADWALL	$6,100.00	$12,200.00	$2,000.00	$4,000.00	$6,500.00	$13,000.00	$5,000.00	$10,000.00
2020565	1,206.000	LINFT	REMOVAL OF RETAINING WALL	$105.00	$126,630.00	$55.00	$66,330.00	$20.00	$24,120.00	$100.00	$120,600.00
2020895	50.000	EACH	REMOVE LIGHTING FIXTURES	$350.00	$17,500.00	$276.00	$13,800.00	$276.00	$13,800.00	$1,000.00	$50,000.00
2020925	23.000	EACH	REMOVAL OF PULL BOX	$300.00	$6,900.00	$225.00	$5,175.00	$225.00	$5,175.00	$1,000.00	$23,000.00
2020935	4,784.100	CUYD	REMOVAL OF COMPOSITE SURFACE	$150.00	$717,615.00	$240.00	$1,148,184.00	$180.00	$861,138.00	$200.00	$956,820.00
2020990	491,239.500	SQYD	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	$2.75	$1,350,908.63	$5.00	$2,456,197.50	$7.00	$3,438,676.50	$17.00	$8,351,071.50
2020995	24,561.900	SQYD	REMOVAL OF BITUMINOUS SURFACE (MISCELLANEOUS COLD MILLING)	$2.15	$52,808.09	$2.50	$61,404.75	$4.00	$98,247.60	$2.00	$49,123.80
2021040	13.000	EACH	REMOVAL OF DROP INLET	$3,200.00	$41,600.00	$2,000.00	$26,000.00	$6,500.00	$84,500.00	$2,000.00	$26,000.00
2021070	288.000	LINFT	REMOVAL OF CURB AND GUTTER	$35.00	$10,080.00	$23.00	$6,624.00	$85.00	$24,480.00	$70.00	$20,160.00
2021160	2.000	EACH	REMOVAL OF DYNAMIC MESSAGE SIGN	$15,000.00	$30,000.00	$3,298.00	$6,596.00	$3,298.00	$6,596.00	$10,000.00	$20,000.00
2021220	410.000	LINFT	REMOVAL OF TRENCH DRAIN	$120.00	$49,200.00	$25.00	$10,250.00	$90.00	$36,900.00	$70.00	$28,700.00
2021231	308.000	LINFT	REMOVAL OF SLOTTED DRAIN	$68.00	$20,944.00	$35.00	$10,780.00	$80.00	$24,640.00	$70.00	$21,560.00
2021287	410,305.100	LINFT	GRINDING FOR PAVEMENT MARKINGS	$0.80	$328,244.08	$0.75	$307,728.83	$0.75	$307,728.83	$1.00	$410,305.10
2021288	2,202.000	SQFT	GRINDING FOR PAVEMENT MARKINGS	$18.00	$39,636.00	$30.00	$66,060.00	$30.00	$66,060.00	$35.00	$77,070.00
2030140	989.000	CUYD	ROADWAY EXCAVATION	$60.00	$59,340.00	$240.00	$237,360.00	$160.00	$158,240.00	$290.00	$286,810.00
2030360	5,085.560	SQYD	BASE PREPARATION	$5.00	$25,427.80	$10.00	$50,855.60	$2.50	$12,713.90	$5.00	$25,427.80
2070150	4.000	CUYD	SLURRY CEMENT BACKFILL	$620.00	$2,480.00	$575.00	$2,300.00	$430.00	$1,720.00	$700.00	$2,800.00
2110160	348.200	SQYD	SEEDING	$17.00	$5,919.40	$28.00	$9,749.60	$28.00	$9,749.60	$15.00	$5,223.00
2110380	347.800	SQYD	JUTE MATTING	$60.00	$20,868.00	$30.00	$10,434.00	$30.00	$10,434.00	$25.00	$8,695.00
2120040	4,158.000	SQYD	AESTHETIC PATTERNING	$70.00	$291,060.00	$70.00	$291,060.00	$73.00	$303,534.00	$50.00	$207,900.00
2120045	3,891.000	SQYD	PAINTING	$25.00	$97,275.00	$30.00	$116,730.00	$18.00	$70,038.00	$40.00	$155,640.00
2120320	7.400	CUYD	MULCH (WOOD CHIPS)	$100.00	$740.00	$2,270.00	$16,798.00	$1,500.00	$11,100.00	$900.00	$6,660.00
2120350	1.000	LS	LANDSCAPING	$1,500.00	$1,500.00	$18,000.00	$18,000.00	$18,000.00	$18,000.00	$30,000.00	$30,000.00
2130630	1.000	FA	ADJUST IRRIGATION SYSTEM	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00
3020140	2,308.000	CUYD	TYPE 1 CLASS B AGGREGATE BASE	$115.00	$265,420.00	$300.00	$692,400.00	$400.00	$923,200.00	$160.00	$369,280.00
4010120	92.000	SQYD	PAVEMENT REINFORCING FABRIC	$40.00	$3,680.00	$20.00	$1,840.00	$70.00	$6,440.00	$12.00	$1,104.00
4020100	1,004.000	SQYD	PLANTMIXING MISCELLANEOUS AREAS	$40.00	$40,160.00	$75.00	$75,300.00	$45.00	$45,180.00	$50.00	$50,200.00
4020180	72,598.000	TON	PLANTMIX SURFACING (TYPE 2) (WET)	$135.00	$9,800,730.00	$152.00	$11,034,896.00	$200.00	$14,519,600.00	$120.00	$8,711,760.00
4030100	10.600	MILE	MILLED RUMBLE STRIPS	$2,600.00	$27,560.00	$3,000.00	$31,800.00	$1,800.00	$19,080.00	$4,000.00	$42,400.00
4030120	25,505.000	TON	PLANTMIX OPEN-GRADED SURFACING (1/2-INCH) (WET)	$165.00	$4,208,325.00	$190.00	$4,845,950.00	$225.00	$5,738,625.00	$250.00	$6,376,250.00
4060120	5,085.560	SQYD	PRIME COAT	$2.25	$11,442.51	$2.00	$10,171.12	$6.00	$30,513.36	$12.00	$61,026.72
5020120	12,472.000	LINFT	CONCRETE BARRIER RAIL (MODIFIED)	$190.00	$2,369,680.00	$155.00	$1,933,160.00	$155.00	$1,933,160.00	$260.00	$3,242,720.00
5020750	1.360	CUYD	CLASS AA CONCRETE (MINOR)	$4,750.00	$6,460.00	$2,300.00	$3,128.00	$13,500.00	$18,360.00	$19,000.00	$25,840.00
5020760	5.000	CUYD	CLASS AA CONCRETE (ISLAND PAVING)	$1,800.00	$9,000.00	$1,166.76	$5,833.80	$2,000.00	$10,000.00	$1,100.00	$5,500.00
5020770	105.000	CUYD	CLASS AA CONCRETE (ISLAND PAVING) (SPECIAL)	$930.00	$97,650.00	$575.00	$60,375.00	$1,000.00	$105,000.00	$600.00	$63,000.00
5050100	79.000	POUND	REINFORCING STEEL	$6.00	$474.00	$2.00	$158.00	$6.00	$474.00	$20.00	$1,580.00
6000100	2,783.000	LINFT	TRENCH DRAIN	$485.00	$1,349,755.00	$325.00	$904,475.00	$330.00	$918,390.00	$100.00	$278,300.00
6031030	3.000	EACH	18-INCH PRECAST END SECTION	$2,950.00	$8,850.00	$2,000.00	$6,000.00	$1,300.00	$3,900.00	$3,000.00	$9,000.00
6031050	1.000	EACH	24-INCH PRECAST END SECTION	$4,000.00	$4,000.00	$2,500.00	$2,500.00	$1,500.00	$1,500.00	$4,000.00	$4,000.00
6036160	72.000	LINFT	15-INCH REINFORCED CONCRETE PIPE, CLASS V	$395.00	$28,440.00	$500.00	$36,000.00	$400.00	$28,800.00	$500.00	$36,000.00
6036170	314.000	LINFT	18-INCH REINFORCED CONCRETE PIPE, CLASS III	$335.00	$105,190.00	$275.00	$86,350.00	$400.00	$125,600.00	$550.00	$172,700.00
6036230	55.000	LINFT	24-INCH REINFORCED CONCRETE PIPE, CLASS III	$485.00	$26,675.00	$700.00	$38,500.00	$425.00	$23,375.00	$600.00	$33,000.00
6042415	1.000	EACH	18-INCH METAL END SECTION	$1,465.00	$1,465.00	$1,750.00	$1,750.00	$250.00	$250.00	$1,000.00	$1,000.00
6042440	3.000	EACH	24-INCH METAL END SECTION	$1,225.00	$3,675.00	$1,750.00	$5,250.00	$350.00	$1,050.00	$1,500.00	$4,500.00
6046280	10.000	LINFT	18-INCH CORR. METAL PIPE (16 GAGE)	$385.00	$3,850.00	$425.00	$4,250.00	$1,100.00	$11,000.00	$1,000.00	$10,000.00
6086400	294.000	LINFT	24-INCH DOWNDRAIN PIPE	$300.00	$88,200.00	$220.00	$64,680.00	$265.00	$77,910.00	$400.00	$117,600.00
6090260	90.000	EACH	ADJUSTING MANHOLE COVERS (METHOD B)	$2,750.00	$247,500.00	$1,750.00	$157,500.00	$2,300.00	$207,000.00	$3,000.00	$270,000.00
6090270	15.000	EACH	ADJUSTING MANHOLE COVERS (METHOD C)	$1,825.00	$27,375.00	$1,750.00	$26,250.00	$2,500.00	$37,500.00	$3,000.00	$45,000.00
6090570	3.000	EACH	ADJUSTING COVERS (SPECIAL)	$2,500.00	$7,500.00	$3,000.00	$9,000.00	$14,500.00	$43,500.00	$2,500.00	$7,500.00
6090600	5.000	EACH	ADJUSTING VALVE COVERS (METHOD B)	$1,475.00	$7,375.00	$1,750.00	$8,750.00	$2,200.00	$11,000.00	$2,000.00	$10,000.00
6090620	7.000	EACH	ADJUST DROP INLET	$4,850.00	$33,950.00	$2,500.00	$17,500.00	$3,500.00	$24,500.00	$2,000.00	$14,000.00
6091705	1.000	FA	PIPE REPAIR	$105,000.00	$105,000.00	$105,000.00	$105,000.00	$105,000.00	$105,000.00	$105,000.00	$105,000.00
6091730	521.000	LINFT	18-INCH PIPE LINER	$388.00	$202,148.00	$198.00	$103,158.00	$350.00	$182,350.00	$400.00	$208,400.00

6091742	1,407.000	LINFT	24-INCH PIPE LINER	$310.00	$436,170.00	$198.00	$278,586.00	$325.00	$457,275.00	$500.00	$703,500.00
6091755	153.000	LINFT	30-INCH PIPE LINER	$375.00	$57,375.00	$278.00	$42,534.00	$530.00	$81,090.00	$600.00	$91,800.00
6096600	30.000	EACH	TYPE 2 DROP INLET (A=3 FT)	$8,400.00	$252,000.00	$8,000.00	$240,000.00	$14,800.00	$444,000.00	$12,000.00	$360,000.00
6096670	4.000	EACH	TYPE 2-2G DROP INLET (A=5 FT)	$11,500.00	$46,000.00	$15,000.00	$60,000.00	$15,000.00	$60,000.00	$15,000.00	$60,000.00
6096850	1.000	EACH	TYPE 3A DROP INLET (A=3 FT)	$9,300.00	$9,300.00	$22,500.00	$22,500.00	$17,000.00	$17,000.00	$15,000.00	$15,000.00
6096990	7.000	EACH	DROP INLET CONCRETE APRON	$3,000.00	$21,000.00	$4,500.00	$31,500.00	$11,000.00	$77,000.00	$2,000.00	$14,000.00
6100050	43.000	SQYD	GEOTEXTILE (CLASS 1)	$17.00	$731.00	$25.00	$1,075.00	$6.00	$258.00	$15.00	$645.00
6100190	18.000	CUYD	RIPRAP (CLASS 300)	$400.00	$7,200.00	$560.00	$10,080.00	$450.00	$8,100.00	$800.00	$14,400.00
6100470	7.000	CUYD	RIPRAP BEDDING (CLASS 300)	$515.00	$3,605.00	$100.00	$700.00	$950.00	$6,650.00	$1,200.00	$8,400.00
6130240	3,005.000	LINFT	CLASS AA CONCRETE CURB (TYPE 2)	$32.00	$96,160.00	$32.00	$96,160.00	$23.00	$69,115.00	$50.00	$150,250.00
6130590	5.000	LINFT	CLASS AA CONCRETE VALLEY GUTTER (TYPE 1)	$186.00	$930.00	$540.00	$2,700.00	$55.00	$275.00	$450.00	$2,250.00
6130600	437.000	LINFT	CLASS AA CONCRETE VALLEY GUTTER (TYPE 2)	$88.00	$38,456.00	$130.00	$56,810.00	$55.00	$24,035.00	$300.00	$131,100.00
6130840	19,251.000	LINFT	CLASS AA CONCRETE CURB AND GUTTER (TYPE 5) (MODIFIED)	$20.00	$385,020.00	$36.25	$697,848.75	$26.00	$500,526.00	$50.00	$962,550.00
6130860	20,450.000	LINFT	CLASS AA CONCRETE CURB AND GUTTER (TYPE 6) (MODIFIED)	$20.00	$409,000.00	$36.25	$741,312.50	$31.50	$644,175.00	$50.00	$1,022,500.00
6131370	21.500	SQYD	CLASS AA CONCRETE SLAB (4-INCH)	$260.00	$5,590.00	$275.00	$5,912.50	$400.00	$8,600.00	$200.00	$4,300.00
6160450	1.000	EACH	6-FOOT SWING GATE (SINGLE)	$4,000.00	$4,000.00	$2,800.00	$2,800.00	$2,700.00	$2,700.00	$3,000.00	$3,000.00
6160480	1.000	EACH	12-FOOT SWING GATE (DOUBLE)	$5,000.00	$5,000.00	$5,500.00	$5,500.00	$3,600.00	$3,600.00	$8,000.00	$8,000.00
6161250	46.000	LINFT	72-INCH CHAIN-LINK FENCE (VINYL SLATS)	$200.00	$9,200.00	$150.00	$6,900.00	$315.00	$14,490.00	$200.00	$9,200.00
6180250	23,360.000	LINFT	REMOVE AND RESET GUARDRAIL	$6.15	$143,664.00	$8.00	$186,880.00	$8.00	$186,880.00	$2.00	$46,720.00
6180260	6.000	EACH	BURIED END ANCHOR	$2,325.00	$13,950.00	$2,095.00	$12,570.00	$3,400.00	$20,400.00	$5,000.00	$30,000.00
6180360	71.000	EACH	GUARDRAIL TERMINAL (TANGENTIAL)	$5,950.00	$422,450.00	$5,715.00	$405,765.00	$8,500.00	$603,500.00	$9,000.00	$639,000.00
6180400	33.000	EACH	GUARDRAIL- BARRIER RAIL CONNECTION (TRIPLE CORRUGATION)	$4,200.00	$138,600.00	$6,915.00	$228,195.00	$13,585.00	$448,305.00	$15,000.00	$495,000.00
6180540	20,729.000	LINFT	GALVANIZED GUARDRAIL	$46.00	$953,534.00	$63.15	$1,309,036.35	$85.00	$1,761,965.00	$95.00	$1,969,255.00
6190200	1,004.000	EACH	GUIDE POSTS (RIGID)	$48.00	$48,192.00	$80.00	$80,320.00	$72.50	$72,790.00	$80.00	$80,320.00
6190260	3.000	EACH	OBJECT MARKERS, TYPE 2	$200.00	$600.00	$225.00	$675.00	$175.00	$525.00	$200.00	$600.00
6190280	6.000	EACH	OBJECT MARKERS, TYPE 3	$175.00	$1,050.00	$205.00	$1,230.00	$175.00	$1,050.00	$200.00	$1,200.00
6190290	135.000	EACH	SPECIAL OBJECT MARKERS	$318.00	$42,930.00	$250.00	$33,750.00	$175.00	$23,625.00	$200.00	$27,000.00
6230201	104.000	EACH	ITS VAULT	$10,000.00	$1,040,000.00	$8,805.00	$915,720.00	$8,805.00	$915,720.00	$10,000.00	$1,040,000.00
6230226	1.000	EACH	NO. 3-1/2 PULL BOX, MODIFIED	$1,750.00	$1,750.00	$1,673.00	$1,673.00	$1,673.00	$1,673.00	$3,000.00	$3,000.00
6230232	23.000	EACH	NO. 5 PULL BOX, MODIFIED	$2,000.00	$46,000.00	$2,107.00	$48,461.00	$2,107.00	$48,461.00	$6,000.00	$138,000.00
6230236	113.000	EACH	NO. 7 PULL BOX, MODIFIED	$2,450.00	$276,850.00	$3,174.00	$358,662.00	$3,174.00	$358,662.00	$7,000.00	$791,000.00
6230241	3.000	EACH	NO. 9 PULL BOX, MODIFIED	$3,700.00	$11,100.00	$5,297.00	$15,891.00	$5,297.00	$15,891.00	$7,000.00	$21,000.00
6230267	30.000	EACH	LUMINAIRE, TYPE A	$850.00	$25,500.00	$597.00	$17,910.00	$597.00	$17,910.00	$1,500.00	$45,000.00
6230268	20.000	EACH	LUMINAIRE, TYPE B	$700.00	$14,000.00	$559.00	$11,180.00	$559.00	$11,180.00	$1,500.00	$30,000.00
6230501	1.000	EACH	SIGN LIGHTING FIXTURE, LED	$1,500.00	$1,500.00	$1,063.00	$1,063.00	$1,063.00	$1,063.00	$4,000.00	$4,000.00
6230537	1.000	EACH	SOLAR POLE	$18,000.00	$18,000.00	$23,136.00	$23,136.00	$23,136.00	$23,136.00	$20,000.00	$20,000.00
6230575	1.000	EACH	STEEL POLE, TYPE 7 (WITH SAFETY BASE)	$10,000.00	$10,000.00	$16,115.00	$16,115.00	$16,115.00	$16,115.00	$25,000.00	$25,000.00
6230653	2.000	EACH	ITS POLE (30 FOOT)	$17,000.00	$34,000.00	$18,761.00	$37,522.00	$18,761.00	$37,522.00	$30,000.00	$60,000.00
6230715	76.000	EACH	MODIFY TRAFFIC SIGNAL HEAD	$600.00	$45,600.00	$282.00	$21,432.00	$282.00	$21,432.00	$1,500.00	$114,000.00
6230770	28.000	EACH	PEDESTRIAN PUSH BUTTON WITH SIGN	$1,700.00	$47,600.00	$997.00	$27,916.00	$997.00	$27,916.00	$1,500.00	$42,000.00
6230775	124.000	EACH	LOOP DETECTOR	$1,250.00	$155,000.00	$865.00	$107,260.00	$865.00	$107,260.00	$900.00	$111,600.00
6230920	2.000	EACH	VIDEO IMAGE DETECTION CAMERA	$5,400.00	$10,800.00	$29,721.00	$59,442.00	$29,721.00	$59,442.00	$30,000.00	$60,000.00
6230921	3.000	EACH	RADAR DETECTOR SYSTEM	$30,000.00	$90,000.00	$28,365.00	$85,095.00	$28,365.00	$85,095.00	$30,000.00	$90,000.00
6230945	3.000	EACH	TRAFFIC CONTROLLER CABINET	$27,500.00	$82,500.00	$48,380.00	$145,140.00	$48,380.00	$145,140.00	$50,000.00	$150,000.00
6230987	2.000	EACH	MODIFY CABINET	$1,100.00	$2,200.00	$3,538.00	$7,076.00	$3,538.00	$7,076.00	$10,000.00	$20,000.00
6230988	3.000	EACH	REMOVE CABINET	$650.00	$1,950.00	$1,487.00	$4,461.00	$1,487.00	$4,461.00	$2,000.00	$6,000.00
6231056	4.000	EACH	MODIFY SIGNAL CABINET	$2,200.00	$8,800.00	$8,803.00	$35,212.00	$8,803.00	$35,212.00	$10,000.00	$40,000.00
6231062	3.000	EACH	COMMUNICATION CABINET, POLE MOUNT	$23,500.00	$70,500.00	$10,698.00	$32,094.00	$10,698.00	$32,094.00	$12,000.00	$36,000.00
6231115	1.000	LS	ROAD AND WEATHER INFORMATION SYSTEM	$210,000.00	$210,000.00	$172,799.00	$172,799.00	$172,799.00	$172,799.00	$200,000.00	$200,000.00
6231259	825.000	LINFT	ETHERNET CABLE	$7.50	$6,187.50	$4.00	$3,300.00	$4.00	$3,300.00	$50.00	$41,250.00
6231261	6.000	EACH	FIELD HARDENED ETHERNET SWITCH	$11,400.00	$68,400.00	$6,452.00	$38,712.00	$6,542.00	$39,252.00	$4,000.00	$24,000.00
6231320	3.000	EACH	REMOVAL OF TRAFFIC SIGNAL CONTROLLER CABINET	$2,500.00	$7,500.00	$2,061.00	$6,183.00	$2,061.00	$6,183.00	$2,000.00	$6,000.00
6231325	6.000	EACH	REMOVAL OF EXISTING TRAFFIC SIGNAL HEAD	$575.00	$3,450.00	$206.00	$1,236.00	$206.00	$1,236.00	$500.00	$3,000.00
6231360	2.000	EACH	REMOVAL OF VIDEO IMAGE DETECTION CAMERA	$740.00	$1,480.00	$309.00	$618.00	$309.00	$618.00	$500.00	$1,000.00
6231375	4.000	EACH	REMOVAL OF POLE	$1,350.00	$5,400.00	$618.00	$2,472.00	$618.00	$2,472.00	$2,000.00	$8,000.00
6231395	32.000	EACH	REMOVE PEDESTRIAN PUSH BUTTON AND SIGN	$300.00	$9,600.00	$118.00	$3,776.00	$118.00	$3,776.00	$250.00	$8,000.00
6231405	1.000	EACH	REMOVE POLE MOUNTED CONTROLLER	$1,200.00	$1,200.00	$412.00	$412.00	$412.00	$412.00	$1,200.00	$1,200.00
6231435	1.000	EACH	REMOVE AND RESET CABINET	$2,100.00	$2,100.00	$1,237.00	$1,237.00	$1,237.00	$1,237.00	$5,000.00	$5,000.00
6231600	1.000	EACH	SOLAR PHOTOVOLTAIC ARRAY	$13,500.00	$13,500.00	$10,114.00	$10,114.00	$10,114.00	$10,114.00	$10,000.00	$10,000.00
6231620	4.000	EACH	UNDERGROUND ELECTRICAL SERVICE	$11,500.00	$46,000.00	$12,622.00	$50,488.00	$12,622.00	$50,488.00	$20,000.00	$80,000.00
6231628	10.000	EACH	BATTERY BACKUP SYSTEM	$12,500.00	$125,000.00	$9,820.00	$98,200.00	$9,820.00	$98,200.00	$10,000.00	$100,000.00
6231630	4.000	EACH	REMOVE ELECTRICAL SERVICE	$1,200.00	$4,800.00	$412.00	$1,648.00	$412.00	$1,648.00	$5,000.00	$20,000.00
6231724	2.000	EACH	TRANSFORMER (5 KVA)	$1,250.00	$2,500.00	$4,725.00	$9,450.00	$4,725.00	$9,450.00	$10,000.00	$20,000.00
6231790	220.000	LINFT	1 1/4-INCH CONDUIT	$25.00	$5,500.00	$60.00	$13,200.00	$60.00	$13,200.00	$18.00	$3,960.00
6231795	141.000	LINFT	1 1/2-INCH CONDUIT	$25.50	$3,595.50	$62.00	$8,742.00	$62.00	$8,742.00	$25.00	$3,525.00
6231805	686.000	LINFT	2-INCH CONDUIT	$28.00	$19,208.00	$63.00	$43,218.00	$63.00	$43,218.00	$25.00	$17,150.00
6231820	81,082.000	LINFT	3-INCH CONDUIT	$23.00	$1,864,886.00	$25.40	$2,059,482.80	$25.40	$2,059,482.80	$25.00	$2,027,050.00
6231850	147,016.000	LINFT	4-INCH MULTIDUCT CONDUIT	$17.00	$2,499,272.00	$19.10	$2,808,005.60	$19.10	$2,808,005.60	$25.00	$3,675,400.00
6231858	1,813.000	LINFT	SPECIAL CONDUIT	$170.00	$308,210.00	$101.00	$183,113.00	$101.00	$183,113.00	$120.00	$217,560.00
6231960	9,198.000	LINFT	NO. 2 CONDUCTOR	$6.50	$59,787.00	$2.80	$25,754.40	$2.80	$25,754.40	$3.00	$27,594.00
6231970	18,609.000	LINFT	NO. 4 CONDUCTOR	$6.00	$111,654.00	$2.50	$46,522.50	$2.50	$46,522.50	$2.00	$37,218.00
6231975	27,248.000	LINFT	NO. 6 CONDUCTOR	$2.00	$54,496.00	$1.70	$46,321.60	$1.70	$46,321.60	$2.00	$54,496.00
6231985	149.000	LINFT	NO. 10 CONDUCTOR	$4.00	$596.00	$5.00	$745.00	$5.00	$745.00	$2.00	$298.00

6231995	1,769.000	LINFT	NO. 14 CONDUCTOR	$3.00	$5,307.00	$2.00	$3,538.00	$2.00	$3,538.00	$2.00	$3,538.00
6232040	620.000	LINFT	3 CONDUCTOR NO. 20 CABLE	$8.00	$4,960.00	$5.00	$3,100.00	$5.00	$3,100.00	$2.00	$1,240.00
6232070	1,417.000	LINFT	15 CONDUCTOR NO. 14 CABLE	$8.00	$11,336.00	$8.30	$11,761.10	$8.30	$11,761.10	$8.00	$11,336.00
6232090	3,242.000	LINFT	25 CONDUCTOR NO. 14 CABLE	$5.00	$16,210.00	$16.00	$51,872.00	$16.00	$51,872.00	$16.00	$51,872.00
6232175	81,395.000	LINFT	FIBER OPTIC CABLE	$4.75	$386,626.25	$8.00	$651,160.00	$8.00	$651,160.00	$8.00	$651,160.00
6232179	3,694.000	LINFT	FIBER OPTIC BRANCH CABLE	$12.00	$44,328.00	$12.00	$44,328.00	$12.00	$44,328.00	$6.00	$22,164.00
6232180	4,032.000	LINFT	COAXIAL CABLE	$3.50	$14,112.00	$1.00	$4,032.00	$1.00	$4,032.00	$8.00	$32,256.00
6232185	330.000	LINFT	COMPOSITE CABLE	$15.00	$4,950.00	$5.00	$1,650.00	$5.00	$1,650.00	$20.00	$6,600.00
6232205	11.000	EACH	ILLUMINATED STREET NAME SIGN, SINGLE FACE (8-FOOT)	$3,500.00	$38,500.00	$4,120.00	$45,320.00	$4,120.00	$45,320.00	$5,000.00	$55,000.00
6232220	2.000	EACH	STEEL POST, 20-FOOT	$18,000.00	$36,000.00	$16,110.00	$32,220.00	$16,110.00	$32,220.00	$20,000.00	$40,000.00
6232225	4.000	EACH	STEEL POST, 30-FOOT	$14,500.00	$58,000.00	$17,610.00	$70,440.00	$17,610.00	$70,440.00	$25,000.00	$100,000.00
6232475	8.000	EACH	SIGNAL HEAD 2W3C, BRACKET	$2,250.00	$18,000.00	$2,731.00	$21,848.00	$2,731.00	$21,848.00	$2,000.00	$16,000.00
6232545	2.000	EACH	SIGNAL HEAD 1W1C, MAST ARM	$1,200.00	$2,400.00	$668.00	$1,336.00	$668.00	$1,336.00	$2,500.00	$5,000.00
6232645	286.000	LINFT	LEAD-IN CABLE FOR LOOP DETECTORS	$4.00	$1,144.00	$3.00	$858.00	$3.00	$858.00	$30.00	$8,580.00
6232660	24,483.000	LINFT	REMOVAL OF EXISTING CABLE	$2.00	$48,966.00	$0.37	$9,058.71	$0.37	$9,058.71	$4.00	$97,932.00
6232675	48.000	SQFT	REMOVE TRAFFIC SIGNAL SIGNS	$4.00	$192.00	$17.00	$816.00	$17.00	$816.00	$30.00	$1,440.00
6232680	106.000	SQFT	TRAFFIC SIGNAL SIGNS	$57.00	$6,042.00	$198.00	$20,988.00	$198.00	$20,988.00	$200.00	$21,200.00
6232870	5.000	EACH	CELLULAR TELEPHONE MODEM	$11,500.00	$57,500.00	$11,280.00	$56,400.00	$11,280.00	$56,400.00	$4,000.00	$20,000.00
6232915	12.000	EACH	INTEGRATED FIBER OPTIC SPLICE/TERMINATION UNIT (UNDERGROUND)	$6,000.00	$72,000.00	$4,839.00	$58,068.00	$4,839.00	$58,068.00	$3,000.00	$36,000.00
6233012	1.000	LS	AUTOMATED VEHICLE CLASSIFICATION SYSTEM (2-LANE CONFIGURATION)	$91,000.00	$91,000.00	$126,037.00	$126,037.00	$126,037.00	$126,037.00	$150,000.00	$150,000.00
6233030	3.000	EACH	CCTV CAMERA (PTZ)	$12,000.00	$36,000.00	$9,493.00	$28,479.00	$9,493.00	$28,479.00	$12,000.00	$36,000.00
6233175	2.000	EACH	DYNAMIC MESSAGE SIGN (TYPE 2-C)	$90,000.00	$180,000.00	$67,456.00	$134,912.00	$67,456.00	$134,912.00	$100,000.00	$200,000.00
6240130	1.000	FA	UNIFORMED TRAFFIC CONTROL OFFICER	$203,000.00	$203,000.00	$203,000.00	$203,000.00	$203,000.00	$203,000.00	$203,000.00	$203,000.00
6240140	180.000	DAY	TRAFFIC CONTROL SUPERVISOR	$1,400.00	$252,000.00	$1,300.00	$234,000.00	$3,100.00	$558,000.00	$500.00	$90,000.00
6250490	1.000	LS	RENT TRAFFIC CONTROL DEVICES	$1,660,000.00	$1,660,000.00	$3,090,713.55	$3,090,713.55	$750,000.00	$750,000.00	$3,085,197.18	$3,085,197.18
6270100	1.000	LS	INSTALL STATE FURNISHED SIGNS	$4,000.00	$4,000.00	$25,000.00	$25,000.00	$40,000.00	$40,000.00	$50,000.00	$50,000.00
6270190	3,562.150	SQFT	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	$110.00	$391,836.50	$260.00	$926,159.00	$210.00	$748,051.50	$230.00	$819,294.50
6270220	174.500	SQFT	PERMANENT SIGN PANELS (PANELS ONLY)	$77.00	$13,436.50	$85.00	$14,832.50	$71.00	$12,389.50	$50.00	$8,725.00
6270240	3,353.120	SQFT	PERMANENT SIGNS, REMOVE	$8.50	$28,501.52	$20.00	$67,062.40	$10.00	$33,531.20	$20.00	$67,062.40
6270250	215.000	SQFT	PERMANENT SIGNS, REMOVE (PANEL ONLY)	$9.00	$1,935.00	$15.00	$3,225.00	$10.00	$2,150.00	$20.00	$4,300.00
6270300	3.000	EACH	VANDALISM DETERRENT	$3,000.00	$9,000.00	$1,854.00	$5,562.00	$1,854.00	$5,562.00	$1,500.00	$4,500.00
6280120	1.000	LS	MOBILIZATION	$3,805,500.00	$3,805,500.00	$3,750,000.00	$3,750,000.00	$5,055,473.30	$5,055,473.30	$6,100,000.00	$6,100,000.00
6320820	540.000	LINFT	EPOXY PAVEMENT STRIPING (6-INCH DOTTED WHITE)	$3.00	$1,620.00	$2.00	$1,080.00	$1.25	$675.00	$10.00	$5,400.00
6320875	25.640	MILE	EPOXY PAVEMENT STRIPING (6-INCH BROKEN WHITE)	$2,130.00	$54,613.20	$7,392.00	$189,530.88	$1,500.00	$38,460.00	$3,000.00	$76,920.00
6320920	26.300	MILE	EPOXY PAVEMENT STRIPING (6-INCH SOLID WHITE)	$4,200.00	$110,460.00	$8,448.00	$222,182.40	$4,250.00	$111,775.00	$4,500.00	$118,350.00
6320940	1.050	MILE	EPOXY PAVEMENT STRIPING (8-INCH SOLID WHITE)	$5,200.00	$5,460.00	$10,560.00	$11,088.00	$5,400.00	$5,670.00	$5,000.00	$5,250.00
6321015	11.400	MILE	EPOXY PAVEMENT STRIPING (6-INCH SOLID YELLOW)	$4,800.00	$54,720.00	$7,392.00	$84,268.80	$4,250.00	$48,450.00	$4,500.00	$51,300.00
6321060	0.680	MILE	EPOXY PAVEMENT STRIPING (BROKEN YELLOW W/SOLID YELLOW)	$4,135.00	$2,811.80	$9,500.00	$6,460.00	$4,250.00	$2,890.00	$6,000.00	$4,080.00
6321080	12.640	MILE	EPOXY PAVEMENT STRIPING (DOUBLE SOLID YELLOW)	$4,850.00	$61,304.00	$9,504.00	$120,130.56	$5,400.00	$68,256.00	$5,000.00	$63,200.00
6330110	21.000	EACH	REFLECTIVE PAVEMENT MARKERS	$17.00	$357.00	$20.00	$420.00	$20.00	$420.00	$40.00	$840.00
6341030	2,678.000	LINFT	THERMOPLASTIC PAVEMENT MARKING (24-INCH SOLID WHITE)	$16.00	$42,848.00	$20.00	$53,560.00	$20.00	$53,560.00	$25.00	$66,950.00
6341060	2,202.000	SQFT	THERMOPLASTIC PAVEMENT MARKING (VARIES)	$15.00	$33,030.00	$25.00	$55,050.00	$20.00	$44,040.00	$25.00	$55,050.00
6370110	1.000	LS	TEMPORARY POLLUTION CONTROL	$537,693.73	$537,693.73	$100,000.00	$100,000.00	$500,000.00	$500,000.00	$750,000.00	$750,000.00
6370400	1.000	FA	NOXIOUS WEED MITIGATION	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00
			Totals :		**$42,151,450.00**		**$48,200,000.00**		**$54,012,012.00**		**$61,111,111.00**
			Adjusted Totals :								

Contract # : 4521
Project No(s) : NHP-050-1-(036)
Project EA : 60959
County Douglas County

Engineers
Estimate Range : R37 ($41,000,000.01 to $49,000,000.00)
Working Days : 180

Project Manager : Brian Deal
Resident Engineer : Jeffrey Freeman

Engineer's Estimate	Q&D Construction LLC	Granite Construction Company	Diff. Between Low and 2nd	Diff. Between EE and Low	Low Bid % of EE
$42,151,450.00	$48,200,000.00	$54,012,012.00	$5,812,012.00	$6,048,550.00	114.3%

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	$70,000.00	$32,000.00	$75,000.00	N/A	N/A	45.7%	Yes	EE OK / QTY OK
2020475	34,626.000	LINFT	REMOVAL OF GUARDRAIL	$6.25	$4.90	$8.00	-1,874,842.58	-5415%	78.4%	No	EE OK / QTY OK
2020565	1,206.000	LINFT	REMOVAL OF RETAINING WALL	$105.00	$55.00	$20.00	166,057.49	13769%	52.4%	Yes	EE OK / QTY OK
2020935	4,784.100	CUYD	REMOVAL OF COMPOSITE SURFACE	$150.00	$240.00	$180.00	96,866.87	2025%	160.0%	Yes	EE OK / QTY OK
2020990	491,239.500	SQYD	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	$2.75	$5.00	$7.00	-2,906,006.00	-592%	181.8%	Yes	EE OK / QTY OK
2020995	24,561.900	SQYD	REMOVAL OF BITUMINOUS SURFACE (MISCELLANEOUS COLD MILLING)	$2.15	$2.50	$4.00	-3,874,674.67	-15775%	116.3%	No	EE OK / QTY OK
2021287	410,305.100	LINFT	GRINDING FOR PAVEMENT MARKINGS	$0.80	$0.75	$0.75	N/A	N/A	93.8%	No	EE OK / QTY OK
2021288	2,202.000	SQFT	GRINDING FOR PAVEMENT MARKINGS	$18.00	$30.00	$30.00	N/A	N/A	166.7%	Yes	EE OK / QTY OK
2030140	989.000	CUYD	ROADWAY EXCAVATION	$60.00	$240.00	$160.00	72,650.15	7346%	400.0%	Yes	EE OK / QTY OK
2030360	5,085.560	SQYD	BASE PREPARATION	$5.00	$10.00	$2.50	774,934.93	15238%	200.0%	Yes	EE OK / QTY OK
2120040	4,158.000	SQYD	AESTHETIC PATTERNING	$70.00	$70.00	$73.00	-1,937,337.33	-46593%	100.0%	No	EE OK / QTY OK
2120045	3,891.000	SQYD	PAINTING	$25.00	$30.00	$18.00	484,334.33	12448%	120.0%	No	EE OK / QTY OK
3020140	2,308.000	CUYD	TYPE 1 CLASS B AGGREGATE BASE	$115.00	$300.00	$400.00	-58,120.12	-2518%	260.9%	Yes	EE a little low, could be $180 OK / QTY OK
4020100	1,004.000	SQYD	PLANTMIXING MISCELLANEOUS AREAS	$40.00	$75.00	$45.00	193,733.73	19296%	187.5%	Yes	EE OK / QTY OK
4020180	72,598.000	TON	PLANTMIX SURFACING (TYPE 2) (WET)	$135.00	$152.00	$200.00	-121,083.58	-167%	112.6%	No	EE OK / QTY OK
4030120	25,505.000	TON	PLANTMIX OPEN-GRADED SURFACING (1/2-INCH) (WET)	$165.00	$190.00	$225.00	-166,057.49	-651%	115.2%	No	EE OK / QTY OK
5020120	12,472.000	LINFT	CONCRETE BARRIER RAIL (MODIFIED)	$190.00	$155.00	$155.00	N/A	N/A	81.6%	No	EE OK / QTY OK
5020770	105.000	CUYD	CLASS AA CONCRETE (ISLAND PAVING) (SPECIAL)	$930.00	$575.00	$1,000.00	-13,675.32	-13024%	61.8%	Yes	EE OK / QTY OK
6000100	2,783.000	LINFT	TRENCH DRAIN	$485.00	$325.00	$330.00	-1,162,402.40	-41768%	67.0%	Yes	EE OK / QTY OK
6036170	314.000	LINFT	18-INCH REINFORCED CONCRETE PIPE, CLASS III	$335.00	$275.00	$400.00	-46,496.10	-14808%	82.1%	No	EE OK / QTY OK
6086400	294.000	LINFT	24-INCH DOWNDRAIN PIPE	$300.00	$220.00	$265.00	-129,155.82	-43931%	73.3%	Yes	EE OK / QTY OK
6090260	90.000	EACH	ADJUSTING MANHOLE COVERS (METHOD B)	$2,750.00	$1,750.00	$2,300.00	-10,567.29	-11741%	63.6%	Yes	EE OK / QTY OK
6091730	521.000	LINFT	18-INCH PIPE LINER	$388.00	$198.00	$350.00	-38,236.92	-7339%	51.0%	Yes	EE OK / QTY OK
6091742	1,407.000	LINFT	24-INCH PIPE LINER	$310.00	$198.00	$325.00	-45,763.87	-3253%	63.9%	Yes	EE OK / QTY OK
6091755	153.000	LINFT	30-INCH PIPE LINER	$375.00	$278.00	$530.00	-23,063.54	-15074%	74.1%	Yes	EE OK / QTY OK
6096600	30.000	EACH	TYPE 2 DROP INLET (A=3 FT)	$8,400.00	$8,000.00	$14,800.00	-854.71	-2849%	95.2%	No	EE OK / QTY OK
6096670	4.000	EACH	TYPE 2-2G DROP INLET (A=5 FT)	$11,500.00	$15,000.00	$15,000.00	N/A	N/A	130.4%	No	EE OK / QTY OK
6130240	3,005.000	LINFT	CLASS AA CONCRETE CURB (TYPE 2)	$32.00	$32.00	$23.00	645,779.11	21490%	100.0%	No	EE OK / QTY OK
6130600	437.000	LINFT	CLASS AA CONCRETE VALLEY GUTTER (TYPE 2)	$88.00	$130.00	$55.00	77,493.49	17733%	147.7%	No	EE OK / QTY OK
6130840	19,251.000	LINFT	CLASS AA CONCRETE CURB AND GUTTER (TYPE 5) (MODIFIED)	$20.00	$36.25	$26.00	567,025.56	2945%	181.3%	Yes	EE OK / QTY OK
6130860	20,450.000	LINFT	CLASS AA CONCRETE CURB AND GUTTER (TYPE 6) (MODIFIED)	$20.00	$36.25	$31.50	1,223,581.47	5983%	181.3%	Yes	EE OK / QTY OK
6180250	23,360.000	LINFT	REMOVE AND RESET GUARDRAIL	$6.15	$8.00	$8.00	N/A	N/A	130.1%	No	EE OK / QTY OK
6180360	71.000	EACH	GUARDRAIL TERMINAL (TANGENTIAL)	$5,950.00	$5,715.00	$8,500.00	-2,086.90	-2939%	96.1%	No	EE OK / QTY OK
6180400	33.000	EACH	GUARDRAIL- BARRIER RAIL CONNECTION (TRIPLE CORRUGATION)	$4,200.00	$6,915.00	$13,585.00	-871.37	-2641%	164.6%	Yes	EE OK / QTY OK
6180540	20,729.000	LINFT	GALVANIZED GUARDRAIL	$46.00	$63.15	$85.00	-265,995.97	-1283%	137.3%	No	EE OK / QTY OK
6190200	1,004.000	EACH	GUIDE POSTS (RIGID)	$48.00	$80.00	$72.50	774,934.93	77185%	166.7%	Yes	EE OK / QTY OK
6230201	104.000	EACH	ITS VAULT	$10,000.00	$8,805.00	$8,805.00	N/A	N/A	88.1%	No	EE OK / QTY OK
6230236	113.000	EACH	NO. 7 PULL BOX, MODIFIED	$2,450.00	$3,174.00	$3,174.00	N/A	N/A	129.6%	No	EE ok; QTY should be 107
6230775	124.000	EACH	LOOP DETECTOR	$1,250.00	$865.00	$865.00	N/A	N/A	69.2%	Yes	EE ok; QTY should be 128
6230920	2.000	EACH	VIDEO IMAGE DETECTION CAMERA	$5,400.00	$29,721.00	$29,721.00	N/A	N/A	550.4%	Yes	EE is for just a new camera. Bids appear to anticipate a system replacement; QTY ok
6230921	3.000	EACH	RADAR DETECTOR SYSTEM	$30,000.00	$28,365.00	$28,365.00	N/A	N/A	94.6%	No	EE OK / QTY OK
6230945	3.000	EACH	TRAFFIC CONTROLLER CABINET	$27,500.00	$48,380.00	$48,380.00	N/A	N/A	175.9%	Yes	EE low (1st call out for ATC signal cabinet and that specification came in after advertise); QTY ok
6231062	3.000	EACH	COMMUNICATION CABINET, POLE MOUNT	$23,500.00	$10,698.00	$10,698.00	N/A	N/A	45.5%	Yes	EE low bids are good; QTY ok
6231115	1.000	LS	ROAD AND WEATHER INFORMATION SYSTEM	$210,000.00	$172,799.00	$172,799.00	N/A	N/A	82.3%	No	EE OK / QTY OK
6231261	6.000	EACH	FIELD HARDENED ETHERNET SWITCH	$11,400.00	$6,452.00	$6,542.00	-64,577.91	-1076299%	56.6%	Yes	EE ok for NDOT (4 of these are LPA specs and cheaper); QTY ok
6231620	4.000	EACH	UNDERGROUND ELECTRICAL SERVICE	$11,500.00	$12,622.00	$12,622.00	N/A	N/A	109.8%	No	EE OK / QTY OK
6231628	10.000	EACH	BATTERY BACKUP SYSTEM	$12,500.00	$9,820.00	$9,820.00	N/A	N/A	78.6%	No	EE OK / QTY OK
6231820	81,082.000	LINFT	3-INCH CONDUIT	$23.00	$25.40	$25.40	N/A	N/A	110.4%	No	EE ok; QTY should be 81,745 LF
6231850	147,016.000	LINFT	4-INCH MULTIDUCT CONDUIT	$17.00	$19.10	$19.10	N/A	N/A	112.4%	No	EE OK / QTY OK
6231858	1,813.000	LINFT	SPECIAL CONDUIT	$170.00	$101.00	$101.00	N/A	N/A	59.4%	Yes	EE high ($120 better); QTY ok
6231960	9,198.000	LINFT	NO. 2 CONDUCTOR	$6.50	$2.80	$2.80	N/A	N/A	43.1%	Yes	EE high ($2.75 better); QTY ok
6231970	18,609.000	LINFT	NO. 4 CONDUCTOR	$6.00	$2.50	$2.50	N/A	N/A	41.7%	Yes	EE high (bids ok); QTY ok
6231975	27,248.000	LINFT	NO. 6 CONDUCTOR	$2.00	$1.70	$1.70	N/A	N/A	85.0%	No	EE OK / QTY OK
6232090	3,242.000	LINFT	25 CONDUCTOR NO. 14 CABLE	$5.00	$16.00	$16.00	N/A	N/A	320.0%	Yes	EE OK / QTY OK
6232175	81,395.000	LINFT	FIBER OPTIC CABLE	$4.75	$8.00	$8.00	N/A	N/A	168.4%	Yes	EE ok (priced for large quantity) / QTY ok
6232225	4.000	EACH	STEEL POST, 30-FOOT	$14,500.00	$17,610.00	$17,610.00	N/A	N/A	121.4%	No	EE OK / QTY OK
6232870	5.000	EACH	CELLULAR TELEPHONE MODEM	$11,500.00	$11,280.00	$11,280.00	N/A	N/A	98.1%	No	EE ok / QTY should be 6

6232915	12.000	EACH	INTEGRATED FIBER OPTIC SPLICE/TERMINATION UNIT (UNDERGROUND)	$6,000.00	$4,839.00	$4,839.00	N/A	N/A	80.7%	No	EE ok / QTY should be 14
6233012	1.000	LS	AUTOMATED VEHICLE CLASSIFICATION SYSTEM (2-LANE CONFIGURATION)	$91,000.00	$126,037.00	$126,037.00	N/A	N/A	138.5%	No	EE low (2 sites are being installed and should be about $75K each) / QTY ok
6233175	2.000	EACH	DYNAMIC MESSAGE SIGN (TYPE 2-C)	$90,000.00	$67,456.00	$67,456.00	N/A	N/A	75.0%	Yes	EE OK / QTY OK
6240140	180.000	DAY	TRAFFIC CONTROL SUPERVISOR	$1,400.00	$1,300.00	$3,100.00	-3,228.90	-1794%	92.9%	No	EE OK / QTY OK
6250490	1.000	LS	RENT TRAFFIC CONTROL DEVICES	$1,660,000.00	$3,090,713.55	$750,000.00	N/A	N/A	186.2%	Yes	EE OK / QTY OK
6270190	3,562.150	SQFT	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	$110.00	$260.00	$210.00	116,240.24	3263%	236.4%	Yes	EE OK / QTY OK
6270240	3,353.120	SQFT	PERMANENT SIGNS, REMOVE	$8.50	$20.00	$10.00	581,201.20	17333%	235.3%	Yes	EE OK / QTY OK
6280120	1.000	LS	MOBILIZATION	$3,805,500.00	$3,750,000.00	$5,055,473.30	N/A	N/A	98.5%	No	Fixed Percentage 10%
6320875	25.640	MILE	EPOXY PAVEMENT STRIPING (6-INCH BROKEN WHITE)	$2,130.00	$7,392.00	$1,500.00	986.42	3847%	347.0%	Yes	EE OK / QTY OK
6320920	26.300	MILE	EPOXY PAVEMENT STRIPING (6-INCH SOLID WHITE)	$4,200.00	$8,448.00	$4,250.00	1,384.47	5264%	201.1%	Yes	EE OK / QTY OK
6321015	11.400	MILE	EPOXY PAVEMENT STRIPING (6-INCH SOLID YELLOW)	$4,800.00	$7,392.00	$4,250.00	1,849.78	16226%	154.0%	Yes	EE OK / QTY OK
6321080	12.640	MILE	EPOXY PAVEMENT STRIPING (DOUBLE SOLID YELLOW)	$4,850.00	$9,504.00	$5,400.00	1,416.18	11204%	196.0%	Yes	EE OK / QTY OK
6341030	2,678.000	LINFT	THERMOPLASTIC PAVEMENT MARKING (24-INCH SOLID WHITE)	$16.00	$20.00	$20.00	N/A	N/A	125.0%	No	EE OK / QTY OK
6341060	2,202.000	SQFT	THERMOPLASTIC PAVEMENT MARKING (VARIES)	$15.00	$25.00	$20.00	1,162,402.40	52788%	166.7%	Yes	EE OK / QTY OK
6370110	1.000	LS	TEMPORARY POLLUTION CONTROL	$537,693.73	$100,000.00	$500,000.00	N/A	N/A	18.6%	Yes	EE OK / QTY OK

Additional Comments : The Bid Review Analysis Team has reviewed and checked the engineer's estimate and quantities; a few minor quantity errors were identified and are listed in the comments above. The minor quantity adjustments do not alter the bidding order. The BRAT discussed some of the bid prices and compared them to the engineer's estimate. It was noted, that since this is a Tahoe project, it is hard to estimate because it requires extensive hauling of materials that are not always required and therefore reflected in the normal bid item pricing. All other prices and quantities have been verified. **BRAT Recommends to Award.**

Purpose and Need of Project : The project is located on US 50 in Douglas County at the Nevada/California state line in South Lake Tahoe to Kings Canyon Road at Spooner Summit. Project improvements include resurfacing 13 miles of US 50 in each direction, median and guardrail treatments, hydraulic improvements and new fiber optic lines will be installed to enhance connectivity and communication.

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

M E M O R A N D U M

October 2, 2024

TO: Department of Transportation Board of Directors

FROM: Tracy Larkin Thomason, P.E., Director

SUBJECT: October 14, 2024 | Transportation Board of Directors Meeting

ITEM # 6: Interlocal Agreement 634-24-015, with GOVERNOR'S OFFICE OF SCIENCE, INNOVATION AND TECHNOLOGY, for the engineering, design, permitting, and construction of the Nevada Middle Mile Network Project, statewide. – *For possible action*

Agreement No.:	634-24-015	**Amendment No.:**	00
Contractor:	Governor's Office Of Science, Innovation And Technology (OSIT)	**Federal:**	No
Original Amount:	$35,518,773.92	**Total of Prior Amendments:**	$0.00
Amendment Amount:	$0.00	**Agreement Type:**	Interlocal
Payable Amount:	$35,518,773.92	**Receivable Amount:**	$0.00
Start Date:	October 14, 2024	**End Date:**	12/28/2029
Division:	Project Management	**Division Head:**	Nick Johnson

Summary:
The recent COVID-19 pandemic demonstrated how important universal access to high-speed, reliable broadband and a connected device is for work, education, healthcare, and civic participation. In developing the High Speed Nevada Initiative, the Nevada Governor's Office of Science, Innovation and Technology (OSIT) undertook a detailed analysis of the availability of broadband infrastructure in the State. OSIT discovered that a significant deterrent to the deployment of high-speed, affordable, scalable last-mile residential, business and Community Anchor Institutions (schools, universities, libraries, healthcare providers, public safety, government, community centers, etc.) was the lack of middle mile infrastructure.

The objective of the Nevada Middle Mile Network Project and High Speed Nevada Initiative is universal access to modern broadband infrastructure that provides all Nevadans at their home or business access to an affordable, reliable, and scalable high-speed internet connection.

Middle mile infrastructure is fiber optic based broadband infrastructure that traverses major Interstate and US Highways in a state. It will route from a major Internet Exchange in Las Vegas to an interconnect point at I-80 in Wells. This route follows I-15 to the US 93 interchange in eastern Clark County, and then along US 93 from I-15 north to Wells, also known as the "Eastern Route."

The State has secured a total of $266 million in grants and allocations for the Nevada Middle Mile Network Project to build 410 and 400 miles of new fiber along Interstate 80 and US 93, respectively. The National Telecommunications and Information's (NTIA) has awarded Nevada with $43.5 million grant funds to construct new fiber along US 93. This Interlocal Agreement with OSIT establishes NDOT's participation in the joint build construction of new fiber along US 93, contributing $35.5 million in matching funds and $8 million in-kind services for the costs and labor related to the review of plans, studies, surveys, designs, permits, environmental assessment, and construction inspection.

List of Attachment(s):

A. Negotiation Summary
B. Scope of Services
C. Map of the Middle Mile US 93 Route

Recommendation for Board Action:

Approve Interlocal Agreement 634-24-015, with Governor's Office Of Science, Innovation And Technology, for the engineering, design, permitting and construction of the "Eastern Route" of the Nevada Middle Mile Network Project, statewide.

Prepared by:

Administrative Services Division

Attachment A

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

MEMORANDUM

October 8, 2024

TO: Jae Pullen, P.E., Assistant Director

FROM: Ryan Hornback, P.E., Project Manager DS RH

SUBJECT: Negotiation Summary for P634-24-015

A negotiation meeting was held at via MS TEAMS in Carson City on Spring and Summer of 2024, with The Governor's Office of Science Innovation and Technology and Traffic Operations Division of the Nevada Department of Transportation (DEPARTMENT) in attendance.

The duration of this agreement will be for 5 years, ending on December 28, 2029

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
12/28/29	Middle Mile Fiber Installed along US93

Key personnel dedicated to this project are as follows:

Name	Title	Estimated Number of Hours
Brian Mitchell	Director, OSIT	N/A
	Total Hours:	

There are no sub-consultants being utilized on this Project.

The negotiations yielded the following:

1. The total negotiated cost for this Agreement is $35,518,773.92

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

SERVICE PROVIDER's Transportation Board representative(s):

- **Brian Mitchell, Director, OSIT**
- **blmitchell@gov.nv.gov**
- **(775) 687-0987**

Reviewed and Approved:

DocuSigned by:
DC6D2FB6D946439...

10/08/2024

Assistant Director

SCOPE OF WORK

WHEREAS, the purpose of this Agreement is to facilitate payment from the DEPARTMENT to OSIT for the engineering, design, permitting and construction of a buried, multi-innerduct route from a major Internet Exchange in Las Vegas (7135 S. Decatur Blvd., Las Vegas, Nevada 89118) to an interconnect point at Interstate 80 in Wells (577 Wells Ave., Wells, Nevada 89835). This route follows Interstate 15 to the US 93 interchange in eastern Clark County, and then along US 93 from Interstate 15 north to Wells**,** hereinafter called the "PROJECT"; also known as the "Eastern Route" (as shown in Exhibit A); and as specified in the OSIT contract with the CONTRACTOR (as shown in Exhibit C).

WHEREAS, Zayo is hereby recognized as the construction contractor and fiber marketing partner for the PROJECT, hereinafter called the "CONTRACTOR"; and

WHEREAS, the DEPARTMENT will receive an exclusive right to occupy and otherwise use five of the seven innerducts for transportation purposes which the DEPARTMENT may, at its own expense, populate with fiber for its own use. If a future need arises or authorization of the Governor, the DEPARTMENT may share the fiber it places in the five NDOT innerducts with OSIT for State of Nevada purposes only; and

WHEREAS, the OSIT and DEPARTMENT are willing and able to perform services described herein.

I - OSIT OBLIGATIONS

Project Oversight and Federal Compliance

1. To provide oversight of the PROJECT and the CONTRACTOR, including the planning, mapping, environmental assessment, design, contractual deliverables and construction of the PROJECT within the DEPARTMENT right-of-way for US 93, including segments with dual route designations for US 93 and I-15, ensuring compliance with federal and state guidelines, to achieve project milestones, with construction completion for the PROJECT on or before July 1, 2028.

2. To be responsible for meeting and complying with all federal laws and regulations as well as specific funding and reporting requirements of the National Telecommunications Information Agency ("NTIA") Middle Mile Grant.

Permit Acquisition, Right-of-Way Coordination, and Environmental Compliance

3. With DEPARTMENT and OSIT's mutual cooperation, ensure CONTRACTOR complies with applicable state, federal, local and Tribal laws, regulations and requirements, including:

   A. Acquisition of all necessary permits, environmental clearances, including the comprehensive environmental assessment process required by the National Environmental Policy Act (NEPA) and the State Historic Preservation Office (SHPO) requirements, and a Finding of No Significant Impact (FONSI) ensuring

the PROJECT's alignment with federal environmental standards and timely and compliant execution with all required state and federal approvals.

B. Ensuring the PROJECT's alignment with federal environmental standards and timely and compliant execution with all required state and federal approvals.

C. Coordination with federal, State, Tribal, county and/or private landowners, easement holders, and rights-of-way owners.

D. OSIT agrees to obtain, or cause to be obtained and secured all required DEPARTMENT occupancy, encroachment, and/or construction permits by adhering to the 2021 Terms & Conditions for right-of-way Occupancy Permits, thereby ensuring compliance with state regulations at no cost to OSIT. This includes minimizing environmental impacts and upholding public safety throughout the PROJECT's execution, thereby securing all necessary occupancy permits as required.

E. To be responsible for obtaining DEPARTMENT Temporary Construction Permits which are crucial for the PROJECT's execution. OSIT, through the CONTRACTOR, will obtain any necessary temporary construction permits and ensure that the CONTRACTOR's actions are fully authorized and aligned with OSIT's requirements and PROJECT goals. OSIT ultimately remains responsible for the terms and execution of such permits.

F. Securing all railroad construction and/or flagging agreements and associated railroad requirements necessary for the PROJECT.

G. Securing any required permits or approvals from city and county agencies and sovereign Tribal governments as necessary and required before the start of construction for the PROJECT.

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Financial Management and Billing

4. Responsibility for maintaining compliance with federal funding requirements and securing grant reimbursement in accordance with NTIA grant stipulations. This responsibility ensures adherence to federal guidelines and proper allocation of funds which are pivotal for the PROJECT's financial governance and success.

5. To bill the DEPARTMENT, through the DEPARTMENT Project Management Division monthly for reimbursement of the actual cost of work performed, starting from Fiscal Year 2024 to a total maximum of Thirty-Five Million Five Hundred Eighteen Thousand Seven Hundred Seventy-Three and 92/100 Dollars **($35,518,773.92).** OSIT shall provide supporting documentation, which will be subject to audit, to confirm that the work performed conforms to both DEPARTMENT and Federal Highway Administration ("FHWA") guidelines. The DEPARTMENT will reference the OSIT invoice against the budget document provided by OSIT. This budget document, attached hereto as Exhibit B, references the specific costs for which the DEPARTMENT will be responsible. This budget document will be reviewed at least once annually during the construction period and amended as necessary.

6. Responsible for covering 100% of the costs over the total maximum of Thirty-Five Million Five Hundred Eighteen Thousand Seven Hundred Seventy-Three and 92/100 Dollars **($35,518,773.92).**

7. In the event OSIT becomes involved in, or is threatened with, litigation by a CONTRACTOR, subcontractor, or supplier as a result of such direction, OSIT may request the DEPARTMENT to enter into such litigation to protect the interests of the DEPARTMENT, and OSIT may request the United States to enter into such litigation to protect the interests of the United States.

Reporting

8. During the performance of this Interlocal Agreement, OSIT, for itself, its assignees, and successors in interest, agrees to provide all information and reports required by state or federal regulations, or directives, including applicable Federal Highway Administration (FHWA) Regulations or directives. Where any information required of OSIT is in the exclusive possession of another who fails or refuses to furnish this information, OSIT shall comply with any FHWA requirements regarding requested information.

II - DEPARTMENT OBLIGATIONS

Project Support and Federal Reporting

The DEPARTMENT agrees to:

1. Provide OSIT and CONTRACTOR with guidance, assistance, services and support in reviewing environmental assessment documents prepared by OSIT and/or CONTRACTOR, thus facilitating compliance with required federal and state environmental regulations, including assessments, clearances and permitting as required by the National Environmental Policy Act (NEPA), State Historic Preservation Office (SHPO), the Finding of No Significant Impact (FONSI) and any other state or federal requirements so as to ensure the PROJECT's timely alignment with federal environmental standards.

2. Conduct reviews of applications, plans, permits, surveys plans and inspections for the PROJECT.

3. Perform initial, routine, periodic or final inspections pertaining to PROJECT construction in the NDOT/TRANSPORTATION right-of-way, ensuring that project design standards and specifications meet current standards.

4. Keep track of and maintain records for all in-kind contributions to the PROJECT, and submit the records to OSIT on a quarterly basis.

5. Provide specific guidance on financial and project reporting requirements of the DEPARTMENT and the FHWA.

Permit Acquisition, Right-of-Way Coordination, and Environmental Compliance

6. Perform timely coordination efforts with OSIT related to environmental, design, and permitting as required by any federal or state agency.

7. Timely assistance, advisement, review, inspection, and approval of necessary documents for all occupancy and/or encroachment permit applications in accordance with the DEPARTMENT's 2021 Terms & Conditions Relating to Right-of-Way Occupancy Permits for telecommunication installations, ensuring compliance with all right-of-way requirements. If any permit application will take longer than 45 calendar days -

DEPARTMENT shall inform OSIT and outline, if any, the any actions OSIT and CONTRACTOR can take to expedite the review timeline.

8. Timely assistance, advisement, review, inspection and approval of any Revocable Permits for Operations & Maintenance organized by OSIT, ensuring it aligns with project maintenance and operational guidelines set forth in the 2021 Terms & Conditions Relating to Right-of-Way Occupancy permits for telecommunication installations.

9. It is understood that the permit(s) issued to OSIT and its CONTRACTOR will be for construction activities only. All PROJECT maintenance and operations is established in an interlocal agreement between the DEPARTMENT and the Office of the Chief Information Officer (OCIO). This maintenance and operations agreement between DEPARTMENT and OCIO must be executed prior to DEPARTMENT permit being released to the CONTRACTOR.

10. Notify OSIT of any reporting obligations or compliance requirements with sufficient advanced notice to enable OSIT to comply with its reporting obligations. The Parties will immediately notify the other of any notice(s) of deficiency received from the FHWA or other federal or state agency, and DEPARTMENT staff assigned to this PROJECT will, upon request by OSIT, assist OSIT with providing FHWA with a responsive report.

11. Any initial work, one-time or recurring fees and costs which may be charged by the DEPARTMENT related to this PROJECT shall be waived as part of the DEPARTMENT's funding commitment. This includes assisting or reviewing PROJECT construction plans, conducting initial, periodic or final inspections of facilities and installations, reviewing of PROJECT-related plans, reports, surveys, or studies for which the DEPARTMENT may impose a charge or fee, will be waived as part of the DEPARTMENT's funding commitment to the current scope of the PROJECT.

Financial Management and Billing

1. Contribute Thirty-Five Million Five Hundred Eighteen Thousand Seven Hundred Seventy-Three and 92/100 Dollars **($35,518,773.92)** for the US 93 portion of the work as matching contribution spread over four years, commencing in Fiscal Year 2024. DEPARTMENT, through its DEPARTMENT Division of Project Management, will review the monthly billings from OSIT of work performed, compare monthly billings to the budget provided by OSIT, and provide monthly reimbursement if all requirements in this Interlocal Agreement are met. Specific breakdown of labor, waived fees, and other related costs are set forth in the attached Exhibit B and incorporated herein by reference.

2. Provide up to Eight Million Twenty-Eight Thousand Six Hundred Eighty-Five and 46/100 Dollars **($8,028,685.46)** of in-kind fees, costs and labor related services for the review of plans, studies, reports, surveys, designs, permits, fees, environmental assessment, and construction inspection services for the PROJECT in amounts projected as follows:

a. Permitting Fees	$ ~ 136,800
b. Architectural and engineering fees	$ ~ 500,000
c. Construction materials	$ ~18,548.926
d. Labor	$ ~16,266,313

3. DEPARTMENT, through the Division of Project Management, will review monthly invoices and backup documentation submitted to the DEPARTMENT Project Management Division for approval and reimbursement within 60 days of receipt.

III - MUTUAL OBLIGATIONS

1. In the event that OSIT performs or causes to be performed any work after the Interlocal Agreement's expiration date as set forth within this Interlocal Agreement, as it may be amended from time to time through written amendment signed by the parties hereto and approved by appropriate official action of the governing body prior to such expiration date then the DEPARTMENT shall make no payment for work performed following the expiration dates .

2. The Parties, on behalf of itself, its spouses, heirs, executors, administrators, successors, subrogees, servants, insurers, attorneys, independent representatives, personal representatives, agents, and assigns, do hereby mutually waive, release, and forever discharge each other, and each and every of their departments, divisions, agencies, officers, directors, agents, contractors, and employees, from any and all claims, demands, liens, liability, actions, causes of action, and suits for damages, at law and in equity, in any way connected with or arising from provision of services and work performed following the expiration date of this Interlocal Agreement, as it may be amended from time to time through written amendment signed by the parties hereto and approved by appropriate official action prior to such expiration date.

3. Neither Party shall have authority to extend this Interlocal Agreement beyond the expiration date set forth within this Interlocal Agreement, unless such extension is set forth within a written amendment signed by the parties hereto and approved by appropriate official action prior to such expiration date. Neither Party shall rely upon any oral or written representations or warranties expressed by either party extrinsic to a written amendment signed by the parties hereto and duly approved by appropriate official action prior to such expiration date purporting to alter or amend this Interlocal Agreement, including, but not limited to, representations relating to the extension of the Interlocal Agreement's expiration date.

4. Paragraphs 1 through 5 of this Article III shall survive the termination and expiration of this Interlocal Agreement.

5. OSIT shall not proceed with said work until a copy of this fully executed Interlocal Agreement is received. If OSIT does commence said work prior to receiving a copy of this fully executed Interlocal Agreement, OSIT shall forfeit any and all right to reimbursement for that portion of the work performed prior to said dates.

6. The Parties shall ensure that any reports, materials, studies, photographs, negatives, drawings, or other documents prepared in the performance obligations under this Interlocal Agreement shall be the exclusive, joint property of OSIT and the DEPARTMENT. The Parties shall not utilize (and shall ensure any subconsultant shall not utilize) any materials, information, or data obtained as a result of performance of this Agreement in any commercial or academic publication or presentation without the express written permission of the Parties (and any subconsultant) and shall not reference an opinion of an employee or agent of either Party obtained in performance of this Agreement in any publication or presentation without the written permission of the agency and employee or agent to whom the opinion is attributed.

Middle Mile US 93 Route Map

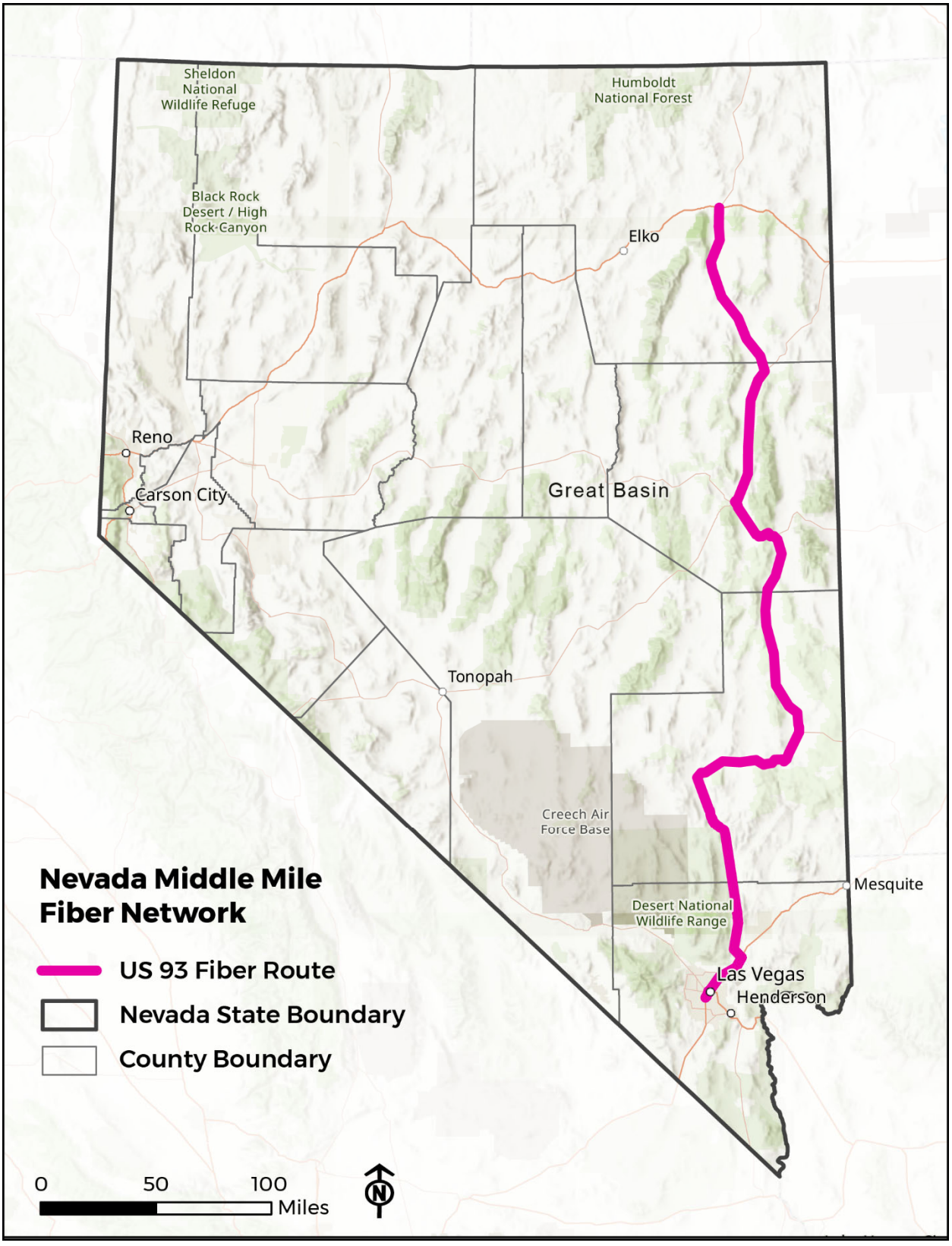


EXHIBIT B
NDOT Financial Commitment to PROJECT

NTIA Middle Mile Grant

Proposed Period of Performance:	**5 Years**
Total Project Costs:	**$87,094,918.77**
Total Federal Grant Request:	**$43,547,459.38**
Total Matching Funds (Cash):	**$35,518,773.92**
Total Matching Funds (In-Kind):	**$ 8,028,685.46**
Total Matching Funds (Cash + In-Kind):	**$43,547,459.38**
Total Matching Funds (Cash + In-Kind) as Percentage of Total	**50%**

NDOT Financial Commitment to the PROJECT.

1. Land, Rights-of-way, Appraisals, etc. - $ 2,722,800.00

$2,722,800 - NDOT In-Kind Match

Description	Unit Basis	Unit Cost	Number of Units	Total Cost	Type
NDOT ROW Access	Total project	$2,586,000.00	1	$2,586,000.00	In-Kind Match
Occupancy permit fee	Each	$9,500.00	1	$9,500.00	In-Kind Match
NDOT Permitting fees	Each	$127,300.00	1	$127,300.00	In-Kind Match

Annual Occupancy Permit - NDOT charges an annual permit fee of $9,500 for all utility occupants in the right of way. This fee is being waived for the PROJECT.

Construction Permit Fees – NDOT charges permitting fees for construction according to the following schedule: $1,000 for the first 5 linear miles and $600 for each linear 2 miles thereafter. This fee, representing $127,300 in value is being waived for the PROJECT.

2. Architectural and Engineering Fees - $6,038,247.60

$6,038,247.60 in Federal Grant

Description	Unit Basis	Unit Cost	Number of Units	Total Cost	Type
Engineering and As-builts	Foot	$2.65	2278584	$6,038,247.60	Federal Grant

3. Other Architectural and Engineering Fees - $ 500,000.00

$500,000 in NDOT Cash Match

Description	Unit Basis	Unit Cost	Number of Units	Total Cost	Type
NEPA/Section 106 Consultations	Hourly	$250.00	2000	$ 500,000.00	Cash Match

The proposed project estimates $500,000.00 for costs associated with NEPA and Section 106 consultations. This is estimated based on an hourly rate of $250 for 500 hours of consultation.

4. Construction - $ 73,369,577.87

$18,548,926.98 in NDOT Cash Match for Materials

Description	Unit Basis	Unit Cost	Number of Units	Total Cost	Source
Materials					
(1) FUTUREPATH HYBRID 6-WAY (1.25" TSIDR9)	FT	$5.87	2,278,584	$13,375,288.08	Cash Match
Shared Distribution Vault – Tier 22, 24" x 36"x 36"	EA	$305.00	1,508	$459,940.00	Cash Match
Equipment Vault – Tier 22, 48” x 48” x 48”	EA	$3,530.00	12	$42,360.00	Cash Match
Backbone Splice Enclosure and Accessories (6 cable, 576 mass fusion and 72 single splices)	EA	$495.00	124	$61,380.00	Cash Match
Ground rod, 8 ft.	EA	$25.00	1,520	$38,000.00	Cash Match
#10 copper tracer/ground wire, green insulation	FT	$0.4573	2,506,442	$1,127,898.90	Cash Match
Wrap-Around Cable Marker Labels	EA	$7.00	1,520	$10,640.00	Cash Match
Markers, Soil Disk or Dome Post	EA	$31.00	1,520	$47,120.00	Cash Match
Hub Termination Panel, 144-strands	Item	$5,250.00	12	$63,000.00	Federal Grant
144-strand backbone cable, ribbon, outdoor cable	Foot	$0.81	2,356,384	$1,908,671.04	Federal Grant
Colocation Rack	Item	$6,000.00	1	$6,000.00	Cash Match

Description	Unit Basis	Unit Cost	Number of Units	Total Cost	Source
Materials					
Hut Structure	Item	$167,000.00	11	$1,837,000.00	Cash Match
Fire Suppression System	Item	$34,000.00	11	$374,000.00	Cash Match
Stand-by Power Generator (30kVA)	Item	$28,500.00	11	$313,500.00	Cash Match
Uninterruptable Power Supply (40kVA)	Item	$27,000.00	11	$297,000.00	Cash Match
Security System	Item	$20,000.00	11	$220,000.00	Cash Match
Equipment Racks	Item	$6,600.00	33	$217,800.00	Cash Match
Hut Perimeter Fencing (150FT)	Item	$11,000.00	11	$121,000.00	Cash Match

$16,266313.44 in NDOT Cash Match - Labor

Labor	Unit Basis	Unit Cost	Number of Units	Total Cost	Source
Installation of Ground Rod	Item	$30.00	1,520	$45,600.00	Cash Match
Installation of Conduit using Plow/Trench	Foot	$10.00	1,830,576	$18,305,760.00	48% Cash Match 52% Federal Grant
Installation of Conduit using Directional Boring	Foot	$38.80	448,008	$17,382,710.40	35% Cash Match 65% Federal Grant
Installation of Distribution Vault – Tier 22, 30" x 48" x 36"	Item	$642.00	1,508	$968,136.00	Federal Grant
Installation of Equipment Vault – Tier 22, 48" x 48" x 48"	Item	$1,050.00	12	$12,600.00	Federal Grant
Cable Installation in Conduit	Foot	$1.80	2,356,384	$4,241,491.20	Federal Grant
Installation of New or Re-entry of Existing Splice Enclosure	Item	$251.75	124	$31,217.00	Federal Grant
Splicing of Fiber (per splice) Backbone (144ct)	Item	$30.00	1,488	$44,640.00	Federal Grant
Final Acceptance testing of Terminated Cable (per strand)	Item	$24.00	15,984	$383,616.00	Federal Grant

Installation of Backbone Termination Panel	Item	$450.00	12	$5,400.00	Federal Grant
Hub Building Entry & ISP Work	Item	$5,000.00	12	$60,000.00	Federal Grant
Intermediate Rock Adder	Foot	$27.00	100,320.00	$2,708,640.00	Federal Grant
Solid Rock Adder	Foot	$93.00	2,240.00	$208,320.00	Federal Grant
Railroad Crossing	Item	$15,000.00	7	$105,000.00	Federal Grant
Waterway Crossing	Item	$20,000.00	12	$240,000.00	Federal Grant
Colocation Engineering	Item	$15,000.00	1	$15,000.00	Federal Grant
Colocation Fiber Installation	Item	$7,000.00	1	$7,000.00	Federal Grant
Hut Site Preparations (land lease, mechanical and electrical work)	Item	$115,080.00	11	$1,265,880.00	Federal Grant
Hut Project Management	Item	$10,000.00	11	$110,000.00	Federal Grant
Hut Commercial Power Hook-up	Item	$4,000.00	11	$44,000.00	Federal Grant
Hut Installation Services	Item	$10,000.00	11	$110,000.00	Federal Grant
Workforce Enhancement	Other	$150,000.00	5	$750,000.00	Cash Match
Construction Project Management	Hour	$250.00	2400	$600,000.00	Cash Match

$5,203,969.25 in NDOT In-Kind Contributions: Construction Labor

Activity	Unit Type	Rate	Total Cost	Type
Traffic Engineer (NV DOT) District 1 - Salary	30% of total time for the five-year period	$169,273.30 /year	$253,909.95	In-Kind
Traffic Engineer (NV DOT) District 1 - healthcare, insurance, and allowable benefits	30% of total time for the five-year period	$62,275.65 /year	$93,413.47	In-Kind
Resident Engineer (NV DOT) -District 1 - Salary	30% of total time for the five-year period	$92,268.00 /year	$138,402.00	In-Kind
Resident Engineer (NV DOT) -District 1 - healthcare, insurance, and allowable benefits	30% of total time for the five-year period	$33,945.40 /year	$50,918.10	In-Kind

Design Engineer (NV DOT)-District 1 - Salary	100% of total time for the five-year period	$80,513.00 /year	$402,565.00	In-Kind
Design Engineer (NV DOT)-District 2 - healthcare, insurance, and allowable benefits	100% of total time for the five-year period	$29,620.73 /year	$148,103.66	In-Kind
Design Supervision (NV DOT) District 1 - Salary	30% of total time for the five-year period	$88,197.00 /year	$132,295.50	In-Kind
Design Supervision (NV DOT) District 1 - healthcare, insurance, and allowable benefits	30% of total time for the five-year period	$32,447.68 /year	$48,671.51	In-Kind
Design Director (NV DOT) District 1 – Salary	15% of total time for the five-year period	$101,163.00 /year	$75,872.25	In-Kind
Design Director (NV DOT) District 1 - healthcare, insurance, and allowable benefits	15% of total time for the five-year period	$37,217.87 /year	$27,913.40	In-Kind
Construction Manager Capital Improvement Projects (NV DOT)-District 1 - Salary	30% of total time for the five-year period	$212,902.64 /year	$319,353.96	In-Kind
Construction Manager Capital Improvement Projects (NV DOT)-District 1 - healthcare, insurance, and allowable benefits	30% of total time for the five-year period	$78,326.88 /year	$117,490.32	In-Kind
Traffic Engineer (NV DOT)-District 2 – Salary	30% of total time for the five-year period	$169,273.30 /year	$253,909.95	In-Kind
Traffic Engineer (NV DOT)-District 2 - healthcare, insurance, and allowable benefits	30% of total time for the five-year period	$62,275.65 /year	$93,413.47	In-Kind
Resident Engineer (NV DOT) -District 2 – Salary	30% of total time for the five-year period	$92,268.00 /year	$138,402.00	In-Kind
Resident Engineer (NV DOT) -District 2 - healthcare, insurance, and allowable benefits	30% of total time for the five-year period	$33,945.40 /year	$50,918.10	In-Kind
Design Engineer (NV DOT)-District 2 – Salary	100% of total time for the five-year period	$80,513.00 /year	$402,565.00	In-Kind
Design Engineer (NV DOT)-District 2 - healthcare, insurance, and allowable benefits	100% of total time for the five-year period	$29,620.73 /year	$148,103.66	In-Kind
Design Supervision (NV DOT) District 2 – Salary	30% of total time for the five-year period	$88,197.00 /year	$132,295.50	In-Kind
Design Supervision (NV DOT) District 2 - healthcare, insurance, and allowable benefits	30% of total time for the five-year period	$32,447.68 /year	$48,671.51	In-Kind

Design Director (NV DOT) District 2 – Salary	15% of total time for the five-year period	$101,163.00 /year	$75,872.25	In-Kind
Design Director (NV DOT) District 2 - healthcare, insurance, and allowable benefits	15% of total time for the five-year period	$37,217.87 /year	$27,913.40	In-Kind
Construction Manager Capital Improvement Projects (NV DOT) – Salary	28% of total time for the five-year period	$212,902.64 /year	$292,741.13	In-Kind
Construction Manager Capital Improvement Projects (NV DOT) - healthcare, insurance, and allowable benefits	28% of total time for the five-year period	$78,326.88 /year	$107,699.46	In-Kind
Construction Manager Inspections (NV DOT) - Salary	28% of total time for the five-year period	$203,514.29 /year	$279,832.15	In-Kind
Construction Manager Inspections (NV DOT) - healthcare, insurance, and allowable benefits	28% of total time for the five-year period	$74,872.91 /year	$102,950.25	In-Kind
Administrator 1 Professional Engineer (NV DOT) - Salary	28% of total time for the five-year period	$112,607.75 /year	$154,835.66	In-Kind
Administrator 1 Professional Engineer (NV DOT) - healthcare, insurance, and allowable benefits	28% of total time for the five-year period	$41,428.39 /year	$56,964.04	In-Kind
Information Technology Manager (NV DOT) 1 – Salary	25% of total time for the five-year period	$98,207.99 /year	$122,759.99	In-Kind
Information Technology Manager 1 (NV DOT) - healthcare, insurance, and allowable benefits	25% of total time for the five-year period	$36,130.72 /year	$45,163.40	In-Kind
Administrator 1 Professional Engineer (NV DOT - Fiber/Telecommunications Team) - Salary	25% of total time for the five-year period	$107,692.36 /year	$134,615.45	In-Kind
Administrator 1 Professional Engineer (NV DOT - Fiber/Telecommunications Team) - healthcare, insurance, and allowable benefits	25% of total time for the five-year period	$39,620.02 /year	$49,525.02	In-Kind
IT Professional 4 (NV DOT - Fiber/Telecommunications Team) - Salary	25% of total time for the five-year period	$113,843.84 /year	$142,304.80	In-Kind
IT Professional 4 (NV DOT - Fiber/Telecommunications Team) - healthcare,	25% of total time for the five-year period	$41,883.15 /year	$52,353.94	In-Kind

insurance, and allowable benefits				
OTHER [1] OSIT contribution			$583,166.21	In-Kind

5. Miscellaneous - $15,000.00

$15,000 in NDOT Cash Match

Description	Unit Basis	Unit Cost	Number of Units	Total Cost	Source
Fiber management system	Item	$15,000.00	1	$15,000.00	Cash Match

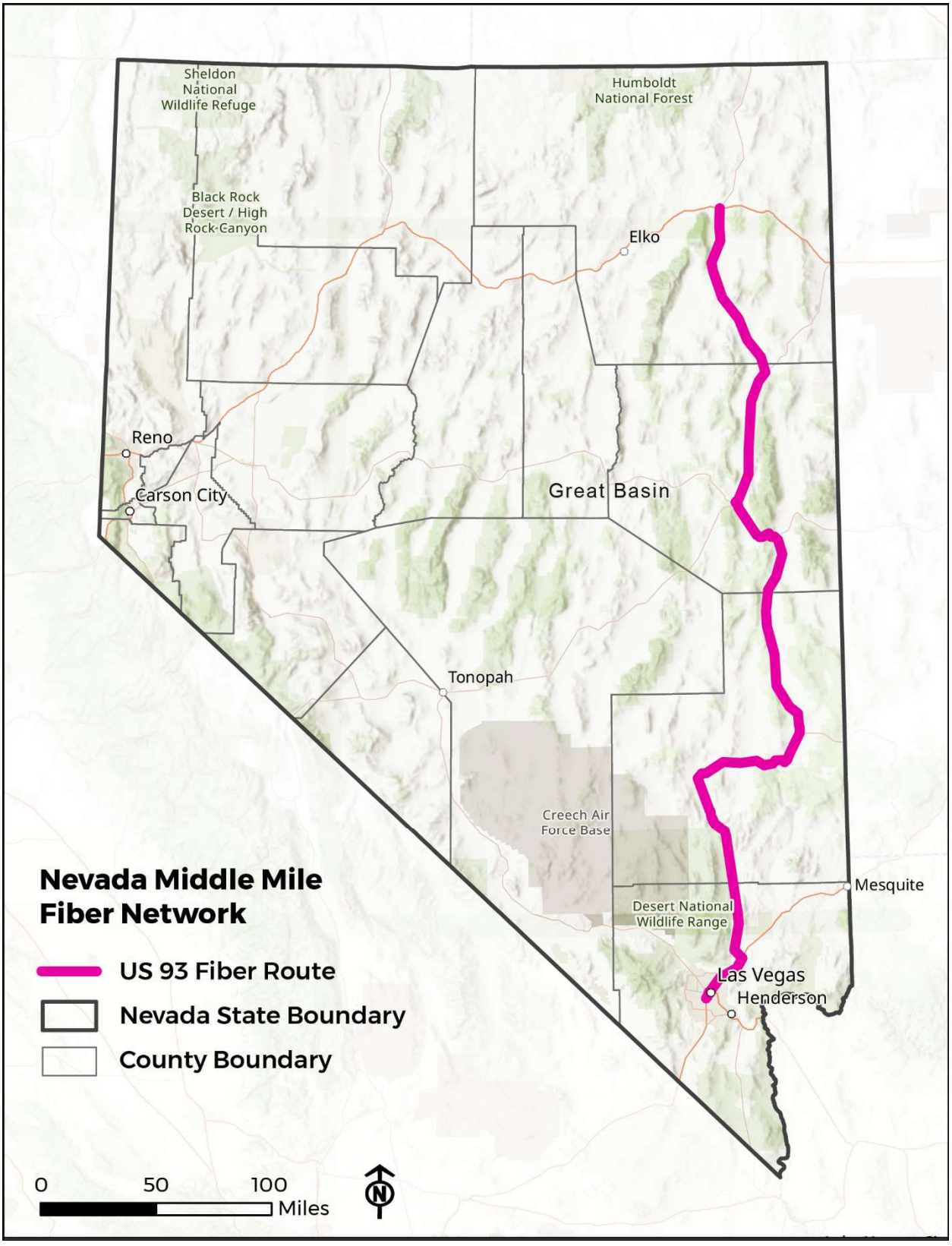
[1] The following line items represent additional in-kind contributions and match for the grant from OSIT. These have been removed from the list of NDOT financial commitments.

In Kind Construction Labor

OSIT Director of Fiber Networks [1]	35% of total time for the five-year period	$140,000.00 /year	$245,000.00	In-Kind Match
OSIT Director of Network Engineering	35% of total time for the five-year period	$135,000.00 /year	$236,250.00	In-Kind Match

Director, OSIT – Salary	15% of total time for the five-year period	$99,340.80 /year	$74,505.60	In-Kind Match
Director, OSIT - healthcare, insurance, and allowable benefits	15% of total time for the five-year period	$36,547.48 /year	$27,410.61	In-Kind Match

Attachment C
Middle Mile US 93 Route



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M E M O R A N D U M

October 2, 2024

TO: Department of Transportation Board of Directors

FROM: Tracy Larkin Thomason, P.E., Director

SUBJECT: October 14, 2024 - Transportation Board of Directors Meeting

ITEM # 7: Request to increase the balance in the State Highway Revolving Account. – *For possible action.*

Summary:

The Department requests that the Department of Transportation Board of Directors adopt a resolution requesting the State Controller issue a warrant to increase the State Highway Revolving Account balance by $375,000.00. Approval of this request will provide the Department with a greater ability to make prompt payments during the State financial system migration or for situations where prompt payment is necessary.

Background:

NRS 408.240 established the State Highway Revolving Account in an amount not to exceed $500,000.00. Per statute, this account can only be used to provide advances and payments to employees for travel expenses and subsistence allowances and other charges and obligations requiring prompt payment. The amount in the account was last increased in May 2016 from $75,000.00 to $125,000.00 to accommodate higher costs of travel.

Analysis:

The State Office of Project Management is in the process of implementing a new statewide Enterprise Resource Planning system, which includes financial and human resource software. This system will be implemented in phases, with the first phase planned to go-live on January 1, 2025, and the Nevada Department of Transportation planned to transition to the new system in July of 2025. To accommodate the transition from the existing to the new software, there will be a period from December 20, 2024, to January 2, 2025, where the statewide financial system will be unavailable.

During planning for this transition, it was noted that having a higher balance in NDOT's State Highway Revolving Account would enable the Department to better weather the planned system outage and other potential situations where prompt payment is needed.

List of Attachment(s):

A. NRS 408.240

Recommendation for Board Action:

The Department recommends approval of Resolution Requesting the State Controller to increase the balance in the State Highway Revolving Account by $375,000.00.

Prepared by:

Director's Office

NRS 408.240 State Highway Revolving Account: Establishment; use; warrants; deposit; transfers to State Highway Fund.

1. The State Highway Revolving Account is hereby established in an amount not to exceed $500,000. The money in the Account may be used by the Department to provide advances to employees of the Department for travel expenses and subsistence allowances and for paying travel expenses and subsistence allowances and other charges and obligations requiring prompt payment, and for no other purposes.

2. The State Controller shall draw a warrant to establish an amount of $125,000 in the account. Thereafter, upon written request of the Board, as it deems increases in the Account to be necessary, the Controller shall draw additional warrants. Upon presentation of such a warrant to the State Treasurer, the State Treasurer shall pay it.

3. All money paid by the Department from the State Highway Revolving Account must, after payment thereof, be passed upon by the State Board of Examiners in the same manner as other claims against the State. When approved by the State Board of Examiners, the State Controller shall draw a warrant for the amount of the money paid in favor of the State Highway Revolving Account to be paid to the order of the Director, and the State Treasurer shall pay the warrant.

4. The Director shall deposit the State Highway Revolving Account in one or more banks or credit unions of reputable standing and secure the deposit by a depositary bond satisfactory to the State Board of Examiners.

5. A least once each calendar quarter, the Director shall transfer any interest and other income earned on the money in the State Highway Revolving Account to the State Highway Fund.

(Added to NRS by 1957, 670; A 1961, 175; 1979, 1769; 1983, 393; 1987, 1802; 1989, 1301; 1993, 1940; 1999, 1491)

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M E M O R A N D U M

October 2, 2024

TO: Department of Transportation Board of Directors

FROM: Tracy Larkin Thomason, P.E., Director

SUBJECT: October 14, 2024 | Transportation Board of Directors Meeting

ITEM #9: Fuel System Upgrade. – *Informational Only*

Summary:
In an effort to provide a more reliable fueling system to its state users, the Nevada Department of Transportation (Department) has successfully upgraded twenty-eight (28) fuel sites since 2016. NDOT has twenty-four (24) remaining sites to complete.

Background:
The Department has fifty-four (54) fueling sites located throughout the state. These fuel sites provide diesel, unleaded, or a combination of the two. These fueling sites are currently utilized by over eighty (80) entities (including state agencies, local government, emergency responders, and law enforcement), with over 5,000 users statewide. The fuel system is a key essential asset for routine work and catastrophic events.

In 2016, Department prioritized fuel sites with consideration of system age (many were constructed back in the 1990s), reliability (such as down-time, chronic maintenance issues or fuel pump parts availability, tank size v. need), environmental impacts (underground v. above ground tanks, monitoring system and alerts), and safety. Fuel site upgrades may include the following improvements:

1. Removal of underground tanks and replaced with above ground tanks
2. Replacement of the fuel pump concrete slab
3. Pump replacement – dispensers, gauges, and ancillary piping and electronics
4. Excavation, removal, and disposal or contaminated soil
5. Monitoring System/Automatic Tank Gauging System (ATGS) – this system monitors for leaks and system failure. Additionally, the system checks fuel tank level and active sensors for tank integrity and sends an alarm if there is a concern.
6. Fuel card reader system
7. Emergency shut off system

System Benefits:

The fueling system provides benefits to its state users:

- Emergency Response: Unlike commercial fueling stations, the Department's fueling system provided state and local government agencies priority. The Department's critical locations have backup generators to retain functionality (such as RTC FAST and Department road operation centers).
- Location and Availability: The Department's fueling system are available in remote areas that are not covered by commercial fueling stations. NDOT's fueling systems are available 24/7 and critical during emergency and winter weather operations.
- Economy: Fuel is available to users at wholesale prices.
- Ease of Use: Upgraded fuel sites include fuel card readers that allow for quick operations and billing collection purposes.

List of Attachment(s):

A. Map of Fueling Sites

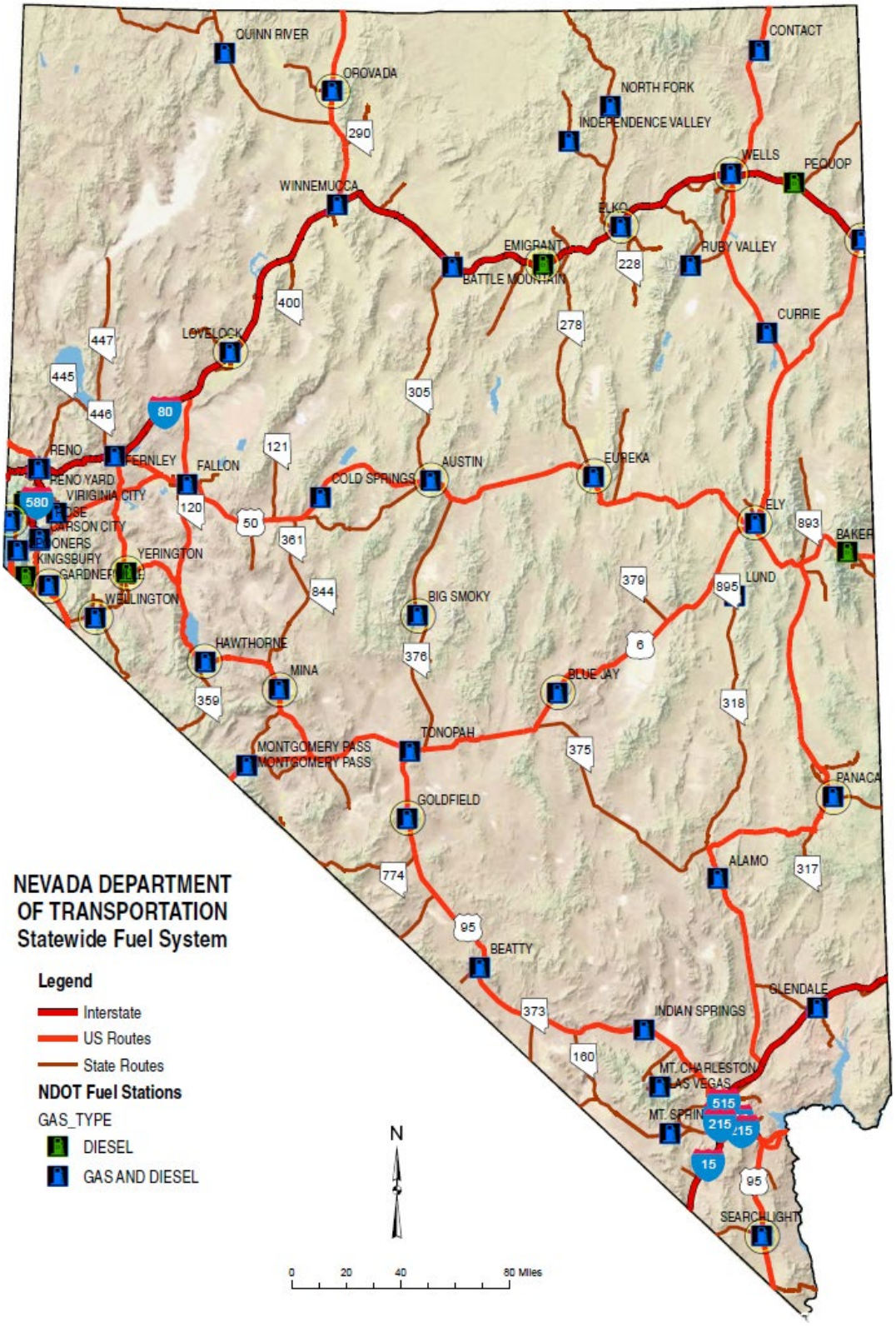
Recommendation for Board Action:

Informational item only

Prepared by:

Wayne Miller, Equipment Superintendent
Felicia Denney, Assistant Director, Administration
Jae Pullen, Assistant Director, Operations

Attachment A – Map of Fueling Sites (2016)



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M E M O R A N D U M

October 2, 2024

TO: Department of Transportation Board of Directors

FROM: Tracy Larkin Thomason, P.E., Director

SUBJECT: October 14, 2024 | Transportation Board of Directors Meeting

ITEM#10: Contracts, Agreements, and Settlements—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 $40,000,000 awarded August 8, 2024 through September 12, 2024
- Agreements under $10,000,000 executed August 8, 2024 through September 12, 2024
- Settlements entered into by the Department which were presented for approval to the Board of Examiners August 8, 2024 through September 12, 2024

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

approved by the Board. In addition, the Department negotiates settlements with contractors, property owners, and other parties to resolve disputes. These proposed settlements 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 August 8, 2024 through September 12, 2024, and agreements executed by the department from August 8, 2024 through September 12, 2024. 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:

1. State of Nevada Department of Transportation Contracts Awarded – Under $40,000,000, August 8, 2024 through September 12, 2024
2. State of Nevada Department of Transportation Executed Agreements – Informational, August 8, 2024 through September 12, 2024
3. State of Nevada Department of Transportation Settlements – Informational, August 8, 2024 through September 12, 2024

Recommendation for Board Action:

Informational item only

Prepared by:

Administrative Services Division

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION
CONTRACTS AWARDED – INFORMATIONAL
August 9, 2024, through September 12, 2024

1. July 25, 2024, at 1:30 PM the following bids were opened for Contract **4523,** Project No. SI-006-2-(342), on US 95, in Nye County, to improve signs and striping.

Las Vegas Paving Corporation……..……..…...$1,497,644.71
Nevada Barricade & Sign Company, Inc…..……..……...$1,528,974.00
Pave-Tech, Inc……..……..……..$1,875,574.00

Engineer's Estimate…….$1,422,940.22

The Director awarded the contract on August 19, 2024, to Las Vegas Paving Corporation, in the amount of $1,497,644.71.

2. August 1, 2024, at 1:30 PM the following bids were opened for Contract **4525**, Project No. SI-0574-(009), on SR 574, Cheyenne Avenue from Jones Boulevard to Michael Drive, in Clark County, to construct median islands.

Holcim – SWR, Inc……..……..……...$591,568.12
Las Vegas Paving Corporation……..……$773,210.50

Engineer's Estimate…….$605,892.12

The Director awarded the contract on August 19, 2024, to Holcim – SWR, Inc., in the amount of $591,568.12.

3. August 8, 2024, at 2:00 PM the following bids were opened for Contract **4526**, Project No. NHP-0376-(003), on SR 376, in Nye County, to mitigate flood hazard and roadway overtopping with new culvert construction, replace/rehab failing culverts, addition of scour outlet protection and slope stabilization, and reprofile roadway to accommodate culverts.

Road and Highway Builders LLC……..……..……...$4,575,575.00
Hat Creek Construction & Materials, Inc……..……..……...$5,520,007.00
MKD Construction, Inc……..……..……...$5,777,777.00
W.W. Clyde & Co……..……..……...$7,106,030.00

Engineer's Estimate…….$4,265,968.33

The Director awarded the contract on August 26, 2024, to Road and Highway Builders LLC, in the amount of $4,575,575.00.

4. August 15, 2024, at 1:30 PM the following bids were opened for Contract **4530,** Project No. SPSR-0339-(340), on SR 339, in Lyon County, for mill and fill.

Q&D Construction LLC	$3,430,000.00
A & K Earth Movers, In	$3,797,000.00
Road and Highway Builders LLC	$4,111,111.00
Spanish Springs Construction, Inc.	$4,162,500.00
Granite Construction Company	$4,595,595.00

Engineer's Estimate……$3,630,509.52

The Director awarded the contract on August 26, 2024, to Q&D Construction LLC, in the amount of $3,430,000.00.

State of Nevada Department of Transportation
Executed Agreements - Informational
August 9, 2024 through September 12, 2024

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	Agreement Type	Division	Division Head	Note
1	45324	00	JOSEPH AND GERALDINE DEHORTY LIVING TRUST AND FRANK R. AND CAROLYN J. HINES	TEMPORARY EASEMENT	N	$4,282.00	-	-	$4,282.00	-	08/19/2024	12/31/2026	-	Acquisition	Right-of-Way	Craig	08-19-24: ONE (1) TEMPORARY EASEMENT (TE) REQUIRED FOR THE DEPARTMENT'S UPCOMING RAINBOW AMERICANS WITH DISABILITIES ACT (ADA) PROJECT IN LAS VEGAS, PARCEL NUMBER S-595-CL-004.264TE1, CLARK COUNTY.
2	07924	00	SILVER STATE CLASSIC CHALLENGE, INC.	SILVER STATE CLASSIC CHALLENGE FALL RACE	N	$14,500.00	-	-	-	$145,000.00	08/12/2024	09/15/2024	-	Event	District III	Sami	08-12-24: PERMIT TO ALLOW AN OPEN ROAD EVENT ON STATE ROUTE (SR) 318 AND SR 490, WHITE PINE, LINCOLN, AND NYE COUNTIES.
3	45524	00	NV ENERGY	DESIGN INITIATION AGREEMENT	Y	$3,000.00	-	-	$3,000.00	-	08/19/2024	09/01/2029	-	Facility	Right-of-Way	Craig	08-19-24: RESEARCH AND DESIGN FOR THE INSTALLATION OF A NEW SERVICE PEDESTAL LOCATED AT EAST SPOONER MOBILITY HUB ON STATE ROUTE (SR) 28 AT MILE POST (MP) DO 0.59, DOUGLAS COUNTY.
4	45724	00	NV ENERGY	LINE EXTENSION AGREEMENT	N	$71,970.00	-	-	$71,970.00	-	08/19/2024	09/01/2029	-	Facility	Right-of-Way	Craig	08-19-24: LINE EXTENSION AGREEMENT (LEA) WILL PROVIDE UPGRADED ELECTRIC SERVICE TO POWER THE DEPARTMENTS MAINTENANCE STATION LOCATED AT DISTRICT II ADMINISTRATION BUILDING, 305 GALLETTI WAY, WASHOE COUNTY.
5	58524	00	NV ENERGY	LINE EXTENSION AGREEMENT	N	$1,165.00	-	-	$1,165.00	-	08/30/2024	12/31/2029	-	Facility	Right-of-Way	Craig	08-30-24: LINE EXTENSION AGREEMENT (LEA) FOR THE INSTALLATION OF A NEW ONE HUNDRED AMP (100A) SERVICE PEDESTAL LOCATED ON THE NORTHEAST CORNER OF STATE ROUTE (SR) 445 AT THE PYRAMID BOULEVARD AND PRATER WAY INTERSECTION TO ACCOMMODATE AMERICANS WITH DISABILITIES ACT (ADA) IMPROVEMENTS ALONG SR 445, WASHOE COUNTY.
6	59124	00	NV ENERGY	DESIGN INITIATION AGREEMENT	N	$3,000.00	-	-	$3,000.00	-	09/07/2024	10/31/2029	-	Facility	Right-of-Way	Craig	09-07-24: INITIATE RESEARCH AND DESIGN REQUIRED BY UTILITY TO BEGIN THE PROCESS OF ADDING TWO (2) NEW LIGHT POLES FOR DEPARTMENT'S PROJECT IMPROVEMENTS ON THE NORTHWEST AND SOUTHEAST CORNERS OF E STREET AND STATE ROUTE (SR) 445 (PYRAMID BOULEVARD), WASHOE COUNTY.
7	40924	00	AMERICAN TOWERS LLC	RADIO EQUIPMENT SITE LEASE	N	$9,600.00	-	-	$9,600.00	-	03/12/2024	03/12/2026	-	Lease	Traffic Operations	Seth	08-29-24: SITE LEASE FOR THE ENHANCED DIGITAL ACCESS COMMUNICATION SYSTEM (EDACS) RADIO EQUIPMENT CURRENTLY IN OPERATIONS AT THE GOLCONDA COMMUNICATIONS SITE TO REMAIN IN PLACE UNTIL 03-12-26, HUMBOLDT COUNTY.
8	54224	00	A&B SECURITY GROUP INC.	LOCK REPLACEMENT	N	$29,803.85	-	-	$29,803.85	-	08/21/2024	12/31/2024	-	Service Provider	District I	Martin	08-21-24: REMOVAL OF EXISTING LOCKS, INSTALLATION OF REPLACEMENTS, AND FABRICATION OF NEW KEYS AT THE TRAFFIC MANAGEMENT CENTER, CLARK COUNTY.
9	30418	04	ATKINSREALIS USA, INC.	INTERSTATE 15 PHASE 3 SPEEDWAY PROJECT	Y	$1,900,000.00	$800,000.00	$120,000.00	$2,820,000.00	-	05/14/2019	08/31/2025	09/11/2024	Service Provider	Project Management	Nick	AMD 4 09-11-24: INCREASE AUTHORITY BY $120,000.00 FROM $2,700,000.00 TO $2,820,000.00 DUE TO CONSTRUCTION EXTENDING ADDITIONAL WORKING DAYS AND THE NEED TO CONTINUE ENVIRONMENTAL MONITORING. AMD 3 11-16-23: EXTEND TERMINATION DATE FROM 11-30-23 TO 08-31-25 DUE TO CONTINUED NEED FOR SERVICES. AMD 2 05-02-22: INCREASE AUTHORITY BY $545,000.00 FROM $2,155,000.00 TO $2,700,000.00 DUE TO SHORTAGES IN STAFF AND RESOURCES. AMD 1 02-18-21: INCREASE AUTHORITY BY $255,000.00 FROM $1,900,000.00 TO $2,155,000.00 DUE TO AN INCREASE IN SCOPE. 05-14-19: PROCURED UNDER RFP 304-18-015 TO PROVIDE ENGINEERING SERVICES FOR THE INTERSTATE 15 (I-15) PHASE THREE (3) PROJECT, CLARK COUNTY.
10	09523	00	DBIMX, LLC	ELECTRONIC RECORDS MANAGEMENT SYSTEM (ERMS)	N	$2,054,636.80	-	-	$2,054,636.80	-	08/26/2024	08/30/2027	-	Service Provider	Information Technology	Jeramie	08-26-24: ELECTRONIC RECORDS MANAGEMENT SYSTEM (ERMS) TO AUTOMATE WORKFLOW, CASE MANAGEMENT, LEGAL HOLD, AND RETENTION AND DISPOSITION MANAGEMENT OF THE DEPARTMENT'S RECORDS, STATEWIDE.
11	37524	00	DESERT ENGINEERING, INC.	CURB AND GUTTER MAINTENANCE	N	$299,572.50	-	-	$299,572.50	-	08/16/2024	06/30/2025	-	Service Provider	Maintenance and Asset Management	Jae	08-16-24: INSTALLATION OF REINFORCED CONCRETE PIPE AND CONSTRUCTION OF DROP INLETS, MANHOLES, CURB, AND GUTTER ON US HIGHWAY 95A (US-95A) AT MILE POST 14.01, LYON COUNTY.
12	54124	00	F & F TRENCHING, LLC	REPAIR AND REPLACEMENT OF WATER LINE	N	$17,512.00	-	-	$17,512.00	-	08/29/2024	12/31/2025	-	Service Provider	District I	Martin	08-29-24: REPAIR AND REPLACEMENT OF DAMAGED WATER LINE PIPING AND THE SURROUNDING ASPHALT LOCATED AT THE MOUNT CHARLESTON MAINTENANCE STATION, CLARK COUNTY.
13	18024	00	GRL ENGINEERS, INC.	NON-DESTRUCTIVE TESTING OF DRILLED SHAFT FOUNDATIONS	N	$600,000.00	-	-	$600,000.00	-	08/17/2024	06/30/2028	-	Service Provider	Materials	Charlie	08-17-24: CROSS-HOLE SONIC LOGGING AND ASSOCIATED NON-DESTRUCTIVE TESTING FOR DRILLED SHAFT CONSTRUCTION, STATEWIDE.
14	58918	06	HDR ENGINEERING, INC.	US HIGHWAY 395 NORTH VALLEYS PROJECT	N	$3,654,176.00	$804,400.79	$102,995.00	$4,561,571.79	-	02/11/2019	12/31/2025	08/12/2024	Service Provider	Project Management	Nick	AMD 6 08-12-24: INCREASE AUTHORITY BY $102,995.00 FROM $4,458,576.79 TO $4,561,571.79 FOR ADDITIONAL DESIGN AND GEOTECHNICAL INVESTIGATIONS REQUIRED FOR REDESIGN AND REVISED CONSTRUCTION. AMD 5 06-29-23: INCREASE AUTHORITY BY $99,827.12 FROM $4,358,749.67 TO $4,458,576.79 DUE TO ADDITIONAL DESIGN SERVICES AND GEOTECHNICAL INVESTIGATIONS. AMD 4 05-19-22: INCREASE AUTHORITY BY $111,820.00 FROM $4,246,929.67 TO $4,358,749.67 DUE TO ADDITIONAL DESIGN AND GEOTECHNICAL INVESTIGATION HOURS NEEDED TO MITIGATE ADDITIONAL UPRR DESIGN REQUESTS. AMD 3 09-24-21: INCREASE AUTHORITY BY $298,858.02 FROM $3,948,071.65 TO $4,246,929.67 DUE TO ADDITIONAL STRUCTURAL DESIGN HOURS NEEDED TO MITIGATE ADDITIONAL UNION PACIFIC RAILROAD (UPRR) DESIGN REQUESTS, AMD 2 09-30-20: EXTEND TERMINATION DATE FROM 12-31-23 TO 12-31-25 DUE TO US 395 NORTH VALLEYS PHASE 1B DESIGN COMPLETION MOVED FROM 2020 TO 2022, AND INCREASE AUTHORITY BY $293,895.65 FROM $3,654,176.00 TO $3,948,071.65 DUE TO EXTENDING THE DESIGN SCHEDULE FROM 2021 TO 2023 CONSTRUCTION. AMD 1 09-19-19: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 06-31-21 TO 12-31-23 DUE TO THE DEPARTMENT REQUIRING SERVICES FOR PARR-DANDINI INTERCHANGE BRIDGE PLANS. 02-11-18: US HIGHWAY 395 (US 395) NORTH VALLEYS PROJECT TO INCREASE CAPACITY ON US 395 BETWEEN MCCARRAN BOULEVARD AND LEMMON DRIVE, WASHOE COUNTY.
15	52324	00	INNOVATIVE FLOORING LLC	FLOORING INSTALLATION	N	$7,184.97	-	-	$7,184.97	-	08/22/2024	12/31/2024	-	Service Provider	District I	Martin	08-22-24: REPAIR AND REPLACEMENT OF CARPET AND VINYL FLOORING LOCATED AT THE UPPER-LEVEL BUILDING E OFFICES AND LOBBY AT THE NORTH MAJOR MAINTENANCE STATION IN DISTRICT 1, CLARK COUNTY.
16	54424	00	INNOVATIVE FLOORING LLC	FLOORING INSTALLATION	N	$16,048.62	-	-	$16,048.62	-	08/29/2024	12/31/2024	-	Service Provider	District I	Martin	08-29-24: REPAIR AND REPLACEMENT OF CARPET FLOORING IN SIX (6) ROOMS LOCATED AT THE TRAFFIC MANAGEMENT CENTER DUE TO EXCESSIVE WEAR AND TEAR, CLARK COUNTY.

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	Agreement Type	Division	Division Head	Note
17	57324	00	MESA ENERGY SYSTEMS, INC.	REPLACEMENT OF SLEEVE BEARINGS AND THRUST COLLARS	N	$48,937.00	-	-	$48,937.00	-	08/26/2024	11/15/2024	-	Service Provider	Buildings and Grounds	Jim	08-26-24: REPLACEMENT OF FAILED AND FAILING SLEEVE BEARINGS AND THRUST COLLARS ON RETURN AIR FAN NUMBER ONE (1) IN DEPARTMENT'S HEADQUARTERS (HQ) BUILDING IN DISTRICT II, CARSON CITY.
18	38924 39024	00	NEVADA BARRICADE & SIGN COMPANY, INC. LAS VEGAS PAVING CORPORATION	TRAFFIC CONTROL FOR BRIDGE INSPECTIONS	N	$4,000,000.00	-	-	-	-	08/26/2024	09/30/2028	-	Service Provider	Structures	Jessen	08-26-24: PROCURED UNDER RFP 603-23-011 TO HIRE TWO (2) FIRMS TO PROVIDE TRAFFIC CONTROL SERVICES IN ORDER FOR BRIDGE INSPECTION CREWS TO ACCESS REQUIRED BRIDGE INSPECTIONS, STATEWIDE.
19	52224	00	NEVADA CHAPTER OF THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA, INCORP	MARKETING PLAN SUPPORT	Y	$25,000.00	-	-	$25,000.00	-	08/21/2024	12/31/2024	-	Service Provider	Front Office	Sondra	08-21-24: SUPPORT OF A MARKETING PLAN TO INCREASE PUBLIC AWARENESS OF HIGHWAY AND ROADWAY WORKERS AND THEIR FAMILIES, STATEWIDE.
20	45424	00	SOUTHWEST PROPERTY CONSULTANTS, INC.	APPRAISAL SERVICES	N	$25,000.00	-	-	$25,000.00	-	08/06/2024	08/31/2025	-	Service Provider	Right-of-Way	Craig	08-06-24: APPRAISAL SERVICES FOR THE HENDERSON INTERCHANGE PROJECT FOR PARCELS: S-564-CL-000.265TE1, S-564-CL-000.266; S-564-CL-000.294TE1, S-564CL-000.302TE1, S-546-CL-000.311TE1, S-564-CL-000.348TE1, S-564-CL-000.378TE1, S-564-CL-000.329TE1, S-564-CL-000.373TE1, CLARK COUNTY.
21	54324	00	THE ORIGINAL ROOFING COMPANY, LLC	ROOF REPAIR AND REPLACEMENT	N	$311,380.00	-	-	$311,380.00	-	08/20/2024	12/31/2024	-	Service Provider	District I	Martin	08-20-24: REPAIR AND REPLACEMENT OF THE ROOFING MEMBRANE ON BUILDINGS A AND B AT THE TRAFFIC MANAGEMENT CENTER DUE TO EXCESSIVE WEAR AND TEAR, CLARK COUNTY.
22	27524	00	TROPHY PEAK FIRE PROTECTION, INC	FIRE ALARM SERVICES	N	$16,935.28	-	-	$16,935.28	-	04/01/2024	06/30/2027		Service Provider	District II	Bhu	08-09-24: FIRE ALARM MONITORING AND MAINTENANCE SERVICES FOR THE SPOONER SUMMIT AND KINGSBURY MAINTENANCE STATIONS, DOUGLAS COUNTY.

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	Agreement Type	Division	Division Head	Note
23	58717	03	U.S. GEOLOGICAL SURVEY, NEVADA WATER SCIENCE CENTER	CLEAR CREEK WATER QUALITY MONITORING	Y	$292,700.00	$146,900.00	-	$439,600.00	-	10/01/2017	06/30/2025	08/17/2024	Cooperative	Storm Water	My-Linh	AMD 3 08-17-24: **NO COST AMENDMENT** TO EXTEND THE TERMINATION DATE FROM 09-30-24 TO 06-30-25 TO ALLOW FOR CONTINUED WATER QUALITY MONITORING SERVICES. AMD 2 06-22-23: NO COST AMENDMENT TO EXTEND THE TERMINATION DATE FROM 09-30-23 TO 09-30-24 TO ALLOW FOR CONTINUED CLEAR CREEK WATER QUALITY MONITORING EFFORTS. AMD 1 05-01-20: EXTEND TERMINATION DATE FROM 09-30-21 TO 09-30-23 AND INCREASE AUTHORITY BY $146,900.00 FROM $292,700.00 TO $439,600.00 TO CONTINUE CLEAR CREEK WATER QUALITY MONITORING. 10-01-17: CLEAR CREEK WATER QUALITY MONITORING, CARSON CITY AND DOUGLAS COUNTIES.
24	51624	00	DESERTXPRESS ENTERPRISES, LLC	NEVADA HIGH SPEED RAIL AUTHORITY (NHSRA) REIMBURSEMENT	Y	$12,000,000.00	-	-	-	$12,000,000.00	08/18/2024	06/30/2035	-	Developer	Project Management	Nick	08-18-24: **NO COST AGREEMENT** FOR REIMBURSEMENT OF QUALITY MANAGEMENT OF DESIGN, CONSTRUCTION AND GRANT ADMINISTRATION FOR A PRIVATE HIGH SPEED RAIL FROM RANCHO CUCAMONGA, CA TO LAS VEGAS, NV WITHIN AND/OR ADJACENT TO THE DEPARTMENT'S RIGHT-OF-WAY, CLARK COUNTY.
25	58924	00	ANTHEM BROADBAND OF NEVADA, LLC	OCCUPANCY PERMIT	N	-	-	-	-	-	09/10/2024	12/31/2024	-	Facility	Right-of-Way	Craig	09-10-24: **NO COST AGREEMENT** TO INDEMNIFY THE STATE OF NEVADA AGAINST ANY ACTION ARISING OUT OF THE COMPANY'S USE OR OCCUPANCY OF THE DEPARTMENT'S RIGHT-OF-WAY UNDER PERMIT 218955 ON STATE ROUTE (SR) 227 AT MILE POST (MP) 16.94, ELKO COUNTY.
26	58224	00	CENTURYLINK COMMUNICATIONS, LLC	MANHOLE AND VALVE COVER ADJUSTMENT	N	-	-	-	-	-	08/26/2024	12/31/2029	-	Facility	Right-of-Way	Craig	08/26/24: **NO COST AGREEMENT** PROVIDING FOR THE ADJUSTMENT TO NON-COMPENSABLE VALVE AND MANHOLE COVERS IN CONFLICT WITH THE DEPARTMENT'S PROJECT AT STATE ROUTE (SR) 595 AND RAINBOW BOULEVARD, CLARK COUNTY.
27	59024	00	DIGITAL TECHNOLOGY SOLUTIONS, INC.	OCCUPANCY PERMIT	N	-	-	-	-	-	09/10/2024	12/31/2024	-	Facility	Right-of-Way	Craig	09-10-24: **NO COST AGREEMENT** TO INDEMNIFY THE STATE OF NEVADA AGAINST ANY ACTION ARISING OUT OF THE COMPANY'S USE OR OCCUPANCY OF THE DEPARTMENT'S RIGHT-OF-WAY UNDER PERMIT 218848 ON STATE ROUTE (SR) 447 AT MILE POST (MP) 68.01, WASHOE COUNTY.
28	45924	00	NEVADA BELL TELEPHONE COMPANY	OCCUPANCY PERMIT	N	-	-	-	-	-	08/20/2024	12/31/2024	-	Facility	Right-of-Way	Craig	08-20-24: **NO COST AGREEMENT** TO INDEMNIFY THE STATE OF NEVADA AGAINST ANY ACTION ARISING OUT OF THE COMPANY'S USE OR OCCUPANCY OF THE DEPARTMENT'S RIGHT-OF-WAY UNDER PERMIT 218965 ON US HIGHWAY 93 (US 93) FROM MILE POST (MP) 55.089 TO MP 55.697, WHITE PINE COUNTY.
29	45224	00	NV ENERGY	DESIGN APPROVAL AGREEMENT	N	-	-	-	-	-	08/19/2024	09/01/2029	-	Facility	Right-of-Way	Craig	08-19-24: **NO COST AGREEMENT** FOR RESEARCH AND DESIGN FOR THE RELOCATION OF AN ELECTRICAL SERVICE PEDESTAL LOCATED AT 5704 US HIGHWAY 50 (US 50) AT MILE POST (MP) CC 14.704, CARSON CITY.
30	45824	00	NV ENERGY	DESIGN APPROVAL AGREEMENT	N	-	-	-	-	-	08/19/2024	09/01/2024	-	Facility	Right-of-Way	Craig	08-19-24: **NO COST AGREEMENT** TO FORMALIZE DEPARTMENT'S APPROVAL OF UTILITIES DESIGN OF NEW ELECTRICAL SERVICES FOR NEW DEPARTMENT CREW HOUSING ON B STREET IN MINA, MINERAL COUNTY.
31	45624	00	VERO FIBER NETWORKS, LLC	OCCUPANCY PERMIT	N	-	-	-	-	-	08/19/2024	12/31/2024	-	Facility	Right-of-Way	Craig	08-19-24: **NO COST AGREEMENT** TO INDEMNIFY THE STATE OF NEVADA AGAINST ANY ACTION ARISING OUT OF THE COMPANY'S USE OR OCCUPANCY OF THE DEPARTMENT'S RIGHT OF WAY UNDER PERMIT 218890 LOCATED ON STATE ROUTE (SR) 659 FROM MILE POST (MP) 17.85 TO MP 18.58, WASHOE COUNTY.
32	06918	01	GOLD DUST ELKO, LLC	MULTI-USE LEASE	N	$15,550.00	-	$30,140.00	-	$45,690.00	12/05/2019	12/04/2029	09/06/2024	Lease	Right-of-Way	Craig	AMD 1 09-06-24: **NO COST AMENDMENT** TO INCREASE RECEIVABLE AUTHORITY BY $30,140.00 FROM $15,550.00 TO $45,690.00 AND EXTEND TERMINATION DATE FROM 12-31-24 TO 12-04-29 TO ACCOMMODATE LESSEE'S DESIRE TO EXERCISE FIRST OF THREE (3) OPTIONS TO RENEW. 12-05-19: MULTI-USE LEASE TO AUGMENT BUSINESS PARKING AND LOADING ZONE ON PARCELS S-225-EL-027.889, S-225-EL-027.890, S-225-EL-027.769 AND PORTIONS OF PARCELS S-225-EL-027.983 AND S-225-EL-027.984, ELKO COUNTY.
33	51924	00	MITCHELL ASHWORTH	EMPLOYEE HOUSE LEASE	N	$4,580.00	-	-	-	$4,580.00	08/14/2024	07/31/2028	-	Lease	District III	Sami	08-14-24: **NO COST AGREEMENT** FOR EMPLOYEE HOUSE LEASE OF EMIGRANT MAINTENANCE STATION HOUSE NO. 246, ELKO COUNTY.
34	65218	02	NV ENERGY	SHARING OF FIBER OPTICS	N	-	-	-	-	-	11/2/2018	12/31/2050	08/27/2024	License	Traffic Operations	Seth	AMD 2 08-27-24: **NO COST AMENDMENT** TO CHANGE THE LOCATION FOR THE TEN GIGABIT-PER-SECOND (10GBPS) LIT SERVICE HANDOFF FROM THE ZAYO COLOCATION FACILITY AT 200 S. VIRGINIA STREET TO THE DEPARTMENT'S DISTRICT II ADMINISTRATION BUILDING AT 305 GALLETTI WAY. AMD 1 12-28-20: NO COST AMENDMENT TO UPDATE INFORMATION TO ALLOW FOR THE CONTINUED SHARING OF FIBER OPTIC CAPACITY BETWEEN THE COMPANY AND THE DEPARTMENT. 11-02-18: THIS AGREEMENT WILL ALLOW THE DEPARTMENT AND NV ENERGY TO SHARE TELECOMMUNICATIONS FACILITIES AND CONDUIT INFRASTRUCTURE WHERE REASONABLY POSSIBLE AND AGREEABLE, STATEWIDE.
35	58324	00	ROBERT R. KENNERSON	LAND SALE AGREEMENT	Y	$6,265.35	-	-	-	$6,265.35	09/09/2024	12/31/2024	-	Property Sale	Right-of-Way	Craig	09-09-24: **NO COST AGREEMENT** LAND SALE FOR THE DISPOSAL OF SURPLUS PROPERTY SUR 22-04, DEPARTMENT PARCEL NUMBER 1-80-PE-016.424 XS1, PERSHING COUNTY.
36	37520	02	HORROCKS LLC	ON-CALL DESIGN ENGINEERING SERVICES	N	$4,133,293.00	-	-	$4,133,293.00	-	11/05/2020	12/31/2027	08/16/2024	Service Provider	Project Management	Nick	AMD 2 08-16-24: **NO COST AMENDMENT** TO UPDATE SERVICE PROVIDER'S BUSINESS NAME TO REFLECT LEGAL NAME CHANGE. AMD 1 09-17-23: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 10-12-23 TO 12-31-27 DUE TO A CONTINUED NEED FOR SERVICES. 11-05-20: ON-CALL DESIGN ENGINEERING SERVICES PROCURED UNDER RFP 231-20-015, STATEWIDE.
37	61322	01	WEBSOFT DEVELOPERS, INC.	SOFTWARE DEVELOPMENT FOR PROGRAM ALIGNMENT	N	$276,800.00	-	-	$276,800.00	-	01/17/2023	12/31/2025	08/26/2024	Service Provider	Traffic Operations	Seth	AMD 1 08-26-24: **NO COST AMENDMENT** TO EXTEND THE TERMINATION DATE FROM 12-31-24 TO 12-31-25 DUE TO A CONTINUED NEED FOR SERVICES. 01-17-23: SOFTWARE DEVELOPMENT TO ALIGN THE DEPARTMENT'S ASSET MANAGEMENT PROGRAM (AMP) WITH THE MAINTENANCE AND ASSET MANAGEMENT PROGRAM AND DEPARTMENT'S TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO) INITIATIVE, CARSON CITY.