



**Department of Transportation  
Board of Directors - Construction Working Group  
Notice of Public Meeting  
1263 South Stewart Street  
Third Floor Conference Room  
Carson City, Nevada  
March 14, 2016 – 30 Minutes after the  
Transportation Board Adjournment**

1. Call to Order
2. Public Comment (Discussion Only) - No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.
3. Comments from Working Group (Discussion Only)
4. Approval of December 14, 2015 Nevada Department of Transportation Board of Directors Construction Working Group Meeting minutes (Discussion/For Possible Action)
5. Presentation/discussion on NDOT's Safety Project Selection Process (Informational Item Only).
6. Presentation/discussion on Calculation of Overhead Rate for Consultant Agreements (Informational Item Only).
7. Presentation/discussion on NDOT's Employment Outlook (Informational Item Only).
8. Old Business (Discussion Only)
  - A. CWG Task List
    - Item 1 - Prequalification Process
    - Item 2 - NDOT Disadvantaged Business Process
    - Item 3 - CMAR Change Orders and Agreements
    - Item 4 - Unbalanced bidding
  - B. Requested Reports and Documents
9. Projects Under Development (5-year Project Plan)
10. Briefing on Status of Projects Under Construction (Discussion Only)
  - A. Project Closeout Status
  - B. Status of Active Projects
  - C. Partnering/Dispute Process Update (Verbal)
    - a) Steering Committee
11. Public Comment (Discussion Only) - No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.
12. Closed Session to Receive Information from Counsel Regarding Potential or Existing Litigation (Discussion Only)

### 13. Adjournment (Possible Action)

**Notes:**

- 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.
- Reasonable efforts will be made to assist and accommodate physically handicapped persons desiring to attend the meeting. Requests for auxiliary aids or services to assist individuals with disabilities or limited English proficiency should be made with as much advance notice as possible to the Department of Transportation at (775) 888-7440.
- This meeting is also expected to be available via video-conferencing, but is at least available via teleconferencing, at the Nevada Department of Transportation District One Office located at 123 East Washington, Las Vegas, Nevada in the Conference Room.
- Copies of non-confidential supporting materials provided to the Board are available upon request.

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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  
Carson City, Nevada

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

Chairman Len Savage  
Controller Ron Knecht  
Frank Martin  
Reid Kaiser  
Tracy Larkin-Thomason  
John Terry  
Sharon Foerschler  
Steven Lani  
Lisa Schettler

Jeff Freeman  
Megan Sizelove  
Darin Tedford  
Teresa Schlaffer  
Sean Sever  
Lucy Joyce  
Amir Soltani  
Cole Mortensen

Mary Martini (Las Vegas)  
Mario Gomez (Las Vegas)  
Kevin Lee (Elko)  
Dennis Gallagher  
Pierre Gezelin  
Bill Wellman (Las Vegas Paving)  
Paul Schneider (FHWA)  
Greg Novak (FHWA)

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Savage: --with the Construction Workgroup Meeting here, December 14<sup>th</sup>. Welcome everybody, do we have anybody in Las Vegas?

Martin: [inaudible]

Martini: I think that was Frank. This is Mary Martini and Mario Gomez and there's no public here.

Savage: Okay. Do we have Member Martin on the phone?

Martin: Yes, I am.

Savage: Make sure you stay in contact here. If you have to pull over and wait, we will wait to get you. You can hear us loud and clear.

Martin: Hello?

Knecht: We can hear you.

Martin: Okay, I can hear you.

Savage: Okay. Go ahead and start and call the meeting to order. Is there any public comment up here in Carson City? Anybody from the public that would like to speak? Anybody in Las Vegas or Elko?

Lee: None in Elko.

Martini: None in Vegas.

Savage: Thank you. Move on to Agenda Item No. 3. Any comments from the Construction Working Group?

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

Kaiser: I got a couple here. This is Reid Kaiser. In the last, in the September Construction Working Group, you requested information regarding to how the Department documents the contractors that are involved in the lawsuits or anything with NDOT and right now, on the design bid build projects, we really don't have a process that addresses that. The design build project, they do as part of their submittals and here's—I gave you guys a copy of it, that's information.

Right now, we're working with Administrative Services to see if there is a way that we could incorporate something along these lines in the bid. We're not quite sure how that will work, but we are looking at it and it may require changing Nevada Revised Statutes or something, but we'll take a look at it and report back either in March or June with what we found.

Savage: If I understand you correctly Mr. Kaiser, there is no mechanism in place at this time for prequalification?

Kaiser: No. There's nothing in the prequalification that addresses where a contractor has to state that he's in a lawsuit with the [audio cut] NDOT. That is not addressed in the prequalification process. We could have a contractor independently out there filing lawsuits with us on numerous projects and yet, they'll still qualify to bid our work.

Savage: And, the reason behind that? I know, I can speak on the [audio cut] side, [audio cut] projects on behalf of different parts of the State, they do request if there's any current litigation or past litigation on public works projects.

Kaiser: Yeah, we don't have anything in our design bid build. One thing we do have, now if any of those contracts, if the contractor is behind schedule or for some reason has not shown up on the project or something like that. Section 102.12, Disqualification of Bidders; which is the other attachment you asked for at the last September CWG, it does allow us to either go to No. 2 or reject the bid. Some of the language in there reads, unsatisfactory performance record as shown by past work for the Department, judged to the standpoint of [audio cut] progress. I can see, also [audio cut], uncompleted work [audio cut] judgment the Department might hinder to prevent prompt placement of additional [audio cut]

We have considered rejecting a contractor's bid in the past using that language, but they elected not to bid or submit their proposal. There is that language that we could, if [audio cut].

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

- Savage: Let's sort of keep this on the task list. [audio cut]
- Kaiser: Okay.
- Savage: [audio cut] we can revisit this prequalification [audio cut]. Or, past litigation against the Department.
- Kaiser: I'll create a new item. We have prequalification already as an item. I think it's discussed every six months. I'll create a new item regarding litigation with NDOT. And that is all I have for Agenda Item 3.
- Savage: Are there any other comments from staff or administration?
- Martin: One of the things, Mr. Chairman, if I could, one of the things that concerns me with this thing is, it could be read in by somebody. Certainly not you and me, but by someone that if part of having a lawsuit against the NDOT disqualifies them from bidding, that you're going around their ability to resolve issues in a court of law. But there is the performance issue that I believe fully needs to be followed up on. That's on the stuff that Reid sent out, about performance.
- Savage: Good comment Member Martin. We will revisit this subject [audio cut]. Any other further comments from anyone? We'll move on to Agenda Item No. 4. Has everyone had a chance to review the September 14, 2015 Meeting Minutes? I do see that Member Martin was absent. [audio cut] --approval. I will second, all in favor say aye. [ayes around]
- Foerschler: Sharon for the record. That issue is it possible to get the minutes sooner than the next [audio cut] CWG, because I was reading through what I said [audio cut] and I don't recall exactly what I said, but I think some of it is not exactly correct, but because it's three months ago, I can't exactly remember [audio cut].
- Savage: You know, Sharon, I had the same problem. I think that's a good idea. Staff, take a look at that and see if we can get the meeting minutes sooner. I did err in the fact that, I forgot to ask if there were any corrections or deletions [audio cut]
- Martini: Excuse me, DJ, the sound is cutting in and out and we can't—we're getting about one every five words, so it's worse than usual. Is there any way to correct it, or is it because of the wind blowing?
- Martin: Thank you Mary, I'm experiencing the same thing.

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

Savage: Okay. So, we've had a motion, we got a second. We voted. Moving on to Agenda Item No. 5, NDOT Communication Plan Update.

Sever: Sean Sever here, [inaudible 08:02] --just a follow-up. [audio cut] regarding our [audio cut]. Just to review, when I first started with NDOT [audio cut] --who helped developed [audio cut] --staff as well and fully accepted it. I challenged my staff and myself to continue the momentum forward.

So, my staff took the ball from there and I just wanted to say, I really have an excellent staff. I consider them the A-team, an All-Star Team of communication staff. They have taken this campaign to the next level. We adopted the tagline which is Safe and Connected. Created a new logo, which you see there. We developed an extensive communications plan that built on all the students ideas and also [inaudible]. The result is a dynamic plan with energetic ideas that highlight the good things that NDOT does every day for the public.

I'll just go through really quick the different communication channels that we use every day. One of the most important is social media. We set some goals for each one of these. So, Facebook, we're going to increase our Likes to 1,800, by the end of Fiscal Year '16. We've already exceeded that. We're really—our, PIO in Las Vegas has really stepped up our efforts, Tony Illia. We're trying to do a lot of short videos on social media which really gets a lot of attention.

Twitter, we have 14,000 goal and we've exceeded that as well. Next step we're going to do is we're creating different Twitter accounts for each district. So, if you live in District 3 for example, you can sign up to our Twitter page for that District and you'll get updates specifically for that region.

We also created an Instagram account. This is the fastest moving social media site. We do about five posts weekly. It's heavy on photos. The younger generation is really using Instagram a lot.

YouTube, our goal is to increase our views by 10% by the end of the fiscal year.

Our other tools, one of our other tools is our website. We get about 4,000 visits there a day. When users click on our website, we expect them to find out what NDOT does and what we can do for them in 20 seconds. Otherwise they go on to the next website.

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

We are going to actually hire [audio cut] NDOT website -- [audio cut] --website which is really good and also UNR's. We're going to do something similar to theirs. UNR actually has video in the background of the website when you go to that page. Once again, that's heavy on photo and video, the newer websites are.

Public involvement is our public meetings area. We have 20 public meetings roughly per year. With the public meetings, we get a lot of the older retired people that come, kind of the old-school generations, so we're trying to incorporate the younger generation into our public meetings. One of the ways we're going to do that is through Facebook. We're going to do question and answer sessions during the public meetings. So, for instance, when the public meeting is going on, somebody can send a question through Facebook to us. I will read that to the Project Manager. We will answer that at the public meeting and then put the answer on Facebook. Then, all of our materials from the public meetings are always posted online, so they can always access them that way.

Customer service is another unique thing here at NDOT. We are one of the last agencies that still answers the telephone. People really appreciate that. We get at least 400 calls per week, depending on what's going on. We always reply to all the requests. Easy requests or easy questions we answer immediately, other ones we get back to people. Our philosophy, I put it up there, we kill our customers with kindness, even the nasty ones. People get a little impatient when they hit an orange cone and they can't go anywhere. We understand that. We try to get answers to them as quickly as possible.

We deal with the media the same way. Matter of fact, the media call us first whenever there's an event going on. For instance the Industrial Fire down in Southern Nevada, when that was going on. The other agencies weren't responding to the media, so they called us. We gave as much information as we could to those folks that were asking. Once again, my PIO staff did a good job. We send out about 12 news releases and receive about 30 questions from the media per week. Most of the stories we get in the media are positive. People don't always remember the positive ones, they only remember the negative. I'd say, at least 95% of our stories are positive ones.

Another thing I'm asking my staff to do is, to do more releases after a project is over. When a project ends, road opens up, people drive it and don't think about it. So, we're really trying to emphasize the project was done on time, or early, under budget; these are all the benefits to the project that came along.

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

Videography, is a [inaudible] of ours. We stole an employee from KOLO TV Reno, Sholeh [audio cut] She has done an excellent job for us. She does about two dozen videos per month. A lot of people are taking notice of this, unfortunately, so she's becoming really popular so we have to really guard her time. There's a lot of—she does videos for other State Agencies and does a lot of work for the Governor's Office too. So, kudos to her. We're really trying to, like I said before, increase our YouTube views. Try to use key words on our videos so they're all searchable.

Then, internal communications, the employees here at NDOT, [audio cut] new employee newsletter that we send out every two weeks. It highlights upcoming events and [audio cut] NDOT. [audio cut] –really ramping up all of our communications.

Just to conclude, the Safe and Connected brand that we've created is really a promise to the Nevada consumer and not too many people argue with it. [audio cut]

That's my presentation.

Savage: Thank you Sean. Real complements to yourself and your staff. It's a huge undertaking. Very much appreciated. I know from our level, and it's about selling it. You know, at the end of the day, is the glass half full or half empty. You know, the Department has a lot of things going on. It really is positive and it needs to be sold to the public. We're very accountable for our own actions. I really complement you and your staff.

The Safe and Connect, you know, we talked about that at the Board Meeting, when was that, probably less than a year ago. You made it a reality. The Department has made it a reality. The students at University of Nevada, Reno, can be very proud that the Department carried it forward. It's a very positive. The kindness, the live person on the telephone, I don't know how she's doing today, but it's very important to keep that live person answering the phone. That's the Nevada way. We may not always agree with each other but we can talk about it. I complement you and your staff and the rest of the Department. Thank you Sean.

Sever: Thanks.



Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

Knecht: Mr. Chairman, we can talk about it as long as there's a real person there. It's a little more difficult when you're in voicemail jail.

Savage: You got that right. So, with that being said, any other comments on communication, agenda? Thank you again Sean and your staff. Appreciate all you do.

Sever: Thanks.

Savage: I'd like to take a brief, two minute timeout. DJ, if you could see if Member Martin is on the phone.

[silence]

Savage: --are you there?

Martin: We're here.

Menzel: I think what's causing our problem is your cell phone is kind of feeding back. Are you doing anything different this afternoon than you were earlier today? Are you using like, [audio cut] on your cell phone, or?

Martin: No sir, I'm not doing anything different whatsoever. I've been—Reid just sent me a text to get it muted and I was guilty of that, but I've had it muted for a good period of time.

Menzel: [audio cut] through the system, because what's happening is somehow it's kind of reverberating back in and it's causing problems. That's why I think you can only hear every other word. Same with Mary and Kevin.

Martin: Okay. I'll keep it muted for the next five or seven minutes. Let me know if the condition continues, because I'm hearing you loud and clear now.

Menzel: Okay, sounds good. I appreciate it, thanks Frank.

Savage: We'll go back on to the Agenda. Agenda Item No. 6, the NDOT Landscape and Aesthetics Program. If staff would like to speak on that behalf.

Joyce: Good afternoon, I am Lucy Joyce and I'm the Landscape Architect Supervisor for NDOT. I know that you all have sat through some very long meetings [audio

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

cut] today. I have a lot of information to present, but I will try not to make it death by PowerPoint and speak quickly. Some of this stuff I would've elaborated on a little further, I'll just touch on and then if there are questions or comments afterwards, you can go ahead and fire at them.

Savage: Thank you Lucy and welcome to the Construction Work Group.

Joyce: The Landscape and Aesthetics Master Plan was adopted by the Transportation Board in 2002. That gave us four things. It gave us the vision, the policies, the process and the funding. The underlying philosophy behind it was that Landscape and Aesthetics would involve the total impression of the highway, including everything around it.

The vision was that we would create a system of state highways that reflect the land and the people of Nevada. The highways should be aesthetically pleasing as well as cost effective and therefore no state highway would be complete until landscape and aesthetics are considered and addressed.

There were four policies that were [audio cut] in the Master Plan. The first one was that landscape and aesthetics would be integral to the design process. Nothing was going to happen until that was part of the design and everything that was done with it. We were going to plan for that.

Then, we had a policy on partnership, that we would not do things [audio cut]. We would reach out to other agencies and the communities and make sure that we weren't just [audio cut], that we listened to what it was that they wanted to [audio cut] on the highways in their community.

The third policy was that we were going to be sustainable and emphasize regionally appropriate materials and through out the plan. [audio cut] was on funding and that [audio cut] develop cooperative agreements with other agencies, as well as partnerships with them to make sure that we're developing those as we went along.

That process, the Master Plan basically, it gave us a plan of a plan. It created the Master Plan and then also provided [audio cut] quarter plans and you have an example of one of those quarter plans in front of you. That overall management tool, [audio cut] decision making. It was a collaborative effort with a lot of other agencies and entities that we got their input on what should occur on the eleven major corridors within the State and we developed six quarter plans with that.

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

The third one was the project design. We would, after the quarter plans, we would look at that project as they came on board and with each project we would design specifically for that project. The quarter plan was sort of a background [audio cut] document.

The last one was, construction operation and maintenance to make sure that [inaudible] resigning and what the agencies had said, that that was all done with the design intent in mind.

The next one was funding. The first one is Program Management. Cost of myself and the three landscape architects that work on my team to help us develop the plans for the projects. Budget was set aside for the quarter plans that I just talked about. Three percent of the cost of construction was allocated towards new construction and capacity improvement. So, any other widenings or any new project that we did, three percent of that construction cost was allocated to go towards landscape and aesthetics.

The fourth one was retrofitting. Originally it was decided that, in some of the areas before the Master Plan, where landscape and aesthetics weren't done that it was what [audio cut] where we had nothing and what was referred to by the public, I've heard as NDOT [audio cut] policy. We [audio cut] no longer having that policy. That we needed to emphasize what was beautiful about Nevada.

We were proposed to have a \$2M per year community match program where the communities came up with [audio cut] on their part, matched it with \$2M. That program was not successful because we didn't have the resources, didn't want to allocate resources towards retrofitting our highways. They felt it really was our responsibility, that why should they put their funds towards that. That has been sort of moved into the target allocation package and the Director had allocated \$5M per year towards those retrofit projects.

Then the last one is the maintenance costs. You can see this is [audio cut] in reality, any of you that are in construction or in maintenance of properties know that this isn't really to scale. Maintenance is probably 90% of the cost of the budget overall. We had hoped that other agencies would partner with us, for maintenance, especially on irrigated landscapes but economic downturn happened midway in there and there really was no appetite for partnering with us on maintenance and maintenance was not really ever addressed for funding in the Master Plan. It is something that should be looked at because the Districts have

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

been charged with maintaining these elements. They did not receive any additional funding [audio cut] for those.

Corridor Plan. This was a huge public outreach that we did with every community along with [inaudible] We had wonderful input. People telling us what was important to them. It provided us with a blueprint and a tool for management. It provided us with a way to prioritize projects according to what they decided to prioritize and also, for every aspect along that corridor, it gives us levels of treatment that could be used there. It also, it helped us estimate what the long-term maintenance costs and according to the level of treatment, about what a budget should look like for those areas.

These are front covers of the six quarter plans that we developed covering those eleven corridors. The levels of treatment along those corridors, there are softscape elements and those go from native revegetation, which we need to do for stormwater and also to try to [audio cut] environment back to what was originally there. [inaudible] Then, as—depending on where they occur in the corridor, whether it's an urban or rural area, how busy it is, how much tourist attraction there is there. Then we start to elevate the treatment type to [audio cut]. —a regional ornamental area would be someplace like our Spaghetti Bowls. That would deserve that kind of a treatment.

Then, the hardscape treatment ties into a similar type of thing. So, this is how [audio cut] sculptures, the bridges, the sound walls and how—what levels of treatment those deserve, again, whether it's [audio cut] —urban areas [audio cut] treatment would be repainting things and then all the way up to landmark again, for instance the Las Vegas Spaghetti Bowl [audio cut].

We have three pillars of sustainability that we use in our program. One of them is economic sustainability. That is that the landscape and aesthetics program employs a lot of different professionals that aren't typically employed with highway construction projects. Those are—they go from the professional engineers, landscape architects and engineers to fabricators and a lot of different professions in the construction industry.

We also, a lot of environmental practices, drought tolerance, species, water harvesting, low impact development, protection of native wildlife, salvage of [audio cut] cactus.

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

Then social justice. When we present our plans to neighborhoods and communities, they're typically very well received. The communities are very pleased that we're addressing things and it helps with environmental justice. [audio cut] --example of the cactus salvage and replanting. There's pictures up on the right, on the new I-11 Phase 1, we salvaged 20,000 cactus. There also [inaudible] project and so there's a very good [audio cut] there's an environmental stewardship that provide native seed mixes and native plants so that we are not using up the water we have. We're not only stewards of the State's resources, the most important one being water. We take that very seriously and make sure that the water [audio cut] plantings and the environmental background for that.

Some of the practices that we used are soil amendments to help those plants get established without long-term irrigation. We've eliminated installing new irrigation on projects. We just establish them with temporary water, soil amendments and then they are on their own. If they don't survive after that, then they're not meant to be there.

Again, for some of that we use water harvesting so that we recharge through infiltration. We reduce pollutants and reduce stormwater runoff. We require the use of local materials or try to use it as much as possible, not only so that [audio cut] our vernacular to the area, but we are not using as much freight costs, so we do reflect that to the surrounding community.

So, for an example of the process we follow, this will tell you sort of the vision to reality that we go through. We have—we typically hire a landscape architect consultant because there are too many projects for myself and my staff to be able to do design for. We mostly are doing project management with those. That Landscape Architect is charged with following the quarter plans, because we've already had the public input for those on what the agencies and the community feel is important to them, and they develop three concepts. Those three concepts then, we select one preferred alternative, take that then to stakeholders. Stakeholders then have the ability with some options from that preferred alternative so that they have buy-in and they know what is going to be planted there, provide us with comment. We refine those and then that [audio cut] to the public and then the project is built. For instance, this is images from the I-15 Design Build.

So, there were a lot of different elements that we addressed. Sound walls and sculpture, bridges [audio cut]. Large [inaudible] areas that are [inaudible].

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

Again, example in the North, 395, visions to reality. Some of the ideas that we took to the public and the stakeholders, [audio cut] represent their interests and the [audio cut] corridor then, that was done from 395 to Moana, from the Spaghetti Bowl [audio cut] and reflected that heritage. There's more images from there. This is a part, was part of that project. We also added some additional funds to address the west side. This is at the airport, we still need to do some work there. I have gotten a lot of complaints that this major [audio cut] tongue twister, that it's a lot of impact on locals and tourists and [audio cut] –plans in the works for the rest of that area.

This was one of our retrofit projects. This is at Fifth and Fairview. These were our funds that were specifically designated for enhancement. We were able to snag those funds, come up with the entire plan, which was to reflect the history of Carson City and transportation through that area.

This is another retrofit project in Las Vegas, at Flamingo and also at Tropicana. These again were transportation enhancement funds that we were able to use that were specifically for this type of a project.

We do partnering. This was the Meadowood Interchange. That was done with RTC and also the City of Reno Transportation Art Project with the Reno Star. Reno is really promoting themselves as Artown all year round and asked if they could [audio cut] a right-of-way for one of their art projects. [audio cut] that would be a good [audio cut].

I-580, Carson City was partnering with GROW, Gardeners Reclaiming Our Waysides. They were one of the impetuses for creating the Landscape and Aesthetics Program at NDOT because they were worried that NDOT was not addressing any aesthetics on the I-580 and so, it was how the program was built and started here. Then they had additional funds from some federal grants that helped them in the design of that and some additional monies towards that.

We've been partnering with Elko on their city streets and [audio cut] that heritage there. It has multiple different communities and cultures that are a part of that landscape. [audio cut] --was proposed. In fact, you can see a concrete wall that was there. [audio cut] our landscape architect's in house design and then the painting of it now on that [audio cut] That's on Idaho Street, one of the main travel [audio cut] there.

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

We partnered with the City of Las Vegas for F Street. This was a huge matter of contention and environmental justice there. We felt the Historic Westside Community had been cut off from all of the major part of Las Vegas, [audio cut] added on to I-15. So, we partnered with them. We worked with the local community for about two years to come up with ways that would make them feel that this was their neighborhood and they were an important part of Las Vegas. These are some examples of the murals [audio cut] that project.

Reno/Sparks, I-80 Design Build and Moana. Las Vegas, that's the Spaghetti Bowl, US-95, Cactus Interchange. [inaudible] [audio cut].

We don't leave out rural Nevada, although we don't have as much opportunity to address them. We are able to [audio cut] bring that up to ADA Standards and so we were able to provide a place where people would actually want to stop. Enhanced rest areas and a lot of [audio cut]. –visitor information panels tell about the history of the area and some of the important things for people to do. Wildlife Crossing and Searchlight Visitor's Center and Rest Area.

Upcoming projects, the Carson City Freeway. We worked a lot, again here with [audio cut] on what was important to them. Those sound walls will have basket patterns created by Dat So La Lee and Project NEON [audio cut] project that [audio cut] the downtown area and the City is very concerned about and pleased with how we're going forward with the aesthetics on NEON. 95/215 and 95 those are all in the works.

More upcoming projects. The I-580 [audio cut] Summit. That whole corridor will have sort of a ranch background theme of all the different kinds of ranches that occurred in the Reno area from Summit up to [audio cut], Kyle Canyon. The I-11, Phase 2 on the left side of the scenic overlook that will be there. Then, a wildlife crossing [audio cut].

So, there are multiple benefits that the Landscape and Aesthetics Program provides. One of the most important we feel is the economic development of it. That we are able to show what is important in these communities, try to peak the traveler's interest, get off the road, come in to that community, explore, stay [audio cut], spend their money and find out about what makes Nevada and the community [audio cut]. We are still a tourist driven economy. We feel that it's very important that we provide a welcoming face to visitors. We also want to be able to attract new businesses here and since we don't have the advantage of trees

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

and vegetation, we need to do other things to bring the bar up so that we can attract businesses and [audio cut].

We are able to reduce graffiti once [audio cut] something that happens, [audio cut] elevate that area, the [audio cut] has been in those areas. So, there seems to be respect for the artist, or we're not sure exactly why it is, but nationwide we find that that happens. We're restoring the native vegetation. Quality of life and just [audio cut] for attracting new businesses and residents.

We also, and we can talk a little bit about employing a lot of individuals and companies in a lot of different fields.

We get a lot of acknowledgement from the I-15 Design Build, [audio cut] on the Las Vegas [inaudible] cover. [audio cut] We get all our—Sean's office gets probably, their Southern office said they get calls about 4-5 times a week asking where they can purchase some of the sculptures and the things that we have on the freeways, they refer them back to these local fabricators to continue to create more business for them.

There are some of the comments that we've received through the emails and through calls and comments that [audio cut].

Finally, I'm using a quote here from Ladybird Johnson. She was the person responsible for the Highway Beautification Act. I think it's a great quote. "I want Texas to look like Texas and Vermont to look like Vermont." "I don't want to see the land homogenized." And Nevada has—is a very unique state. I think it couldn't be said better, we want Nevada to look like Nevada and highlights the unique [audio cut] and the things that are here that people may not be aware of. That's one of the things that the Landscape and Aesthetics Program Does.

Savage: Thank you Lucy.

Joyce: You're welcome.

Savage: Very well done presentation. It's an education that I think to all the Board Members, because landscape is a large part of our beautification and future of Nevada. I know we appreciate your time. I have a few questions. Like I told you on the phone, we can always keep this as an ongoing Agenda Item. If you don't have the answers today, don't feel compelled. We can certainly revisit it another time.



Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

On the consultants, do you use several landscape architects or do you use one or two? How does that work?

Joyce: We put out an RFP, typically when we're going to have a project. If it's not—if it's a standalone project we put out an RFP. If it's an project that we're doing through Project Management, they usually include it in the RFP that they're [audio cut] engineering firm. So, we hire many different landscape architecture [audio cut].

Savage: Thank you. And, on the decision [audio cut], not so much the [audio cut] because I understand that all the larger projects have percentage of [audio cut] of landscape and aesthetics are part of the planning. Going back, different on ramps and off ramps of projects that we've completed, is there a priority list that's been established? How does that work?

Joyce: There is a priority list. We came up with a five-year plan for that target [audio cut] similar to the rest of the Department [audio cut] different ones had their target [audio cut] plan and we came up with a criteria for establishing how those different projects would [audio cut] tourist visitation, [audio cut] where it is in the State. Try to have some sort of equality in division of those projects [audio cut] the two [audio cut] in rural Nevada [audio cut] proximity to the airport. There's several different factors that went in—that go in to that decision depends how those are selected.

Savage: So, maybe next meeting, if you would be so kind to forward that five-year plan to us?

Joyce: Absolutely. I can send that to you today.

Savage: And talk about it maybe next meeting. I know on the construction side and maybe this is a construction [audio cut] some of the bonding that we've talked about in the past, as far as the landscape a lot of times doesn't follow [audio cut] right upon final construction of the actual roadway. I know with different jurisdictions, there's a bonding mechanism that we've talked about with the construction [audio cut] and because [audio cut] weather wise for example, it may not be the time to complete the landscape. I don't know if this is a landscape question or a construction question, but we do need to talk about that bonding issue [audio cut] landscape.

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

- Kaiser: Reid Kaiser for the record. Bonding, are you talking about the plant's establishment period?
- Savage: Yes.
- Kaiser: Okay, okay.
- Savage: Plant establishment and we talked about bonding around that. I know for example in the City of Reno, Public Works projects or even private projects, they ask the developer or the contractor to provide a bond because of the time of the project and to ensure that that landscape and aesthetics are done on time.
- Kaiser: Okay.
- Soltani: Amir Soltani, [audio cut] have a two year [audio cut]
- Savage: That's two years after the substantial completion. Thank you Amir.
- Terry: This is John Terry. The difference is, previously we had that two year requirement, we had to keep the contract open. It kept us from closing contracts.
- Savage: That's right.
- Terry: It's going to help, but you know, we've looked into this contract closure period and most of them we don't have closed by the time the plan establishment period is extended anyway, you know. It's a tool, it will help. It's not going to completely solve our project closing issues.
- Savage: I realize that. Nothing's perfect. It's always a work in progress. John, that leads to my next question about the warranty of the landscape. I'm not talking about plants.
- Joyce: So, there's a couple of different elements. There is a plant establishment period and that's typically one year. There has been [audio cut] where we have extended it, especially on a [audio cut] landscape and aesthetics project. And, where it is not a big bond that the contractor is held to and can't be released from, that would be a big highway construction project. So, we have extended that for standalone projects to see if we have better success with the revegetation and the plant's establishment. The construction, constructability and [audio cut] has been working on trying to figure out a way that the contractor or the highway contractor can be released from their bond when the completion of the project and

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

then the plant establishment period is done under a different bond. The big bond that they are being held for, the construction of the highway, they're not [audio cut] tied up for that smaller plant establishment period. There's a fair amount of logistics to figure out. We want to make sure that there is still accountability for that contractor. There isn't a way to make it so that you [audio cut] cut it [audio cut] and everything else is plant establishment. There are some overlaps. So, just trying to figure out how to make [audio cut] accountable. There's not this going on when [audio cut] two different bonds and two different warranties. So, we're working on it.

Savage: I understand the bonding, like Amir and John had spoken about. The warranty is something that I'm not quite sure it's really abide by the different contractors.

Joyce: Well, we try to make them abide by the plant establishment period. We don't want our—I mean, it's hard to know after you've planted something or revegetated something, if it has not been done correctly—I'm sure you've had this in your own yard. You've put something in and it looks fine and after one season the tree dies or shrubs die. So, we don't want our district maintenance crews left with this problem. So, you need at least a year to determine, with live plants, if they're actually going to succeed. So, we want to make sure, if there's an existing irrigation system, that that's been applied directly to that plant and the plant is not going to die. That the contractor put it in that they were responsible for that.

Savage: Exactly, okay. That's all I have. Controller? Member Martin, any comments?

Knecht: The only thing I'd say is you don't want me on the team that is overseeing those plants the first year. I have a brown thumb. If I'm on that they're dead.

Savage: Member Martin, any comments? Okay. Anyway, I thank you again Lucy.

Martini: No comments from here.

Savage: I'm sorry, Las Vegas. And again, I thank you Lucy, I thank your staff. If you could just get back to us, maybe at the next meeting when a couple of those question about the budget process and the projects in the next five years. Very simple. I appreciate your time and effort.

Joyce: You're welcome.

Savage: Let's move on to Agenda Item No. 7.

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

Kaiser: Okay. This is Reid Kaiser, Assistant Director for Operations and I wanted to update the Construction Working Group where we are with Project 3389. It's the Meadowood Mall Interchange Contract. Just to give the Construction Working Group an update.

They had a contractor that submitted three claims. I'm going to give some history first before I dive into the brutal details. This project was funded by AARA Federal Funds and State Funds. There are no more funds left in AARA. So, this project's notice to proceed was June 14, 2010. The original working days for the contract were 450. We assessed 622 working days and the contract was Meadow Valley Construction. They were low by 3%, so they had a good—excuse me, by 2%, so they did submit a competitive bid. They bid the project at about 3% profit. Meadow Valley had a schedule and their baseline schedule to complete the project in two years. The critical path ran through the Meadowood Mall Bridge in thirds, the East, middle and then the West. Then went into retaining walls and then drainage with a completion date of April 12, 2012.

As I mentioned earlier, the contractor was assessed 622 working days. They were granted 13 by change orders, so there was a large number of liquidated damages assessed to the contractor.

The way the project was built, Meadow Valley, with the notice to proceed of June 14, 2010, by December of 2010, the contractor was 74 days behind schedule. They spent a tremendous amount of time and resources on the east side of the project. That was due to them being a Southern Nevada contractor, they brought up essentially one construction crew to build the job. Most contractors, if they would've had other contracts in the region, they could move those crews off and build other projects. What they elected to do was send the crews since they couldn't work on the bridges like they had planned, they sent them on to the east side of the freeway to work with the tie in coming from the east tie in to 395 and we had put a drop dead date of, I believe it was the Friday before Thanksgiving Day, to meet a Black Friday date. So, they spent a tremendous amount of time on that side of the freeway. Their explanation for not working on a critical path was that they could not work on the bridge item because of all the problems with the bridge sheet.

The period of time from December 2010 through May 2011, Meadow Valley went from 74 days behind schedule to 147 days behind schedule. They had some subcontractor problems with their methods and with some of the items they were

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

constructing. It cause the Prime Contractor, Meadow Valley a serious number of days of delay.

Then, from May of 2011 through July 2013, Meadow Valley, and that was a [inaudible] little over two years, they only lost 19 working days on the project. So, the last two years of the project, pretty much followed their baseline schedule, other than—so, they lost most of their time the first nine months of the project. With all that being said, they lost a significant amount of money on the project. I'm sure you can tell from the number of days they were assessed with liquidated damages and the time period comparing their as built schedule to their baseline schedule.

To give the group some claim history, Meadow Valley, their drill shaft subcontractor submitted a claim in November 2012 for \$715,000. NDOT responded in May of 2013. Meadow Valley submitted another claim, certified on January 2014 for \$4.8M. And, NDOT responded with what they needed to do to get paid for those items in April 2014. Then, Meadow Valley again, submitted another claim for \$14.3M in December of 2014. Needless to say, since that time we have been going through many discussions with them trying to come to an agreement on what we need to do, either go to court or make some type of offer to them to make these claims go away.

What we ended up doing was reaching an agreement to pay them for excavation items, pay them for concrete items, pay them for a certain number of delays with some subcontractor work. We returned [audio cut] days and we agreed to pay them \$3.8M. That will be paid for under a change order. They did sign the change order so now we're in the process of closing it out.

Justification for that change order is this project was designed by the RTC and the plans had roughly 623 plan sheets. During construction, there was 220 plan sheet changes, which I can't fault the construction crew who built the project. It is very difficult to track any kind of problems or additional costs associated with something like that. They did a good job administering it, but there were so many plan sheet changes, they were working with the designer of record and they would submit those new plan sheets to the contractor and the contractor unfortunately could not even build the project using an eight hour shift. He would begin working on something and then after two hours, he would have to change what he was doing because there was problems with the plan sheets.

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

So, with that in mind, that's where the contractor's consultant went through the plan sheets and they created a claim for \$14.3M. It was a total cost claim. As I mentioned earlier, the contractor has agreed to be paid a change order for \$3.8M to cover the cost for the changes.

As part of that change order, they have—part of that change order included an indemnity clause. So, if we get sued by a subcontractor, that prime contractor will hire the lawyers to take care of that and represent NDOT. There's also an accord & satisfaction clause included in that.

Right now, we're in the process of getting the contractor paid and that will hopefully be it with that project. We'll see what happens.

Savage: Thank you Reid. I know it's been quite a challenging project. [audio cut] thank our legal department.

Martin: I have a couple of questions and comments on this Mr. Chairman, when you get an opportunity.

Savage: Go ahead, since we have you live, go ahead.

Martin: Just a couple of things. I've been involved in this thing since 2013. Reid, you've been up to your shoulders as well. I do think there's a couple of areas you did not present in the light that they are. I'm going to run through a few of those. You and I reviewed them.

In the beginning, given the number of plan changes, etc., you and I, when we met, we agreed then that Meadow Valley did not get treated very fair by NDOT Staff. And, the number of plan changes allocating specific days for those plan changes, when you say they lost 74 days in the first six months of the job or whatever it was, from my review of the facts of the case, that wasn't Meadow Valley's problem, that was our problem. Our staff did not treat Meadow Valley very well.

The second thing is, there was some CSL tasks that were performed, did I say that right, CSL?

Kaiser: Reid Kaiser for the record. Yes, you said it right.

Martin: Okay. That were performed that were misinterpreted by our consultants. That tests were performed poorly by our consultants. And, our consultants—our consultant did own up to—our consultant that we had examining the documents,

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

the one we paid \$200,000 for did point that out. That some of the delay on those shafts was totally the issue with—I can't remember the name of the people doing the test, Reid.

Kaiser: That was Terracon.

Martin: Terracon [audio cut] as a subcontractor and we had exactly the same issue down on Highway 95 at Ann Road with the CSL test misinterpretation of the results, resulting in huge delays.

Then, the last thing is, you pointed out the number of plan changes, Reid. You said 673 or something like that.

Kaiser: There was 220—

Martin: 220 sheets, 220 sheets were changed, correct?

Kaiser: Correct.

Martin: Okay, and 670 some odd changes. And, here's the—here's the kicker, some of those changes were just made to those sheets within the last four months or so by the design engineer and submitted to NDOT. And so, this thing, all the way around—I'm not saying Meadow Valley was clean, but NDOT was not clean and our consultants were certainly not clean. I think we're getting off pretty dog gone lucky at \$3.8M. I can tell you for sure, we have not heard the last of Becho.

Becho is owned by Ron Tutor. Ron Tudor is the most litigious individual in the construction industry. He prides himself on the number of cases he has beat his clients on. So, I know we have not seen the last of Becho.

With that, I'm done Mr. Chairman.

Savage: Thank you Member Martin.

Kaiser: I'd like to say one more thing again, this is Reid Kaiser. The construction crew, a lot of—the first days of work, they went through the Meadowood Mall structure and there was a significant number of problems with the drilled shafts. I'm sure there was some elevation problems with the bridge decks, but before you go build a bridge deck, you've got to make sure you've got a good foundation. So, the construction crew, for the most part, those first 74 days, leading up to the bridge construction, drill shaft subcontractor. So, I'd have to say the construction crew,

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

in the first period of time, you know, they kept the [audio cut]. I think we got a good [audio cut] if we ever do go to court on and regarding Becho.

Savage: Thank you Mr. Kaiser. Controller?

Knecht: Thank you. Quick question. Has this matter been back full NDOT Board?

Kaiser: No, it has not.

Knecht: Okay. It might be useful to apprise the other four members of the NDOT Board of the history of this, I'd think.

Savage: I think it would be a wise update, possibly next month. You do have a resolution, is my understanding. You have a resolution by Meadow Valley and a signed change order. I do know that it was contentious. There's two sides of the coin. District 2, from my point of view, worked very well, was very diligent. I know you hear things different in the South Frank, and we can talk about this until the cows come home. It's done. It sounds like it's over. I think we're prepared for the next project. That's all I have to say. We can go on and on and on. It's closed. I thank the Department. I have a lot of thoughts myself but I won't say those at this time. I'll reserve comment. I do appreciate everyone's work. Any other comments from any one at the table? Mr. Dyson.

Dyson: Yeah, Thor Dyson, District Engineer for the record. Just a couple of facts, Frank. Meadow Valley didn't show up on the job initially until Day 50. So, there was over 50 working days that they never showed up on the job. Then also another fact Frank, Meadow Valley, with them not being treated by NDOT staff very well, I'm not sure where that's coming from. I do know that upper management from Meadow Valley never once contacted me. Never once reached out to resolve issues at the District level. That being said, it's solved, it's over.

Savage: Thank you Thor, any other comments? Any questions? Thank you Reid. We'll move on to Agenda Item No. 8, Old Business.

Kaiser: Okay. Construction Working Group Task List. The first item is Item No. 2, Construction Working Group has requested, every six months, a copy of the agreements or information related to those agreements that we have entered into. Now, these agreements that are submitted, you guys did see in the Transportation Board. You have already reviewed these agreements once. Is there any



Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

questions on these agreements? Did you want them presented differently next time?

Savage: I think it's good that you presented them this way. The questions I had I think were answered openly at the T-Board Meeting earlier, regarding the CA Group and the work in progress. One of the principles was there to support their position. That was reassuring I think in the T-Board level. This information is well done Reid. I think it's something that we look at quarterly. It's almost like a work in progress sheet that you have with the contracts. I think it would be nice to keep a work in progress with the consultants.

Foerschler: Sharon Foerschler for the record. On that work in progress, would you like to see what we've paid to date on those agreements as well?

Savage: Yes, thank you Sharon. That's all I have, Controller or Member Martin, on Item No. 2?

Kaiser: Okay, Item No. 3.

Savage: Excuse me Reid, what happened to Item No. 1?

Kaiser: Item No. 1 is the prequalification process. We update you guys every six months on that. We gave you guys an update in September, so I'll have another update in March.

Savage: Okay, because I just had one question on that.

Kaiser: Okay.

Savage: Regarding the Steering Committee. If you could talk about that [inaudible] the Steering Committee, I didn't know if there was a status from the Steering Committee at this time, if not, it can wait until March.

Kaiser: Sure, I can give you a quick update. What we've done is, we've went and looked at the contractor's past performance rating. That's the review that the resident engineers and the districts do on the prime contractors at the end of a project. We have come up with a set of questions. We want to revise that current CPPR. We are in the process of coming up with a new sheet with the new questions. It will deal with items like, were the subcontractors paid? Did the prime contractor take care of our stormwater issues? How was the quality? How was their schedule? Did they follow their schedule? How was project supervision? Something along

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

those lines, something that the resident engineer—it's a little more applicable to what a prime contractor, I believe would like to hear feedback on.

Then, they won't be private. We are going to sit down with the prime contractors at the end of the job and go through these items. There will be open dialogue between the primes and the resident engineers on the good, the bad and—

Savage: That's good, so it's a two-way dialogue.

Kaiser: Two-way dialogue, you bet. That's where we're headed with it. The financial side of the prequalification package will change.

Savage: Okay.

Wellman: Can I ask—

Savage: Yes, Mr. Wellman.

Wellman: Bill Wellman with Las Vegas Paving. [inaudible] I think that's a great idea. [audio cut] how will that fit in to pre-qualifications?

Kaiser: Right now, there's a certain percentage that are rated. You get a scale say, I think of 1-100 and I believe, like if you're a 70, there's a calculation done and it will allow you guys, I believe, to bid up to a certain dollar amount. Right now as it stands, if a contractor has a certain amount of equipment or dollar value worth, then they're unlimited. So, it doesn't really matter what the resident engineers rate them at. We're hoping to try and fix that so that there's a little more teeth to how the prime contractor [audio cut]. This will all go out to review before we make any changes final.

Wellman: And, I hope that. When you talk about being part of prequalification, I'm still trying to get my arms around that, how that would fit in --I'm going to use an example, with the Meadow Valley claim you just had, how would that be rated? It's a very subjective thing. I've sat through many of them with the City of Las Vegas, [inaudible] At the end of the day, they don't reject anybody because of it. Because there seem to be some unwritten [audio cut] --kind of written.

[audio cut] I mean, if you're looking to do something about that, then great. If you're not, then I would not even worry about it.

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

Kaiser: What we're—again, Reid Kaiser. What we want to do is, we understand that contractors have bad jobs, that happens. We don't want to disqualify a contractor from ever bidding on NDOT work because they have a black eye out there somewhere. I mean, we have problems at NDOT. [audio cut] we understand that. What we're going to do is, come up with like a rolling average number, that's what we're thinking about anyway. Come up with like a rolling—take an average of your last—your previous three jobs or five jobs and so, if you are historically are having a large number of bad jobs in a row, then you potentially could be affected. That's what we're looking at right now.

Schlaffer: I could probably provide a little bit of clarification on the current process.

Savage: Can you identify yourself?

Schlaffer: Yes, I'm Teresa Schlaffer with Administrative Services. We do currently, okay, sorry, I guess you can't hear me on the speakers. Teresa Schlaffer with Administrative Services. We do currently use past performance ratings in the pre-qual. There is both an upside and downside to past performance ratings. You do get an increase in your bidding capacity if you have an average of good scores. If you have an average below 60% then that automatically kicks out to the Director's Staff for review of your pre-qual.

We do look at those and we do a running three year average currently. I know that's under review on how to change and improve that process. It is already currently part of the pre-qualification process.

Savage: Thank you Teresa. And I think Mr. Wellman's point, if I understand it correctly is, if we have a process in place, it has to be a process that has teeth in it in order to make a decision that we don't want to regret later. That's it. It's work in progress, I think you did good feedback from the industry, before anything is set in stone, let's talk about it, debate it. Let's scrub it out to figure out what's right to protect the Nevada taxpayer.

Kaiser: And the biggest thing we want to change is, we believe the current contractor past performance rating really isn't a true rating of how the contractor did on the job. We want to make it more applicable to what the resident engineer and the contractor are dealing with today.

Savage: Okay. I guess we'll talk about that more on the next meeting. I appreciate your discussion on that. I interrupted you. I think you were on Agenda Item No. 3?

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

Kaiser: Yeah. I meant to say at the beginning of the meeting, there's not a—we do not have a DBE Update at this time. If we could go to Agenda Item, or Item No. 4, that would be okay?

Savage: Yes sir.

Kaiser: Okay. Change orders on CMAR Projects. Right now, NDOT has three CMAR Projects. They're the Verdi Bridges, the Tropicana escalators and Tropicana Boulevard. The CMAR portion of the Tropicana Boulevard is the ADA ramps and the paving project. Right now, there are no change orders on our CMAR Projects.

Savage: Who is the contractor on Tropicana?

Martin: Whiting Turner. Reid, on your change orders, I noticed—[audio cut]

Kaiser: Go ahead Frank.

Martin: I noticed on the Board Agenda that there was a situation where we were increasing the elevators consultants—elevator and escalator consultant's contract by I don't know, \$167,000 or something like that. In your change orders, you're not including the dollar amounts that are for our consultants, only for the contractor on the job, is that correct?

Kaiser: That's correct.

Martin: Len, what do you think the value is of knowing what those amendments are to date on those jobs when that happens? I know we get to see it at the Board Meeting. This Tropicana thing has been going on for three or four years and I was surprised this afternoon or this morning to see us paying that consultant more money now. Or, giving him an amendment.

Savage: I think Frank's point has been made. I mean, looking at it, it's a snapshot at the level [audio cut] you had the contractor, you have the consultant. It'd be nice to see it on one page, possibly, even though we have consultant agreements. If we can look at it per project.

Kaiser: Okay. So, you would like the [audio cut] to review any changes in the agreements related to the CMAR Projects.

Savage: On CMAR Projects. [crosstalk]

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

Kaiser: ICE

Savage: Contractor, yeah, ICE.

Kaiser: Okay.

Savage: Because we have it already, it's just not all on one page.

Kaiser: Right.

Foerschler: Sharon Foerschler for the record. It's not going to hit this until it becomes a contract.

Savage: That's correct. Anything else Member Martin?

Martin: No sir, not from me, thank you.

Savage: Mr. Controller?

Knecht: No, thank you.

Savage: Next Agenda Item?

Kaiser: Okay. Item No. 5, As-Builts. There's actually been a change in the project where we are going to have the contractor complete the as-builts. We are going to change it to a project out in, I think it's Pahrump and where they're building roundabouts. The reason for that is, we want to get that project where we use or have the contractor come up with the as-builts, complete it in one year, just to see how it goes.

Freeman: Jeff Freeman for the record, Assistant Construction Admin. We originally looked at I-15, Craig to Speedway. That's a two-year project. We wouldn't get as-builts until late '17. This is Pahrump Roundabout, so it's new construction, but it's really consolidated. So, we're looking at a few planned pages that the contractor will provide us as-builts and it should be completed the end of '16. So, we just found a better project that we'd get an answer back quicker. We also have staff looking at what other states do right now to figure out what other states do for as-builts, since we have to document so much, we want to see what everyone else does.

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

Savage: That's a good idea Jeff. I thank the entire NDOT staff for running a sample to see how it works out and we'll go from there. Thank you Reid, thank you Jeff. Item No. 6, Unbalanced bidding.

Kaiser: Unbalanced Bidding. I don't really have anything new to report in regards to unbalanced bidding. Other than, well they did throw out the number two, actually, they rejected all bids for that project in Battle Mountain. I don't think we talked about that at the previous Construction Working Group meeting. That project is already bid again and the same contractor got it.

Savage: I had one question on the unbalanced bidding. I've seen in some documents where mobilization is just out of sight. You know, almost—yeah, get the money upfront or whatever the comment might be. Is this—

Kaiser: We do look at that. Our BRAT Committee does look at that. It is one of the items that is listed under the BRAT items they do review. So, if a contractor does front load their bid, that will be addressed by the BRAT Committee.

Savage: And, could be construed as unbalanced bidding and thrown out.

Kaiser: Yes.

Savage: Okay.

Foerschler: Sharon Foerschler for the record. I'm Co-Chair of the BRAT Committee, I can tell you, at least from my perspective and I think Paul is—no, I thought I saw Paul. Paul Frost is the other Co-Chair. The change in the administration, we are looking more closely at that unbalancing and following our guidelines. [audio cut] is what you'll see in those two contracts; the Carson City Maintenance Yard and the Battle Mountain Project. We followed our own processes but we are looking at that stuff, in a different way now, making recommendations based on our defined processes.

Another thing we're looking at, just for your information, is when we think there's not enough money in temporary [audio cut] control or the environmental bid items, and we are asking the contractors to address that upfront because we have new specifications that have a pretty heavy hammer if they don't comply with those requirements.

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

Though, it's kind of the BRAT perspective that we're putting the contractor on notice, notice we don't think you have enough money in those items, how are you going to address the environmental issue? The BRAT, making progress.

Savage: That's good to hear Sharon, it's also good to hear you have support from the administration. I think that's key.

Soltani: Amir Soltani, [audio cut] projects like NEON and USA Parkway [audio cut] – amount. [audio cut]

Savage: In the documents.

Soltani: In the documents.

Savage: And that's in the RFP?

Soltani: That's in the RFP.

Savage: And it's not a dollar per ton is it?

Soltani: No. Fixed dollar amounts that we—based on our estimate and our [audio cut] [inaudible] contractors [audio cut]

Savage: Mobilization, okay, thank you Amir.

Foerschler: Sharon Foerschler for the record. In our contract specifications, they are capped on how much they can receive for mobilization until they get certain percentage. They can't get it all upfront. 10% and then it's prorated through the life of the contract, [audio cut] 50%. 50% of the bid amount has been performed and has been released [audio cut]

Savage: Good. So you have some good protection in that. Good.

Foerschler: Yes.

Savage: Good. Thank you Sharon, thank you Steve. Any other comments on the unbalanced bidding agenda item?

Martin: None here sir.

Savage: Okay, let's move on to Agenda Item No. 2, Construction and Project Management.

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

- Kaiser: We looked at those. On to Item 8B.
- Savage: Oh, I'm sorry, yeah. 8B. Requested Reports and Documents.
- Kaiser: The only reports I have in here are—we attended three AGC Meetings. Two of them were the liaison committee and the other one was an AGC/NDOT Committee Meeting. During those meetings we've been talking about percent within limits, Nevada Labor Commissioner issues, a handful of items with the EPA. It's been a good sounding board for us to come up with requirements that are doable and also get across what we want them to Do. So, it's been good for us.
- Savage: I think those [inaudible] meetings are important. One question on that. Is the DRT a force account item now on larger projects?
- Foerschler: Sharon Foerschler for the record. No. It is not a line item that the contractor bids on and NDOT bears the cost of the DRT.
- Savage: Who does?
- Foerschler: NDOT.
- Savage: NDOT does.
- Foerschler: That was through discussions with the front office and industry that, regardless of if we try to share the cost or not, the reality is NDOT is paying most of it. So, instead of having contractors gamble on how much money to put in their bid, we just say upfront, we're going to [audio cut]
- Savage: So, is that amount stipulated during the RFP?
- Foerschler: No.
- Savage: No.
- Foerschler: No, the contractor does not see those costs. It's a line item that the contractor does not bid on. It's considered kind of incidental, behind the scenes for budgetary reasons.
- Savage: But the DRTs are formed at the beginning of a project.
- Foerschler: Yes. Work in progress.



Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

- Savage: Okay, thank you Sharon. On to Agenda Item 9.
- Kaiser: Okay. Project Closeout Status. This last quarter we closed out six projects. As you can tell from where we were four years ago, these sheets keep getting thinner and thinner and thinner, which is a good thing. Do you guys have any questions on the closeout status of any of these projects?
- Savage: Believe it or not, I don't. What am I doing?
- Kaiser: We're doing better, you know.
- Savage: Apparently.
- [crosstalk]
- Savage: Who won the bet down there? Member Martin, Controller, any questions?
- Martin: I'm good sir, thank you.
- Knecht: Me Too
- Sizelove: If I could be so bold to throw out something regarding the closeouts. I just wanted to mention, we will be compiling all of the 2015 closeout information, as we do every year and providing that the 2015 Closeout Annual Report at the February Transportation Board is what we've done in the past. I'm assuming that we want to continue doing that moving forward?
- Kaiser: I'm sure we will.
- Sizelove: Okay. Well, just a little insight there. So far to date, we've closed out 36 contracts in 2015. As a comparison to 2014, we closed out 27 contracts. So, things are looking good.
- Savage: Thumbs up. Thank you.
- Sizelove: The Construction Admin Section has been working very hard and fortunate to have the Implementation and Field Manager in process so they can dedicate more time to the closeout, that's been helpful.
- Savage: That's good. I thank everyone again in the Construction [audio cut] because it's—you want to get rid of the old, in with the new. Everyone's got a lot of work

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

coming up and the last thing everybody wants to waste time on is trying to close something out. I appreciate the input on that.

Kaiser: We actually appreciate you guys making it an issue. It was a hassle for many years, you know, all of the projects hanging out. It was [audio cut] It gave us good motivation. We do appreciate it.

Savage: Well, it's like you say on the vertical side, thank you Reid, you know, job closeout starts day one. If the contractor realizes that, everybody's on the same page and it should go fairly quickly. It really does, as far as tracking. So, I thank you Reid.

Any questions on those two items? Items A or Items B, Project Closeouts or Summary of Projects?

Kaiser: Or you can see [audio cut]

Savage: Projects Closed Detail Sheets. I do want to commend—it's nice to see a cost savings. On Contract 3529 of \$44,653 cost savings. I believe it was TransCore. The resident engineer was Jason Voigt down in Clark County, Mary. I thank you Mary.

Kaiser: I think that was the design build for ITS.

Freeman: This is Jeff Freeman, Assistant Construction Engineer. That was a signal project in Vegas. The RE did a great job at working with the City. There was two signals that couldn't be put in so that's where the cost savings was. Yeah, it looks a lot better than it really is. Hate to break it—

[crosstalk and laughter]

Freeman: Major issues, we did the right thing. It just, you know, thank you for the complement but it's not as good as it was.

Savage: We're still looking for one of those, thanks Jeff. On to Agenda 9D, Status of Active Projects. Any comments or questions? I don't have any. Member Martin, do you have any questions? He just hung up. Okay, with that being said, we'll move on to Agenda Item No. 10, Public Comment.

Kaiser: Oh, you left one out, 9E.

Savage: I'm sorry, Reid. Lisa, I apologize.

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

Schettler: Almost got out of it.

Savage: I don't have a tab for it, that's why.

Schettler: Good afternoon, Lisa Schettler. I'll start with partnering. I mentioned before, we have a project about best practices for partnering. We have a consultant on board, RHA, Renee Hoekstra is the owner of the company. We have an agreement in place with her. We had our first meeting with our expert panel that we developed. That includes NDOT staff, contractors, AGC staff and a construction management consultant, FHWA. We met in November and we have the project going and [audio cut] making some final refinements and [audio cut] put out nationwide to the 50 DOTs, or 50 State DOTs as well as some other organizations that we feel can benefit as [audio cut] best practices. We have the conference date set for September 27, 2016 to showcase some of the [inaudible] two or three best programs we identified through this process.

Also for partnering, we've struggled a little bit getting our awards application put out to industry and to our REs. With Megan's help, worked with IT on the format that we had to put that out and now we're in a good place. We put that out a little late, but we're [inaudible]

On the dispute resolution, we had formed the working group to work on our resolution documents and programs. We had included contractors, AGC and got staff in that working group. We refined our documentation including a specification, a three-party agreement and some sample procedures that could be used by DRT teams. We put our specification out for industry review and our deadline for comments was December 10<sup>th</sup>, so we're ready to move forward on getting that approved as a future poll sheet for contracts. The way that's going to work is if it's going to be decided in advance whether a project is going to utilize the DRT with final decision by our Construction Chief. Then if it is going to use DRT, we'll put a poll sheet in with our new specification. If it's not, then we're going to put in the special provisions to delete the complete resolution section.

That's moving along. Our three-party agreement, according to our specifications needs to be in place within 45 days of contract—contracts execution for the construction project by the contractor and NDOT, so that we can get the DRT team in place quickly and they can be kept abreast of the project from the beginning. They need to meet quarterly or more frequent if it's deemed necessary.

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

We have that moving forward. We have the DRT in place just recently on Contract 3585, which is Carson Freeway. We are in the process of forming our dispute resolution teams for three projects in Las Vegas. Boulder, NEON and West 95 Northwest. We also plan to use USA Parkway.

So, in light of that, we have our agreement for training, for dispute resolution teams and we're going to have in January a session in Reno and Las Vegas to train contractor and NDOT staff on how to best utilize a dispute resolution team. Put together their position papers, testimony, things like that. So that we can be successful—more successful in using dispute resolution teams.

We're also going to have, in February or early on in 2016 additional training for resolution team members to include our pool of members that are trained specifically for Nevada. Although it will not be a requirement that they have our training, specifically, but we want to get the availability out there and get our Nevada pool increased, so we're going to have training in all three districts through this agreement with Dispute Resolution Board Foundation.

Another note on their training, we're supplying them with all of our current documents so they can implement our current documents and processes into their training.

That is all I had.

Savage: Well, thank you Lisa. I appreciate the update. Also at this time, I'd like to thank our federal partners. I see some of this is federally funded. We appreciate that. The partnering is very important as we've discussed in the past. I thank the federal partners as well. We appreciate it. Thank you Lisa.

Any other comments regarding partnering? Or questions? Now we can move to Agenda Item No. 10. Public Comment. Anybody here have public comment in Carson City? Las Vegas, any public comment?

Martini: No public here sir.

Savage: Thank you Mary. I don't believe there's any need for Agenda Item No. 11. Closed Session, at this time.

Kaiser: Well, there is a need, I hate to say it.

Savage: Okay. So, we will take a motion to—

Transcript of Nevada Department of Transportation  
Construction Work Group Meeting  
December 14, 2015

Kaiser: Sorry.

Savage: We will take a motion to close the session.

Knecht: So moved.

Savage: I'll second. The session is closed at this time and we'll re-adjourn once the session is back in progress.

[end of session 01:38:27]

DRAFT



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March 02, 2016

**TO:** Department of Transportation Board of Directors  
Construction Working Group  
**FROM:** Rudy Malfabon, P.E., Director  
**SUBJECT:** March 14, 2016 Construction Working Group Meeting  
**Item #5:** NDOT Safety Project Selection Process – *Informational Item Only*

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**Summary:**

The NDOT Traffic Safety Engineering program is defined by the Strategic Highway Safety Plan (SHSP) whose goal is to reduce fatal and serious injury crashes. The crash reduction goal is addressed by numerous safety improvement projects that focus on Lane Departure crashes, Pedestrian crashes and Intersection crashes. These three categories account for a majority of all fatal crashes each year. The following provides a description of the process used to identify safety engineering projects.

**Background:**

The NDOT Traffic Safety Engineering program annually receives approximately \$21 million in federal safety funds. The majority of these funds are used to finance a number of projects aimed at reducing fatal and serious injury crashes. Past and current projects include Slope Flattening/Shoulder Widening, Flashing Yellow Arrows, Roundabouts, Red Flashers on Stop Signs and Median Cable Barrier. In 2015 the Transportation Board approved the use of State Gas Tax funds to implement Pedestrian Safety projects statewide on State Owned roadways. Determining where to obligate the federal and state funding requires an evaluation process that is data driven and includes crash analyses, roadway and traffic data.

**Analysis:**

The Traffic Safety Engineering Division has prepared a brief presentation to describe the safety engineering project selection process.

**Recommendation:**

Informational item only.

**Prepared by:**

P.D. Kiser, Assistant Chief Traffic Safety Engineer



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## MEMORANDUM

February 23, 2016

**TO:** Department of Transportation Board of Directors  
Construction Working Group (CWG)

**FROM:** Bill Hoffman, Deputy Director

**SUBJECT:** March 14, 2016 Construction Working Group Meeting

**Item #6:** Presentation on Calculating Overhead Rates for Consultant Agreements –  
*Informational Item Only*

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### Summary:

Many public organizations like NDOT must engage in the process of negotiating indirect cost rates or allocating and billing indirect costs on consultant agreements. These indirect costs can represent a significant portion of publicly allocated dollars from state and federal agencies. This process of establishing & auditing overhead rates is complicated at best and it's our hope we can convey the process in a simple and straight forward manner.

In compliance with 23 U.S.C. 112(b)(2)(B), any contract or subcontract awarded for engineering and design services by state transportation departments, whether funded in whole or in part with Federal-aid highway funds, shall be performed and audited in compliance with cost principles contained in the Federal Acquisition Regulations ("FAR") of part 31 of title 48, Code of Federal Regulations ("CFR"). As such, consulting firms who anticipate that they will perform services for the Nevada Department of Transportation ("NDOT") are required to submit an indirect cost rate audit report to NDOT's Audit Services Division for review and approval.

The indirect cost rate audit must meet the following requirements:

- The audit shall be conducted by an independent Certified Public Accountant ("CPA"), an agency of the federal government, another state transportation agency or similar independent audit organization.
- The audit shall be conducted in accordance with Generally Accepted Government Auditing Standards ("GAGAS") issued by the U.S. Government Accountability Office (GAO).
- The audit shall be conducted in accordance with the cost principles and procedures as set forth in 48 CFR, Chapter 1, Part 31, FAR.
- The audit shall follow the guidance of the most recent American Association of State Highway Transportation Officials Uniform Audit and Accounting Guide for Audits of Architectural and Engineering Consulting Firms ("AASHTO Audit Guide").

In general, Federal cost principles permit an agency to establish and use its own accounting system to determine all project costs, provided its system is based on sound accounting principles that are consistently applied to all organizational activities regardless of the source of funds supporting these activities. Although costs may be charged either as direct or indirect costs depending on their specific benefit to a project or program, such costs must be treated consistently for all work of the overall organization under similar circumstances in order to fairly distribute costs and avoid duplicate charges. To be allowable, a cost must be reasonable and necessary for the performance of the project and be allocable to that project. Indirect costs are the shared costs incurred by an organization that may not be readily identifiable with a particular project or program but are necessary to the overall operation of the organization and the performance of its programs. Indirect costs are primarily administrative, such as the cost of a single organization-wide audit.

Common examples of indirect costs include:

- General management - administrative salaries such as for the executive director, superintendent, president, vice-president, chief executive officer, etc.
- Fringe benefits applicable to administrative staff, and, occasionally, fringe benefits applicable to project staff.
- General organizational expenses - insurance, taxes, telephone expenses, legal services (including contracted services as well as agency staff who perform these duties), etc.
- Administrative services - personnel, administration, procurement, grant and contract administration, business office, accounting (including contracted services as well as agency staff who perform these duties), etc.
- Depreciation or use allowances on buildings and equipment.

The overhead rate or indirect cost rate will be the ratio (percentage) between the “allowable” indirect costs and the direct costs for a project. The direct costs may be direct salaries or wages, direct salaries plus fringe benefits, or total direct costs excluding capital expenditures. A definition of the direct costs (including the types and amounts of distorting items that will be excluded from the direct cost base) will be agreed upon as part of the approval process in establishing the consultant’s indirect cost rate(s) and will be contained in the rate agreement.

The Construction Working Group has requested a presentation be made at the March CWG meeting outlining the process that NDOT uses in establishing and auditing NDOT consultant agreement overhead rates.

Prepared by: Bill Hoffman, Deputy Director





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## MEMORANDUM

March 02, 2016

**TO:** Department of Transportation Board of Directors,  
Construction Working Group

**FROM:** Rudy Malfabon, P.E., Director

**SUBJECT:** March 14, 2016 Construction Working Group Meeting

**Item #7:** NDOT Employment Outlook – *Informational Item Only*

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### **Summary:**

The Nevada Department of Transportation's (NDOT) vacancy rate on February 19, 2016, was 12.50% for permanent positions, 36.63% for temporary positions, and a total of 13.76% for all permanent and temporary positions. The Department currently has 229 vacant permanent positions and 315 employees (19.65%) on probation and trial status. 1288 employees (80.35%), are permanent in their current positions.

The NDOT projected retirement report dated September 23, 2015, projects that 414 NDOT employees out of 1,720 employees can retire in the next 5 years (24%) and 729 NDOT employees out of 1,720 can retire in the next 10 years (42%.) 28 NDOT employees have retired since September 23, 2015. At the time of the retirement projection report NDOT had 1,720 employees. NDOT now has 1,603 employees in permanent positions.

### **Background:**

Around 2008, the State of Nevada was impacted by the "Great Recession." State salaries were cut in the 2011 legislative session by 2.5%, benefits were reduced, merit pay increases were frozen, longevity pay was cut, and furloughs were required of employees. The former Governor's Office placed a freeze on hiring new employees at accelerated steps and removed the +5% for those performing duties outside their job classifications. Although NDOT is funded by the highway fund and federal funding, the NDOT employees' salaries and benefits were cut the same as the employees in the general fund. Private industry was also impacted by this recession and NDOT in most areas were able to continue to hire willing and available applicants.

The State of Nevada is recovering from the recession and private industry is doing well. State of Nevada employees are no longer required to take furloughs and merit steps are no longer frozen. State employees received 1% of pay restored to them effective July 1,

2015, but were burdened with an increased contribution of 1.25% to the Public Employee's Retirement System. Additionally, longevity pay has been permanently eliminated, which has had an impact on the morale of our long-term employees, many of whom are close to retirement.

The NDOT Employee Satisfaction Surveys reported that employees' satisfaction regarding pay was at 50% in 2008, it dropped to 20% in 2011, and dropped again to 18% in 2012. The current employee satisfaction with salary is 26%.

NDOT's turnover in classified positions was 10.21% in FY 2012, 19.79% in FY 2013, 17.75% in FY 2014, and 20.95% in FY 2015. These statistics include both voluntary and involuntary turnover. The turnover percentages were not divided out between voluntary and involuntary since the collection of the data includes wages as a reason for involuntary turnover, and the State is encountering an increase of non-retention of probationary appointees partly due to current applicant pools. Both of these factors are influenced by the current State pay schedule.

The Employee Satisfaction Report indicates the NDOT has done, and is continuing to do, well in employee satisfaction of flexibility in the workplace. Satisfaction in this area has continued to remain between 60-75%. Some employees who have left for other government and private industry jobs have returned to NDOT stating that they missed the family oriented organization and missed their NDOT co-workers. NDOT is striving to improve on the family oriented and flexible workplace to increase employee satisfaction.

NDOT has also recognized that the inability to hire new employees at an accelerated step for a period of time has hampered our ability to hire experienced employees without creating inequities with those hired during the freeze. NDOT Human Resources staff have been conducting class by class analyses of all employees to review and correct inequities. The Department has the funding to correct the inequities and believes that this will increase employee morale and decrease employee turnover. The review and adjustment of existing employees allows for the hiring of new, experienced applicants at salaries they may be willing to accept, without creating inequities with current employees. The analyses take substantial time and effort for two recruiters to complete and delay hiring. To further exasperate the delay in hiring, the requests must go to the Division of Human Resources, the Budget Division, and sometimes the Governor's Office for approval which must be received before a job offer can be made. NDOT has applicants currently waiting up to 97 business days for a solid job offer.

### **Analysis:**

Transportation is necessary for the economic growth of Nevada. NDOT must be able to hire staff to both build and maintain transportation systems. NDOT has the resources to hire employees in this more competitive market but is unable to do so with the current restrictions on all State agencies.

Delegation to NDOT to approve accelerated hires and equity adjustments would be a short-term solution to speed up job offers and to have greater equity throughout the Department.

The State of Nevada is continuing to experience budgetary struggles. Separation of NDOT from the State Personnel System would allow NDOT more long-term flexibility to adjust the classifications and pay schedules within the agency, while not impacting other agencies. NDOT currently has a Human Resources Division that operates under a delegation agreement to conduct all but a few of the human resources functions of the department.

**List of Attachments:**

Accelerated Salary Log (redacted)

**Recommendation:**

Informational item only.

**Prepared by:**

Kimberley King, Human Resources Manager

<input checked="" type="checkbox"/>				SUBJECT	STATUS	DUE D...	M...	DN FOLDER	
<input type="checkbox"/>				Item 01: Contractor Prequalification	In Progress	Mon 3/14...	4:...	N...	<input type="checkbox"/>
<input type="checkbox"/>				Item 02: NDOT DBE Process	In Progress	Mon 3/14...	4:...	N...	<input type="checkbox"/>
<input type="checkbox"/>				Item 03: CMAR Projects	In Progress	Mon 3/14...	4:...	N...	<input type="checkbox"/>
<input type="checkbox"/>				Item 04: As-Builts	In Progress	Mon 3/14...	4:...	N...	<input type="checkbox"/>
<input type="checkbox"/>				Item 05: Unbalanced Bidding	In Progress	Mon 3/14...	4:...	N...	<input type="checkbox"/>

**Kaiser, Reid G**

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**Subject:** Item 01: Contractor Prequalification  
**Start Date:** Thursday, February 19, 2015  
**Due Date:** Monday, March 14, 2016

**Status:** In Progress  
**Percent Complete:** 0%

**Total Work:** 0 hours  
**Actual Work:** 0 hours

**Owner:** Kaiser, Reid G

**Contractor Prequalification:**

- Construction Division prepared a Draft Contractor Past Performance Rating sheet for review and comment by the steering committee (see attached).

DRAFT

## Contractor Past Performance Rating

<b>Contract Number:</b>		<b>Resident Engineer:</b>		<b>Date:</b>
<b>Contractor Name:</b>		<b>Route:</b>	<b>District:</b>	<b>Project ID:</b>
		<b>County:</b>		
<b>Address:</b>	<b>Phone:</b>	<b>Notice to Proceed Date:</b>	<b>Work Starting Date:</b>	<b>Completion Date:</b>
		<b>Contract Working Days:</b>	<b>Working Days Added by Change Orders:</b>	<b>Working Days Charged:</b>
<b>Project Manager/Engineer:</b>	<b>Superintendent:</b>	<b>Award Amount (\$):</b>	<b>Construction Engineering \$ to Date:</b>	
<b>Liquidated Damages Assessed (\$):</b>	<b>Total # of Change Orders:</b>	<b>Total Change Order (\$):</b>	<b>Final Payment Amount (\$):</b>	

Description of Work:

## Numerical Rating

<b>A Administration/Management/Supervision (10 Points Total)</b>	<b>N/A</b>	<b>Inadequate 2</b>	<b>Below Std 3</b>	<b>Standard 5</b>	<b>Above Std 8</b>	<b>Superior 10</b>	<b>*Rating</b>
A1. Efficient management of Subcontractors and Suppliers. (2 pts)		0.4	0.6	1.0	1.6	2.0	
A2. Sufficient labor force for the project requirements. (2 pts)		0.4	0.6	1.0	1.6	2.0	
A3. Project was equipped properly. (1 pt)		0.2	0.3	0.5	0.8	1.0	
A4. Items of deficiency and/or incomplete work were addressed timely and in accordance with Subsection 104.05 and 108.09 of the Specifications. (2 pts)		0.4	0.6	1.0	1.6	2.0	
A5. Contractor's Quality Control (Q/C) plan was submitted timely (1 pt)		0.2	0.3	0.5	0.8	1.0	
A6. Material Certifications were submitted and in a timely matter. (2 pts)		0.4	0.6	1.0	1.6	2.0	
<b>Section A Total</b>							
<b>Q Quality of Work (25 Points Total)</b>	<b>N/A</b>	<b>Inadequate 2</b>	<b>Below Std 3</b>	<b>Standard 5</b>	<b>Above Std 8</b>	<b>Superior 10</b>	<b>*Rating</b>
Q1. Contractor Q/C and testing results were submitted in timely matter. (5pts)		1.0	1.5	2.5	4.0	5.0	
Q2. Contractor was effective in implementation and utilization of their Q/C Plan. (5 pts)		1.0	1.5	2.5	4.0	5.0	
Q3. Contractor maintained control over material consistency (5 pts)		1.0	1.5	2.5	4.0	5.0	
Q4. Contractor maintained control over material placement (5pts)		1.0	1.5	2.5	4.0	5.0	
Q5. Contractor workmanship required zero rework (5pts)		1.0	1.5	2.5	4.0	5.0	
<b>Section Q Total</b>							
<b>P Progress of Work (15 Points Total)</b>	<b>N/A</b>	<b>Inadequate 2</b>	<b>Below Std 3</b>	<b>Standard 5</b>	<b>Above Std 8</b>	<b>Superior 10</b>	<b>*Rating</b>
P1. Preliminary and Baseline Schedules were submitted in accordance with Section 108.02 of the Specifications. (3 pts)		0.6	0.9	1.5	2.4	3.0	
P2. Weekly look ahead schedules accurately represented the ongoing work. (2 pts)		0.4	0.6	1.0	1.6	2.0	
P3. Contractor provided an accurate 2-3 week look ahead. (2 pts)		0.4	0.6	1.0	1.6	2.0	
P4. Monthly updates were submitted (project over 120 WD's) timely and accurately represented the ongoing and upcoming work. (3 pts)		0.6	0.9	1.5	2.4	3.0	
P5. Subcontractors and Material Deliveries were scheduled appropriately (2 pts)		0.4	0.6	1.0	1.6	2.0	
P6. Schedules accurately matched workflow and material availability (3 pts)		0.6	0.9	1.5	2.4	3.0	
<b>Section P Total</b>							

## DRAFT

C Compliance with Laws and Contract Requirements (10 Points Total)	N/A	Inadequate 2	Below Std 3	Standard 5	Above Std 8	Superior 10	*Rating
C1. Payroll was submitted weekly and per specification (2 pts)		0.4	0.6	1.0	1.6	2.0	
C2. Requests to Sublet and/or Request to Utilize Service Providers submitted prior to needing subcontractors (1 pt)		0.2	0.3	0.5	0.8	1.0	
C3. Prompt payment was made to subcontractors (2 pts)		0.4	0.6	1.0	1.6	2.0	
C4. Contractor submitted a DBE Utilization Plan (1 pt)		0.2	0.3	0.5	0.8	1.0	
C5. DBE goal was met and well documented (2 pts)		0.4	0.6	1.0	1.6	2.0	
C5. Good faith effort was made and documented appropriately (1 pt)		0.2	0.3	0.5	0.8	1.0	
C6. DBE Utilization Plan was followed and updated regularly (1 pt)		0.2	0.3	0.5	0.8	1.0	
<b>Section C Total</b>							
S Public Safety and Traffic Control (15 Points Total)	N/A	Inadequate 2	Below Std 3	Standard 5	Above Std 8	Superior 10	*Rating
S1. Contractor's submitted Safety Plan was implemented, followed and updated timely and appropriately. (2 pts)		0.4	0.6	1.0	1.6	2.0	
S2. Project site was maintained in a clean and safe manner. (2 pts)		0.4	0.6	1.0	1.6	2.0	
S3. The project was free of OSHA violations. (2 pts)		0.4	0.6	1.0	1.6	2.0	
S4. The project was free of any jobsite accidents. (3 pts)		0.6	0.9	1.5	2.4	3.0	
S5. Traffic Control Supervisor was available and responsive. (2 pts)		0.4	0.6	1.0	1.6	2.0	
S6. Daily T/C Work Zone reports were submitted timely and accurately (2 pts)		0.4	0.6	1.0	1.6	2.0	
S7. The project was free of any LD's assessed for hourly restrictions (2 pts)		0.4	0.6	1.0	1.6	2.0	
<b>Section S Total</b>							
E Environmental Compliance (15 Points Total)	N/A	Inadequate 2	Below Std 3	Standard 5	Above Std 8	Superior 10	*Rating
E1. The NOI with SWPPP was filed in timely manner. (2 pts)		0.4	0.6	1.0	1.6	2.0	
E2. The SWPPP was accurately maintained throughout the project. (3 pts)		0.6	0.9	1.5	2.4	3.0	
E3. BMP's were installed and maintained effectively (3 pts)		0.6	0.9	1.5	2.4	3.0	
E4. Project was free of suspensions due to non-compliance (2 pts)		0.4	0.6	1.0	1.6	2.0	
E5. Dust was adequately controlled on project and Air Quality was monitored. (2 pts)		0.4	0.6	1.0	1.6	2.0	
E6. All Biological Clearances were obtained and reports were completed. (2 pts)		0.4	0.6	1.0	1.6	2.0	
E7. The project was free of formal environmental complaints from stakeholders (1 pt)		0.2	0.3	0.5	0.8	1.0	
<b>Section E Total</b>							
<b>Project Total</b>							

\*For projects with N/A ratings, weight rating by the (sum of total rating/# of criteria rated) = Rating

Example:  $(0.2+0.6+1.5+2.0)/4 = 2.8$

#### Inadequate and Below Standard Justification

A. Administration/Management/Supervision:

Q. Quality of Work:

P. Progress of Work:

DRAFT

C Compliance with Laws and Contract Requirements:

S. Public Safety and Traffic Control:

E. Environmental Compliance:

Section IV Narrative Rating (10 points Total at the Resident Engineer's discretion)

A General Elements Enter comments and rating/points to describe the contractor's overall performance for criteria not addressed above

C Superior Elements Enter comments and rating/points here to describe the contractor's overall superior performance for criteria not addressed above

Section V Authentication and Review

I certify that I have objectively prepared this report basing it upon data contained in available project records and discussed the report with the contractor.

Resident Engineer Name (Print)

Resident Engineer Signature

Date

I have reviewed this report for objectivity and accuracy. I have the following comments:

Assistant District Engineer Name (Print)

Assistant District Engineer Signature

Date

I request a review

I DO NOT request a review

Project Manager or Contractor designee's Name (Print)

Project Manager or Contractor designee's Signature

Date

Contractor Comments:

Project Manager or Contractor designee's Name (Print)

Project Manager or Contractor designee's Signature

Date



**Kaiser, Reid G**

---

**Subject:** Item 02: NDOT DBE Process  
**Start Date:** Monday, November 10, 2014  
**Due Date:** Monday, March 14, 2016

**Status:** In Progress  
**Percent Complete:** 25%

**Total Work:** 0 hours  
**Actual Work:** 0 hours

**Owner:** Kaiser, Reid G

Tracy Larkin-Thomason will give an update on the DBE Process and Jenny Eyerly will give an update on B2GNow.

**Kaiser, Reid G**

---

**Subject:** Item 03: CMAR Projects  
**Start Date:** Monday, March 02, 2015  
**Due Date:** Monday, March 14, 2016

**Status:** In Progress  
**Percent Complete:** 25%

**Total Work:** 0 hours  
**Actual Work:** 0 hours

**Owner:** Kaiser, Reid G

March 14, 2016

NDOT has 2 active CMAR Projects and no change orders to report.

**3614 - Verdi Bridges**

- ICE – Stanley Consultants - \$235,019.00
- Contractor – Granite Construction Company - \$398,000 + \$2,554,554.00 (GMP1)

**EA73824 – Tropicana Escalators**

- ICE – The Atkins Group - \$209,976.64 + \$86,491.00
- Contractor – The Whiting-Turner - \$289,911.0 + \$537,000.00 + \$30,463,209.00 (GMP)
- Design - Jacobs - \$1,300,000 + \$697,550
- LVCVA – \$19,612,863 (funding agreement)

**Kaiser, Reid G**

---

**Subject:** Item 04: As-Builts  
**Start Date:** Monday, September 14, 2015  
**Due Date:** Monday, March 14, 2016

**Status:** In Progress  
**Percent Complete:** 75%

**Total Work:** 0 hours  
**Actual Work:** 0 hours

**Owner:** Kaiser, Reid G

The roundabout project in Pahrump is scheduled to advertise in April.

**Kaiser, Reid G**

---

**Subject:** Item 05: Unbalanced Bidding  
**Start Date:** Monday, September 14, 2015  
**Due Date:** Monday, March 14, 2016

**Status:** In Progress  
**Percent Complete:** 10%

**Total Work:** 0 hours  
**Actual Work:** 0 hours

**Owner:** Kaiser, Reid G

**March 2016**

NDOT cannot restrict contractors from bidding design-bid-build projects unless NDOT has authority from a previous legal ruling that the contractor was found to have the inability to perform. Also, the Director may disqualify a contractor's bid and reject their proposal due to; 1) an unsatisfactory performance record as shown by past work related to workmanship and progress, 2) uncompleted work which might hinder completion of additional work if awarded, 3) failure to pay or settle bills due for labor, equipment and materials (see attached specifications).

102

**BIDDING REQUIREMENTS AND CONDITIONS**

Other factors the BRAT will consider in the bid analysis are:

- Number of bids.
- Distribution or range of bids.
- Potential for savings if the contract is readvertised.
- Bid prices for the contract under review versus bid prices for similar contracts in the same or recent lettings.
- Urgency/effect of delay on the construction of the contract.
- Current market conditions/workload.
- The significance of the variance of individual unit bid prices from the Engineer's Estimate and if there is any justification for the difference.
- Other factors that may be important to the contract.

After review, the BRAT will prepare a report and make one of the following recommendations:

- Award to the apparent low bidder.
- Award to the apparent second low bidder.
- Reject all bids and may readvertise.

**102.08 Proposal Guaranty.** No proposal will be considered unless accompanied by a proposal guaranty, in the amount equal to 5% of the bid, made unconditionally payable to the Nevada Department of Transportation. The guaranty may be cash, cashier's check, certified check, postal money order, bank money order, express money order, bank draft or an undertaking executed by a corporate surety company authorized to do business in the State of Nevada or any other guaranty that may be especially approved by the Department. Such proposal guaranty is to be forfeited to the Department should the bidder to whom the contract is awarded fail to enter into the contract within 20 days after the award.

**102.09 Delivery of Proposals.** Preferably submit paper or flash drive proposals in a special envelope furnished by the Department. Fill in correctly the blank spaces on the envelope to clearly indicate its contents. When an envelope other than the special one furnished by the Department is used, provide one of the same general size and shape and mark similarly to clearly indicate its contents. When sent by mail, address the sealed proposal to the Department at the address and in care of the official in whose office the bids are to be received. All proposals will be filed before the time and at the place specified in the advertisement and "Invitation to Bid." Proposals received after the time for opening of bids will be returned unopened.

**102.10 Withdrawal or Revision of Proposals.** A paper or flash drive proposal may be withdrawn or revised after it has been deposited with the Department, provided the request for such withdrawal or revision is received by the Department, in writing, by fax, or by telegram, before the time set for the opening of bids. The withdrawal of a proposal shall not prejudice the right to file a new proposal provided it is received before the time set for opening of proposals.

Because of the physical limitations of receipt of information by facsimile transmission, there is no guarantee by the Department that the confidentiality of a revision submitted by fax can be maintained, because it is not "sealed" upon receipt. Also, the Department makes no guarantee that a machine will be available to receive such transmission or that telephone lines will be open.

**102.11 Public Opening of Proposals.** Proposals will be opened and read publicly at the time and place indicated in the advertisement and "Invitation to Bid." Bidders, their authorized agents, and other interested parties are invited to be present.

**102.12 Disqualification of Bidders.** Any of the following reasons may be considered as sufficient for the disqualification of a bidder and the rejection of his proposal or proposals:

- (a) More than one proposal for the same work from an individual, firm, or corporation under the same or different name.
- (b) Evidence of collusion among bidders. Participants in such collusion will receive no recognition as bidders for any future work of the Department until any such participants shall have been reinstated as a qualified bidder.

For Federal-aid projects the U.S. Department of Transportation (DOT) operates a toll-free "hotline," 1-800-424-9071, Monday through Friday, 8:00 a.m. to 5:00 p.m., Eastern Standard Time. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the "hotline." All information will be treated confidentially and caller anonymity will be respected.

**BIDDING REQUIREMENTS AND CONDITIONS**

102

- (c) Unsatisfactory performance record as shown by past work for the Department judged from the standpoint of workmanship and progress.
- (d) Uncompleted work which in the judgment of the Department might hinder or prevent the prompt completion of additional work if awarded.
- (e) Failure to pay or satisfactorily settle all bills due for labor, equipment, or material on prior or existing contracts.
- (f) Failure to hold a valid license of a class corresponding to the work to be done as required by the State Contractor's License Law. However, it is not required to have a Contractor's license in order to bid on Federal-aid projects as long as licensed at time of award of the contract.
- (g) Failure to comply with any qualification regulations of the Department.
- (h) The FHWA has debarred certain companies and individuals from participation in Federally assisted projects for periods ranging from 6 months to 3 years.

You are advised to contact the Department's Contract Compliance Office, at (775) 888-7497, for the names of the debarred companies and/or individuals before accepting and relying on any quote from any company or individual. The debarred companies or individuals will not be allowed to participate in Federally assisted projects during the period of their debarment.

While this prohibition operates to preclude them from employment as prime contractors, subcontractors, consultants or employees on Federal-Aid projects, the named corporations and individuals may still serve as materials suppliers for prime or subcontractors.

**102.13 Material Guaranty.** The successful bidder may be required to furnish a complete statement of the origin, composition, and manufacture of any or all materials to be used in the construction of the work together with samples, which samples may be subject to the tests provided for in these specifications to determine their quality and fitness for the work.

**102.14 Combination or Conditional Bids.** On certain projects bids may be submitted on more work than is desired to be awarded. Indicate the total amount desired to be accepted and the Department will determine which of the low bids on these projects, up to the final total indicated, will be accepted. This limitation will only apply to those projects on which the following statement has been included in the proposal and is properly filled in.

"We desire to disqualify all of our bids at which in combination exceed the total of \$ ..... or ..... contracts and hereby authorize the Department to determine which bids shall be disqualified. Bids have been submitted on the following contract(s) .....as of this date that have not yet been awarded and are to be considered in determining if the above total amount is exceeded."

"A proposal guaranty, conforming to Subsection 102.08, in the amount of \$ ..... accompanies the proposal for contract number(s) ..... or has been filed with the Department in advance."

**102.15 Motor Fuel Tax Refund.** It is understood and agreed that the price bid for the work to be done under the contract shall include the applicable tax on motor vehicle fuel and special fuel as required by NRS Chapters 365 and 366.

Determine if subcontractors have reported fuel consumption to the Nevada Department of Motor Vehicles and Public Safety, as required by law.

**102.16 DBE and SBE Certification and Bidding Requirements.** This contract is subject to Title 49, Code of Federal Regulations, Part 26. Portions of those regulations are set forth in these Standard Specifications, and those regulations in their entirety are incorporated herein by this reference.

It is the policy of the Department that Disadvantaged Business Enterprises and Small Business Enterprises as defined in 49 CFR Part 26 and the Department's Disadvantaged Business Enterprise Program shall have an equal opportunity to participate in the performance of contracts financed in whole or in part with Federal funds under this agreement. All the DBE and SBE requirements of 49 CFR Part 26 apply to this agreement.

The Contractor agrees to ensure that DBEs/SBEs have an equal opportunity to participate in the performance of contracts and subcontracts financed in whole or part with Federal funds provided under this agreement. In this regard the Contractor shall take all necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that DBEs/SBEs have an equal opportunity to compete for and perform contracts.

Agenda  
February 16, 2016  
Nevada Contractors' Association  
150 N. Durango Drive, Suite 100  
Las Vegas, NV 89145  
11:30am to 12:30pm (lunch provided)

1. Introductions
2. Workplace Development
  - a. Skilled Labor
    - i. Current Labor report
    - ii. Challenges
    - iii. Training centers
  - b. Construction Management
    - i. Existing programs within Nevada
  - c. Youth Programs - Introduction to construction Industry
    - i. Construction Camps (4,5,6 graders) – reference Seattle's program
    - ii. Internships/Training for high school students (11, 12 graders)
  - d. Website
    - i. BuildNV – Association of Building Contractors(Craig Madole)
    - ii. Building Alabama/Building Georgia/etc.
3. Storm water (Dave Gaskin)
  - a. Organization
  - b. Direction

# Ready Set Build — AGC Education Foundation

## Ready Set Build program



### Hands-on teamwork and problem solving with Ready Set Build

The AGC Education Foundation *Ready Set Build* program is a three hour hands-on construction learning experience developed for 5th through 8th grade students. Ready Set Build staff brings a construction project into the school setting where students are assigned tasks which utilize:

- applied math
- analytical thinking
- team work
- communication skills

The *Ready Set Build* project is a life size prefabricated coffee house that comes in pieces. Students are divided into teams and outfitted with tools to do framing, wiring, and plumbing. Each team is responsible for making sure that their task gets done correctly and on time. The carpentry, teamwork, communication, and leadership tasks integrated into this project are designed to translate to real life job skills.

AGC Education Foundation [scholarship recipients](#) continue the tradition of giving back by helping facilitate this program

For further information, please call 206.284.4500 or email: [jholm@agcwa.com](mailto:jholm@agcwa.com)



Ready Set Build — AGC Education Foundation

1200 Westlake Avenue N, Suite 301 | Seattle WA 98109 | Phone 206.284.4500 | Fax 206.284.4595

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# Construction Adventure Camp — AGC Education Foundation

## Construction Adventure Camp



**Is your child creative and inquisitive? Do they like to design and build projects? Does your child ever wonder how the Space Needle was built and why the Seattle bridges float?**

The Associated General Contractors Education Foundation is hosting this unique summer program for a limited number of students. Participants will learn basic engineering and design concepts while having FUN!

### **Tell Your Kids:**

***Design Time!*** Design and draw blueprints for your birdhouse!

***Add Up!*** Put together your construction budget and pay close attention to cost and materials!

***Buckle Up!*** Put on your tool belt, boys and girls, you are using power tools!

***Snap On!*** Wear that hard hat proudly! You will visit a local job-site!

2/16/2016

Construction Adventure Camp — AGC Education Foundation

**Shhh! Don't tell your camper...**

...They will be introduced to STEM learning (Science, Technology, Engineering and Math). They will learn math skills in a whole new way!

For 4th-6th graders

\$399.00 per camper

Includes Lunch

Additional Questions? Contact Dan Morris at [dmorris@agcwa.com](mailto:dmorris@agcwa.com)

Space is limited to 15 campers.



*"Some of the best parts were all of the hands-on activities and the jobsite visit. That jobsite visit spurred many discussions on the drive to camp and at home."*

Kerry Soileau, Ferguson Construction safety manager, whose son Marc was a camper.



2/16/2016

Construction Adventure Camp — AGC Education Foundation



*"My son Kellan had such a wonderful experience and continues to explore construction-related projects at home. If you plan to have another camp next year, please keep Kellan in mind. He's already talking about signing up!"*

Stephanie Gebhardt, CFO for MacDonald-Miller Facility Solutions



*"As an educator, I always taught from the standpoint that children need to be provided with hands-on opportunities that open up understandings that cannot be learned from books and classroom settings alone. For some, this is the first time they will ever use power tools."*

Dan Morris, AGC EF Director of Education and Training and Camp Facilitator

1200 Westlake Avenue N, Suite 301 | Seattle WA 98109 | Phone 206.284.4500 | Fax 206.284.4595

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# AGC Education Foundation *Developing and Promoting Construction Careers Through Quality Education & Training*

Classes Workforce Development Scholarships **STEM** Give Back About



## Construction Adventure Camp summer 2015



### 4th-6th graders explore the possibilities in week long STEM education and construction camp

Eleven 4th-6th graders were introduced to the construction industry and STEM learning last summer in our first ever [Construction Adventure Camp](#). This year, we're offering the camp for two separate weeks, July 20-14 and July 27-31, to up to 15 campers each week.

Participants in the camp experienced hands-on learning through building, jobsite tours, safety presentations and more.

"As an educator, I always taught from the standpoint that children need to be provided with hands-on opportunities that open up understandings that cannot be learned from books and classroom settings alone," said Dan Morris, AGC EF director of education and training. "For some, this was the first time they ever used tools."

On the first day, in addition to undertaking a scavenger hunt for building materials and taking an AGC Building tour, the campers built something they would need for the rest of the week: wooden tool boxes. The next four days were packed with hands-on activities and a jobsite tour of Sellen's Rufus 2.0 project. Gray Lumber and Sellen Construction provided supplies for the camp.

"Some of the best parts were all of the hands-on activities and the jobsite visit," said Kerry Soileau, Ferguson Construction safety manager, whose son Marc was a camper. "That jobsite visit spurred many discussions on the drive to camp and at home."

Students also participated in a question-and-answer session with Terry Deery, Deery Construction, on the building of the Space Needle, a cement/concrete tutorial by Don Grimes of CalPortland, a safety presentation by AGC of Washington's Andrew Ledbetter, and the construction of bird houses, cement garden stones and a coffee house.

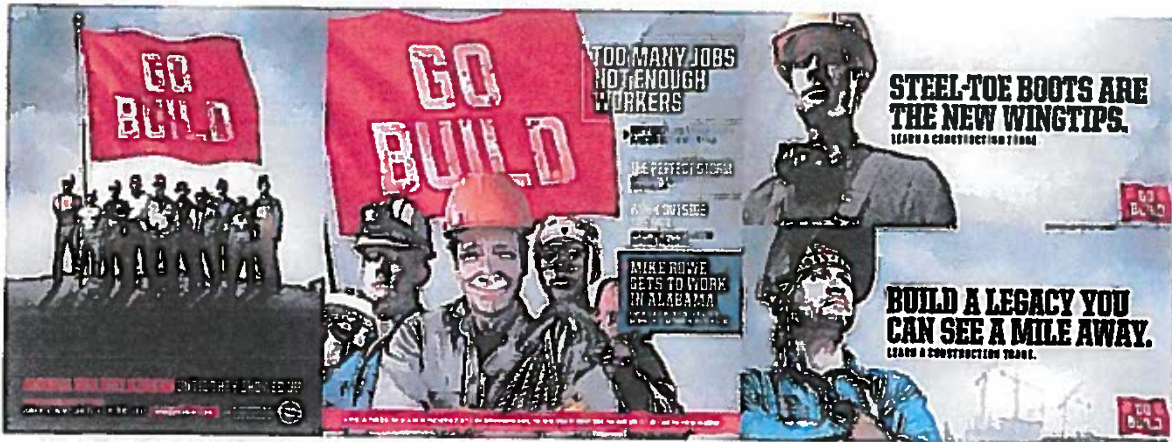
"The camp started a lot of conversations between my son and me and allowed me to share my construction experiences and talk over potential opportunities for him," Soileau said.

This was the first Construction Adventure Camp and has received national attention from the AGC of America.

"My son Kellan had such a wonderful experience and continues to explore construction-related projects at home," said Stephanie Gebhardt, CFO for MacDonald-Miller Facility Solutions. "If you plan to have another camp next year, please keep Kellan in mind. He's already talking about signing up."

For more information or to sign up, contact Dan Morris at [dmorris@agcwa.com](mailto:dmorris@agcwa.com) or visit our [Construction Adventure Camp](#) page.

Posted by admin on August 18, 2014 | Categories: [General](#) Tags: [AGC Building](#), [AGC of America](#), [CalPortland](#), [Construction Adventure Camp](#), [Deery Construction](#), [Ferguson Construction](#), [Gray Lumber](#), [MacDonald-Miller Facility Solutions](#), [Rufus 2.0](#), [Sellen Construction](#), [Space Needle](#), [STEM](#), and [Terry Deery](#).



**70%** of community college instructors surveyed feel students entered their program because of the Go Build marketing campaign.

The Alabama Construction Recruitment Institute (ACRI) and its Go Build Alabama campaign are working to ensure we are recruiting Alabamians to work on our job sites. We now need you to vote to renew this legislation. Our industry conservatively represents close to 10 billion dollars worth of economic impact in Alabama and this legislation ensures we continue to have the manpower needed to meet demand. ACRI was requested by the construction industry and approved by the Legislature and has been in full operation for over a year. Its mission is to recruit a new generation of skilled craftsmen for the commercial and industrial construction industry. Our association and this industry strongly encourage you to pass this so we can make sure Alabamians work, and Alabama wins.

**JAY REED, President**  
 Associated Builders & Contractors  
 Alabama Chapter

In an industry that can actually create jobs in a timely manner and inject Alabama dollars back into the economy, this has been a great asset to helping keep our companies equipped with qualified labor. And it is extremely rare when you'll find an industry willing to pay for such an effort all by itself. We at ARBA are very proud to be a part of this extraordinary team of construction leaders.

**BILLY NORRELL, Executive Director**  
 Alabama Road Builders Association

The Alabama Construction Recruitment Institute has operated the most successful campaign of its type in the country. I hear about it constantly at national meetings. What we have achieved here with the ACRI's Go Build Alabama campaign is a great benefit to the non-residential construction industry, to business as a whole and to Alabama's economic development at no cost to the taxpayers. The Alabama AGC Board of Directors has been behind the initiative from the beginning, because it knows that Alabama needs a strong construction industry to recruit new business and to build its economy. The entire program is paid for by a fee the construction industry imposes on itself.

**HENRY T. HAGOOD JR., CEO**  
 Alabama Associated General Contractors

**This nationally award-winning marketing campaign featuring Mike Rowe has garnered over 65,000 website visitors, 187,000 page views and around 4,000 registrations in a year and a half.**

[GOBUILDALABAMA.COM](http://GOBUILDALABAMA.COM)



**Crisis in Construction Workforce Development  
Situation Analysis – Sources & Quotes**

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***"Dirty Jobs' Mike Rowe Goes to Washington" by Lori Cuthbert, Discovery News – quotes taken from Mike Rowe's testimony (5/11/2011)***

- "There are currently **450,000 openings in trades, transportation and utilities.**"
- "The skills gap is real...a **third of skilled tradesmen are over 55.** They're retiring fast, and no one is there to replace them."
- "In general, we're surprised that high **unemployment can exist at the same time as a skilled labor shortage.** We shouldn't be. We've pretty much guaranteed it."
- "In high schools the **vocational arts have all but vanished.** We've elevated the importance of **'higher education' to such a lofty perch** that all other forms of knowledge are now labeled 'alternative.'"
- "Millions of parents and kids see apprenticeships and on-the-job training opportunities as **'vocational consolation prizes,'** best suited for those not cut out for a four-year degree. And still, we talk about millions of **'shovel ready' jobs for a society that doesn't encourage people to pick up a shovel.**"

***Construction Labor Research Council (2009)***

- The council estimates that each year for the next decade, the construction industry will need **95,000 new workers to replace those who are exiting jobs.** Forty percent of the entire construction workforce is made up of Baby Boomers.

***Alabama Construction Recruitment Institute (2010) from GoBuildAlabama.com***

- For every **four trades people who retire, only one person is replacing them.**
- America's highly skilled industrial workers are aging, and there are **not enough young people entering the industry to replace** our retiring workforce.
- **185,000** new skilled tradesmen are **needed every year.**

***"Job creation should be balanced with career readiness" by Dr. Tim Alford – op-ed published statewide (2/2/2012)***

- Nearly **one-third of all construction craftsmen are over the age of 50** – and the average age is increasing every year. As these craftsmen begin to retire, the skills gap will continue to widen. Meanwhile, in Alabama and across the nation, **America's infrastructure is aging** and the commercial construction industry is poised for a post-recession boom. Construction companies here in Alabama are already seeing a shortage of skilled laborers.
- According to a recent survey by the Public Affairs Council of Alabama, 91% of Alabama residents support expanding job training to two year colleges.

***"Manpower Inc. Warns Global Skilled Trades Shortage Could Stall Future Economic Growth"—quotes from Jeffery A. Joerres, Manpower Inc. Chairman and CEO (8/25/2010)***

- **"Inadequate training and negative stereotypes** relating to skilled trades are further fueling a dangerous shortage of skilled workers. Employers and governments need to bring honor back to the skilled trades."

***"High construction costs lead to innovation in Winnipeg" by Peter Caulfield, Journal of Commerce— quotes from Michael Grimes, Director of Business Development of WS Commercial Project, Ltd. (6/13/2012)***

- "There just aren't enough laborers to go around. Due to all of the construction activity in Winnipeg, the **demand for trades people has been exceeding the supply** for the last five years or so."

***"You don't need college to make good money" by Jenna Goudrea, Forbes (7/5/2012)***

- **Four construction jobs are in the top 20** on the list of the fourth edition of 300 Best Jobs Without a Four-Year Degree. **Electricians (No.5), plumbers, pipefitters** and steamfitters (No. 6)

and brick and block masons (No. 7) earn more than \$45,000 a year and typically learn through a formal apprenticeship program. Also on the list at No. 3 are **supervisors of construction workers** who earn a median \$59,150 and the number of job openings in this category are **expected to grow by 23.5%**. These jobs are just the beginning of the many that made the list. Dr. Laurence Shatkin, the researcher who compiled the jobs said, "By choosing a career that you can learn through on-the-job training, you can earn while you learn. **Apprenticeships are especially valuable because at the end of your training period you have a credential that you can take anywhere, just like a college degree.**"

**Governor Nathan Deal, State of Georgia**

- There are **more than 16,500 jobs coming available around the state in 2013**. A specific breakdown of the number of jobs needed in certain trades:
  - Truck Driver: 12,778
  - Welder: 2,050
  - Electrician: 2,824
  - Carpenter: 4,096
  - Equipment Operator: 1,888

**National Skills Coalition Report – released during the Southern Governors Association meeting (2011)**

- **51% of all jobs** in the American South fall into the "middle-skills" category, which means the jobs require **education and training beyond high school but less than a four-year degree**. The study also indicated that the shortage of skilled laborers will continue to rise unless efforts are made to promote more training and education programs at the two-year colleges and technical schools.

**Pathways to Prosperity - Harvard Study (2011)**

- On average, **27% of construction employees** with post-secondary licenses or certifications **earn more than the average bachelor's degree recipient**.
- **College for all may be the mantra**, but the hard reality is that **fewer than one in three young people achieve the dream**

**John Zegers, Center of Innovation and Manufacturing**

- **"Young people need to be aware of the salaries and the growth capacity for some of these jobs,"** said John Zegers of the Center for Innovation and Manufacturing. He made this comment in reference to the need for young people to learn about skilled trades careers.

**North America Faces Shortage of Welders, Despite High Unemployment Rates July 19, 2012 – Researched by Industrial Info Resources (Sugar Land, Texas)**

- "... the **industrial sector faces fierce competition over skilled labor, specifically welders**. Any industry that involves pipes, vessels, tanks or movement of liquids and/or gases requires the services of certified welders to build and maintain its facilities. **Industrial Info is currently tracking more than 15,000 projects in North America across all industries, representing more than \$2.16 trillion in investments**. The overwhelming majority of these projects, estimated to be worth at least \$1.5 trillion, will require some form of welding services. In other words, about 8,900 industrial projects are looking for welders. However, project managers are **continually coming up short on finding or spending exorbitant amounts on keeping welders...**"

**"Duke takes \$220M charge for plant cost" by Bruce Henderson, Charlotte Observer (10/21/2011)**

- Duke Energy reported a **\$220 million** charge on its third-quarter earnings because of escalating costs at a power plant under construction in Indiana. They cited **trouble finding skilled workers as the reason for this charge**. This example is just one of many that illustrate the cost of the labor shortage.



## **SKILLED CRAFT TRADESMAN RECRUITMENT PROGRAM EXPANDS INTO GEORGIA, LOOKS TO OTHER SOUTHERN STATES FOR FURTHER GROWTH**

*Workforce Development Initiative takes Go Build brand to Georgia, continues partnership with national labor champion and television star Mike Rowe*

**Birmingham, Ala. – January 20, 2011 –** Following the success of Go Build Alabama, the Alabama Workforce Development Initiative has expanded its recruitment program to Georgia in partnership with the Georgia Governor's Office of Workforce Development. Go Build aims to enhance the image of the skilled craft trades and recruit the next generation of workers, with an emphasis on industrial and commercial construction careers.

On Tuesday, Georgia Governor Nathan Deal announced plans to launch Go Build Georgia, which will build on the success of Go Build Alabama, launched in August of 2010.

Both recruitment programs are partnering with Mike Rowe, executive producer and host of Discovery Channel's "Dirty Jobs," and his mikeroweWorks.com initiative. Rowe's website and foundation call attention to the growing skills gap while providing a comprehensive resource for anyone looking to investigate a career in the skilled trades.

The Alabama Workforce Development Initiative, a 501c3 which was created to develop a successful recruitment program for skilled craft trade labor, worked to establish the Go Build brand with the goal of expanding it across the South and beyond. Go Build aims to address current and forecasted needs in skilled labor. According to the Bureau of Labor and Statistics Current Population Study, more than one third of skilled tradesmen are over the age of 50. For every three tradesmen who retire, only one is in the education pipeline to replace them.

Bob Woods, executive director of AWDI, said his organization hopes to develop partnerships with additional states to combat this looming shortage with a common message – Go Build.

"We have Alabama in our title because our organization was born in Alabama where forward-thinking industry leaders were willing to pilot this program, but AWDI was formed really to develop a recruitment program that would be regional and eventually national in scope," Woods said. "Ultimately, skilled labor workers such as welders, pipefitters, equipment operators, road builders – they are in such demand that they don't know state lines. It isn't uncommon for crews to travel from one state to another to work on a big project."

Woods said while AWDI set the wheels in motion for the development and expansion of Go Build, each state program is operated by local organizations. Go Build Alabama is managed by the Alabama Construction Recruitment Institute and Go Build Georgia is a project of the Office of Workforce Development.

"The success we've seen in Alabama has really set the tone for the expansion of the program, and it would not have been successful without tremendous support from contractors and owners

across the state of Alabama," Wood said. "The construction industry came together in Alabama in an unprecedented way to get this recruitment effort off the ground."

Go Build has been officially endorsed by the Construction Users Roundtable (CURT), an international organization founded by construction and engineering executives representing major corporations all across the globe, as their image enhancement and recruiting program. The initiative is a labor-neutral program.

Woods said CURT's endorsement along with Go Build's partnership with Mike Rowe and its track record of success to date gives Go Build the foundation it needs to continue expanding in the months and years to come.

"This type of program is essential not just to the industries we are recruiting for but to continued economic development in our region," Woods said. "If we sit back and allow our skilled craftsmen to retire without training the next generation of workers we are not going to be able to build and maintain the infrastructure we need for sustainable growth across the country."

For more information about Go Build, contact Robin Oliver at 205-322-7557 or [robin@bigcom.com](mailto:robin@bigcom.com).



BOB WOODS  
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## AWDI American Workforce Development Initiative Executive Summary

### **Facing a Crisis in Workforce Development**

Meeting the demand for a highly skilled workforce in the building crafts trades is a national crisis that becomes more severe each day. America's construction crafts workforce is aging and there simply are not enough young people entering the craft trades. Today, nearly one-third of all construction craftsmen are over the age of 50—and the average age is increasing every year. Unless something is done to attract younger people to the construction trades, the nation will face severe problems in any effort to build and maintain its infrastructure.

### **Collaborating to Solve the Problem**

Recognizing the problem ahead for the nation, AWDI was formed as a non-profit corporation to address this issue by educating the public regarding the construction trades in a labor-neutral manner. AWDI's board is currently made up of representatives of the National Building Trades Association, the Associated Builders and Contractors, and national construction users. In Alabama, AWDI helped to facilitate a collaboration among the Alabama AFL-CIO, the Associated Builders and Contractors of Alabama, Alabama Associated General Contractors, Inc., the American Subcontractors Association, the Alabama Construction Trade Unions, the Alabama College System, the Alabama Road Builders

Association, the Alabama Construction Users Roundtable, the Alabama Department of Education and construction business owners to help solve the problem in the Alabama, where expanding auto, steel production and energy industries make the demand for a highly skilled workforce in the construction trade particularly acute.

### **Taking the Message to a New Generation**

Research indicates that young people simply are not considering the construction trades as a viable career choice. As a result of both the image and knowledge gaps, young people from junior high school through junior college, who are prime candidates for careers in the construction trades, seldom even investigate the possibilities.

AWDI has developed a marketing and communications campaign under the brand GO BUILD™ to enhance the image of the construction trades and to inform young people, parents, educators, and others who influence career decisions, about futures in the construction industry.

The campaign is much like the highly successful campaigns created for recruiting to the armed forces. Campaigns like "Go Army" and "Army of One" have revolutionized military recruiting. Such a campaign, if combined with accurate information and effective

communication, promises to do the same for the construction trades.

Through the GO BUILD™ program, young people will be directed to a webpage where interactive video will show them construction trades professionals at work, in training, and at home. In addition to the "virtual experience" offered by the website, there will be a user interface where information seekers may request information and enter their personal data. This personal data will become part of a database of those interested in the construction trades. This database will be available to accredited training facilities and organizations recruiting for the construction trades.

### **It Started in Alabama and Georgia**

The implementation of the GO BUILD™ program in Alabama and Georgia show two of the possible ways this program may be initiated.

#### **The Alabama Model A Legislative Initiative to Change the Future**

The Alabama Legislature established a state agency to implement the GO BUILD™ program in this state. The agency is funded by a dedicated fee paid by commercial and industrial (non-residential) contractors, based on the payrolls of non-administrative employees. This funding approach has been endorsed by the 3,000-plus members of the Associated Builders and Contractors of Alabama, the Associated General Contractors of Alabama, the Alabama Road Builders Association, and the Alabama AFL-CIO.

The three members of the Board are representatives of the Alabama Building

Trades, the Associated Builders and Contractors, and the Construction Users Roundtable. An Advisory Board representative of the construction industry and its major training partners has been established.

### **The Georgia Model**

The Governor's Office of Workforce Development has implemented the GO BUILD™ Program in Georgia, and it has funded the initiative with state appropriations and private and construction industry contributions.

Please visit [gobuildalabama.com](http://gobuildalabama.com) and [gobuildgeorgia.com](http://gobuildgeorgia.com) for more information.

### **Future Collaborations**

AWDI seeks to complement, not compete, with existing organizations engaged in enhancing the access and excellence of construction education, training, placement, employment and professional development programs and activities. AWDI will collaborate with those who wish to better align the supply of skilled construction workers with the demand in a labor-neutral manner by using the GO BUILD™ program. This will provide better opportunities for workers, more skilled employees for construction businesses and enhanced economic development for Alabama, Georgia, the Southeast, and the nation.

Page 3

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**NDOT 5 YEAR PLAN**

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**January 28, 2016 PDC Mtg.**

**MAJOR/CAPACITY PROJECTS**

PCEMS No.	PIN/EA No.	PROJECT NAME	2016	2017	2018	2019	2020	NOTES
3-23068	60682	SR 160, fm. Rainbow Ave. to Calvada Blvd. MP NY 6.80 to 8.55	\$4,900,000					
Not Scheduled		FLAP - SR 28	\$23,000,000					Moved from 2018
1-03365	73652	NEON - R/W AC	\$10,000,000					
1-03352	60725	I 15 N. fm. Craig Rd. to Speedway Blvd. - Pkg. 2A MP CL 48.43 to 53.62	\$38,000,000					Cost changed from \$40,200,000
1-03386	I15GARNC	I 15/US 93, Garnet Intch. - I 15/US 93 Interchange and US 93 Widening		\$37,000,000				
1-03367	73687	I 15 Starr Ave., Las Vegas, at MP CL 29.375		\$10,000,000				\$52M Construction in FRI funding and \$2.9M Earmark; \$15M ROW (Funding TBD)
1-03365	73652	NEON - R/W AC		\$30,000,000				
2-03250	60702	US 95 fm. Durango Dr. to Kyle Canyon Rd. (Widening); Elkhorn Rd. (HOV Ramps); Kyle Cyn. (Interchange); Durango Dr. (Expand Park & Ride) - Pkg. 2B. MP CL 86.75 to 92.70		\$55,600,000				Moved from 2016 Cost changed from \$48,000,000
6-03143	CONST953B	US 95 NW Corridor Phase 3B at MP 88 and CC 215 fm. Hualapai to Tenaya Way. MP CL 88 and CC 215 MP CL 37.00 to 39.00 (Relocate Gas Line)		\$14,200,000				Cost changed from \$17,100,000
4-03442	UNASSIGNED	SR 159, Charleston Blvd. fm. Lamb Blvd. to Honolulu St. - Intersection Improvements at I-515			\$7,000,000			Cost changed from \$-\$3M in CMAQ Funds; \$4M TBD
Not Scheduled		I 580 Operational Improvements			\$40,000,000			Scope and Budget TBD
1-03365	73652	NEON - R/W AC			\$30,000,000			
4-03389	160PH2	SR 160 Phase 2 - Blue Diamond Rd. fm. 1.24 MN of Mountain Springs Summit to beg. of Mountain Area. MP CL 22.00 to 16.63			\$60,300,000			ROW Impacts TBD
2-19070	60715	US 50, Lyon Co., fm. Roy's Rd. to the jct. w/ US 95A. - Widen & Intersection Upgrades. MP LY 19.90 to 29.44			\$36,000,000			Adv. Nov. 2017
Not Scheduled		I 15 HOV Improvements				\$40,000,000		Scope and budget TBD
1-03365	73652	NEON - R/W AC				\$20,000,000		
6-03143	CONST953C	US 95 NW Corridor Phase 3C at MP 88 and CC 215 fm. Hualapai to Tenaya Way. MP CL 88 and CC 215 MP CL 37.00 to 39.00 (System to System Phase)				\$61,200,000		Cost changed from \$83,900,000
6-03145	73536	I 15, Las Vegas, at the CC 215 Northern Beltway Intch. - New System to System Intch. - Pkg. 1 of 3.				\$54,500,000		Cost changed from \$40,000,000 Phase, Scope and Budget TBD
Not Scheduled		I 15 at SR 593 Tropicana - Operational Improvements					\$150,000,000	Scope and budget TBD
Not Scheduled		I 15 N. - Phase 3 (Speedway Blvd. to Apex Intch.)					\$82,000,000	
Not Scheduled		I 15 S. - Phase 2A (Sloan to Blue Diamond)					\$45,300,000	
2-05118	UNASSIGNED	US 50, S. Lake Tahoe, Realignment (Bypass)					\$0	No NDOT funding
<b>SubTotal:</b>			<b>\$75,900,000</b>	<b>\$146,800,000</b>	<b>\$173,300,000</b>	<b>\$175,700,000</b>	<b>\$277,300,000</b>	





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**ROADWAY (3R) PROJECTS**

PCEMS No.	PIN/EA No.	PROJECT NAME	2016	2017	2018	2019	2020	NOTES
4-03430	73780	SR 592, Flamingo Rd., fm. Paradise to Boulder Hwy. MP CL 26.505 to 31.378 (Agreement w/ RTC)	\$9,000,000					Agmt. to pay \$9M in 2015 & \$9M in 2016 to the RTC
4-25057	73923	SR 529, S. Carson St., fm. Overland St. to Fairview Dr. MP CC 0.38 to 1.99	\$5,023,000					Relinquishment
2-33089	73912	US 93, N. of McGill, fm. 3.610 MS of Success Summit Rd. to 5.740 MN of Success Summit Rd. MP WP 66.995 to 76.345	\$5,825,000					Cost changed from \$5,637,000 Completed with an Adv. Date 1/6/2016; Contract Number 3621.
4-31231	73549	SR 648, Glendale Ave., fm. Kletzke Ln. to McCarran Blvd. MP WA 2.700 to 5.357	\$16,350,000					Possible Relinquishment after Completion
3-23070	73921	SR 160 fm. 0.463 MN of Basin Rd. to 13.544 MN of Bella Vista Dr. at the 2010 NUL of Pahrump. MP NY 11.190 to 27.351 and NY 37.22	\$10,096,000					Cost changed from \$21,900,000 Adv. with Misc. Project (76921) (Johnnie Curve and Turn Pockets)
4-03428	73781	SR 604, Las Vegas Blvd., fm. E. Carey Ave. to 0.240 MN of Craig Rd. MP CL 32.997 to CL 37.713	\$17,721,000					Completed with an Adv. Date 11/12/15; Contract Number 3619.
2-09041	60726	US 6 fm. the jct. of US 6/US 95 to 1.974 MW of Millers Roadside Park. MP ES 18.815 to 43.892	\$18,200,000					Cost changed from \$16,500,000 SBC Processing for \$18.2M Adv. with Safety Project (60671)
2-33085	73636	US 6 fm. the jct. w/ SR 318 to 0.30 ME of Murry Street. MP WP 13.71 to 36.78		\$14,700,000				
2-15023	60539	US 50, fm. CH/LA Co. to 1.030 ME of SR 305. MP LA 0.00 to LA 24.00		\$12,060,000				Adv. with Safety Project (2-15023)
2-19081	73639	US 95A(sharedroad US 50A), Lyon Co., fm. the jct. w/ US 50 in Silver Springs to SR 427. US 95A MP LY 44.254 to 58.39 (includes truck lane and passing lanes)		\$10,900,000				
2-23066	73928	US 6 fm. 0.736 ME of the ES/NY Co. line to US 95. US 95 fm. the ES/NY Co. line to US 6 in Tonopah. MP US 6 NY 0.736 to 3.00; MP US 95 NY 107.220 to 108.456		\$4,000,000				
Not Scheduled		US 93 fm. 12.825 MN of Cattle Pass to 2.691 MS of SR 229. MP EL 30.762 to 43.071		\$9,000,000				
3-31144	73913	SR 877, Franktown Rd., fm. SR 429 then N. to US 395A/SR 429 near Bowers Mansion. MP WA 0.00 to 4.296		\$1,500,000				
4-03443	73937	SR 596, Jones Blvd., fm. S. of US 95 to Smoke Ranch Rd. MP CL 43.007 to 45.038		\$3,400,000				
Not Scheduled		SR 160, Pahrump Valley Rd., fm. 1.030 MN of Mountain Springs Summit to the CL/NY Co. Line. MP CL 21.723 to 43.293		\$21,500,000				
4-03439	73902	SR 159, Red Rock Rd., fm. 1.989 MW of Durango Rd. to an NHS break at Rainbow Blvd. MP CL 17.030 to 21.064		\$4,600,000				
2-03275	73644	US 93 fm. FRCL08 on the S. side Garnet Intch. to 15.887 MN of FRCL07 at Garnet Intch. MP CL 54.69 to 68.050		\$24,400,000				
4-03429	73879	SR 593, Tropicana Ave., fm. Dean Martin to Boulder Hwy. MP CL 0.01 to 7.30. Phase 2 (Concrete Bus Ln. and ADA)			\$26,500,000			CMAR RW is not included in the estimate.
Not Scheduled		I 80/I 580/US 395 Various Ramps in Reno/Sparks UL			\$5,000,000			Tentative
2-33086	73650	US 50, in Ely, fm. 0.165 ME of Ruth/Kimberly Rd. to US 6. US 93 fm. the jct. w/ US 50 to 0.634 MN of US 50. US 50 MP WP 61.794 to 68.432; US 93 MP WP 53.639 to 54.273			\$15,600,000			Adv. with Hydraulic Project
1-07126	73930	I 80 fm. 0.363 MW of the W. Carlin Intch. to 0.274 MW of the W. Portal of the Carlin Tunnels, the beg. of the PCCP. MP EL 1.097 to 7.512			\$5,600,000			Tentative
1-19015	73914	I 80 fm. 0.419 ME of the E. Fernley Grade Sep. to the LY/CH Co. Line. MP LY 5.844 to 15.912			\$13,600,000			Tentative
1-31231	73920	I 80 fm. the CA/NV Stateline to 0.023 MW of Keystone Intch. Includes frontage Rd. FRWA03 at Garson Rd. Intch. MP WA 0.00 to 12.445			\$13,400,000			FR Cost with State Funds
1-25004	60696	I 580, Carson City, US 50/Williams St. to 0.661 MS of the CC/WA Co. Line. MP CC 5.254 to 8.950			\$4,900,000			Tentative
1-13058	73789	I 80 fm. 0.345 ME of the trailing edge of H-1256 at the W. Strip Grade Sep. to 0.549 ME of the E. Winnemucca Intch. MP HU 12.023 to 17.354			\$8,400,000			Tentative
Not Scheduled		US 50 fm. 1.00 ME of Alpine Rd. to the CH/LA Co. Line. MP CH 85.961 to 106.845			\$14,300,000			Tentative
Not Scheduled		SR 28, Incline Village, fm. 0.242 MN of E. Lakeshore Blvd. to the NV/CA Stateline. MP WA 5.217 to 10.990			\$3,100,000			Tentative
2-01089	CONST50FAL	US 50, Fallon, fm. 0.008 ME of Allen Rd. to the EUL of Fallon at Rio Vista. MP CH 19.351 to 21.708			\$2,600,000			Tentative
Not Scheduled		I 80 fm. 1.108 ME of Moor Intch. to 3.263 MW of Pequop Intch. MP EL 83.332 to 94.800			\$17,400,000			Tentative
1-27067	73666	I 80 fm. 1.776 ME of Humbolt Intch. to 0.516 MW of Dun Glenn Intch. MP PE 51.38 to PE 62.49			\$14,300,000			Tentative
1-07124	73787	I 80 fm. the trailing edge of H-902 to 0.93 MW of Osino Intch. MP EL 26.58 to 32.00			\$14,400,000			Tentative
2-03280	73919	US 95 fm. The CA/NV Stateline to 7.790 MN of Loran Station Rd. MP CL 0.00 to 17.423			\$8,800,000			Tentative
3-07090	73911	SR 227, Lamoille Hwy., fm. 0.30 ME to Licht Pkwy. to 0.20 ME of Palace Pkwy. MP EL 11.55 to EL 13.84			\$4,700,000			Tentative
Not Scheduled		I 580 fm. 0.302 MN of the Moana Intch. to the Mill St. Intch. MP WA 22.563 to 23.740 SB				\$13,100,000		Tentative
Not Scheduled		I 580 fm. 0.302 MN of the Moana Intch. to the Mill St. Intch. MP WA 22.563 to 23.499 NB				\$11,000,000		Tentative
Not Scheduled		I 580 fm. trailing edge of the viaduct to the Glendale Intch. MP WA 23.759 to 25.003				\$8,000,000		Tentative
Not Scheduled		I 580 fm. Glendale Ave. to the Truckee River. MP WA 25.003 to 25.276				\$4,300,000		Tentative
Not Scheduled		I 80 fm. the crossover, a maintenance break to the beg. of the PCCP, 1.779 ME of the trailing edge of I-876. MP HU 42.426 to 54.860				\$22,800,000		Tentative
1-07121	73668	I 80 fm. 0.816 ME of the E. Wells Intch. to 1.040 ME of the Moor Intch. MP EL 74.855 to EL 83.264				\$15,800,000		Tentative
1-07118	73665	I 80 fm. 0.597 ME of the Grays Creek grade sep., the beg. of PCCP, to 0.048 MW of the Willow Creek grade sep. MP EL 62.09 to EL 68.978				\$17,500,000		Tentative
Not Scheduled		SR 157 and SR 156 Kyle and Lee Canyon Roads					\$13,200,000	Pending 3R Program Approval
Not Scheduled		US 50 fm. 0.138 ME of the trailing edge of G-686 to 0.12 ME of Ave. F					\$2,800,000	
Not Scheduled		US 50 LY/CH Co Ln to E of Sherman St. in Fallon					\$13,000,000	Pending 3R Program Approval
Not Scheduled		US 50 Fallon, LY/CH Co Ln to Soda Lake Rd & Maine St to Sherman St					\$8,500,000	Pending 3R Program Approval



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3-13047	73783	SR 787 Hansen St. MP HU 0.00 to .497; SR 794 E Winnemucca Blvd. MP HU 14.73 to 17.168; SR 289 Winnemucca Blvd. MP HU 15.176 to 15.917; SR 795 Reinhardt Rd. MP HU 0.00 to 1.245						\$1,740,000	
3-13046	73749	SR 294 Winnemucca at Bridge St. MP HU 8.52						\$730,000	B-2673
Not Scheduled		I 80 Pumpernickel Valley Intch. to Stonehouse Intch. - MP HU 42.42 to 54.86						\$8,900,000	Pending 3R Program Approval
1-07122	73631	I 80 fm. 0.392 MW of the Elko W. Intch. to a functional class break at the 2004 EUL of Elko, the trailing edge of H-902. MP EL 20.26 to 26.60						\$12,400,000	
Not Scheduled		I 580 fm. S. Virginia to Glendale Ave. Pkg. 2						\$30,000,000	
6-07052	73794	FREL72 on the N. side of the Moore Intch. fm. 0.356 MW of FREL36 to the EOP at the Cattleguard E. of FREL36. MP EL 0.000 to 0.372						\$128,000	Contingency Project
Not Scheduled		I 15 and US 95 Various Ramps in Las Vegas UL						\$10,000,000	Pending 3R Program Approval
1-07125	73793	I 80 fm. 1.040 ME of Moor Intch. to 1.108 ME of Moor Intch. and I 80 fm. a Maintenance Break at Oasis Intch. to 1.871 ME of the Oasis Intch. MP EL 83.26 to EL 102.79						\$17,400,000	
<b>SubTotal:</b>			<b>\$82,215,000</b>	<b>\$106,060,000</b>	<b>\$172,600,000</b>	<b>\$92,500,000</b>	<b>\$118,798,000</b>		

**BRIDGE/STRUCTURES PROJECTS**

PCEMS No.	PIN/EA No.	PROJECT NAME	2016	2017	2018	2019	2020	NOTES
		Bridge Inventory/Inspection Program	\$3,000,000					Cost changed from \$2,000,000 Annual Program
3-05056	73800	SR 757, Muller Ln. at Carson River - Replace Structure B-474	\$1,200,000					
Not Scheduled		SR 226 at Jack Creek, Replace B-639 (off-system bridge)		\$500,000				
Not Scheduled		SR 582 at I 515 Ramp, Replace I-1899		\$2,000,000				
Not Scheduled		SR 361 at Petrified Wash, Replace B-425 (off-system bridge)		\$500,000				
Not Scheduled		I 80 at Fairview Ditch, Replace B-1392E		\$500,000				
		Bridge Inventory/Inspection Program		\$3,000,000				Cost changed from \$2,000,000 Annual Program
1-03375	73797	I 515 at LV Downtown Viaduct - Rehab/Retrofit I-947R, I-947M		\$5,000,000				Moved from 2016 Cost changed from \$27,000,000 Scope reduced and moved from Major
Not Scheduled		I 80 at Fernley/ Wadsworth - Rehab/Retrofit I-717E/W, I-740E/W, H-844E/W, I-700E/W		\$4,000,000				
3-31139	73750	SR 447 at Washoe Co. near Nixon B-1351 MP 15.49		\$1,100,000				
1-31227	60716	I 80 at Truckee River and UPRR near Verdi - Construct Scour Countermeasures for Structure G-772 E/W. (GMP #2)		\$7,000,000				Moved from 2016 CMAR
Not Scheduled		FR 09 Lockwood Dr. at UPRR, Washoe Co. - Rehab/repair G-751 on-system bridge.			\$540,000			
Not Scheduled		I 515 at Eastern Avenue, Replace I-1440			\$8,000,000			
		Bridge Inventory/Inspection Program			\$3,000,000			Cost changed from \$2,000,000 Annual Program
Not Scheduled		US 50 at Carson River W. of Fallon - Address Scour B-1557			\$600,000			
Not Scheduled		SR 605, Paradise Rd., at Tropicana Wash - Rehab B-1344			\$1,500,000			Moved from 2017
Not Scheduled		I 515 at Boulder Highway and Sahara - Rehab/Retrofit I-1449, H-1446			\$800,000			
Not Scheduled		SR 206, Genoa Ln., at Carson River - Address Scour B-1239			\$300,000			
6-13010	73701	Eden Valley Rd. at Humboldt River - Replace off-system Structure B-1658			\$5,747,000			Moved from 2017 R/W acquisition needed
Not Scheduled		I 515 at Flamingo Intch. - MSE Wall Rehab			\$3,000,000			Moved from 2017 Cost changed from \$2,500,000
Not Scheduled		Gold Canyon Cr. S. of Silver City, Lyon Co. - Replace B-375 off-system bridge.				\$600,000		Moved from 2018
Not Scheduled		SR 278, N. of Eureka, Eureka Co. - Replace B-478 on-system bridge (dbl rcb).				\$200,000		
		Bridge Inventory/Inspection Program				\$3,000,000		Annual Program
Not Scheduled		Dressler Ln., Douglas Co. - Replace B-1600 off-system bridge				\$600,000		Moved from 2018
Not Scheduled		E. Walker Rd., SE of Yerington, Lyon Co. - Replace B-1348 off-system bridge.				\$600,000		
Not Scheduled		SR 396, Cornell Ave. N. of Lovelock, Pershing Co. - Replace B-28 on-system bridge.				\$2,600,000		
Not Scheduled		Shady Ave. over Gold Canyon Cr., Dayton, Lyon Co. - Replace B-1711 off-system bridge.				\$600,000		
Not Scheduled		Six Mile Canyon Rd., Storey Co. - Replace B-2476 off system bridge				\$600,000		
Not Scheduled		Tedford Bridge at Truckee-Carson Canal - Replace off-system B-1707				\$600,000		Moved from 2018
3-03178		SR 163 at Colorado River in Laughlin - Widen and Rehab Structure B-1847				\$6,000,000		Moved from 2018
Not Scheduled		I 80 at Fernley/ Wadsworth - Rehab/Retrofit and address scour B-716E/W				\$2,000,000		Moved from 2018
6-27026	73753	FR PE 01, G-29 Structure Removal/Replacement?				\$3,000,000		Moved from 2017 Cost changed from \$1,400,000
Not Scheduled		SR 589, Sahara Ave., at UPRR - Rehab/Retrofit G-1064				\$1,400,000		Moved from 2018
Not Scheduled		SR 88 in Douglas Co. - Rehab/Retrofit B-553, B-575, B-580, B-576, and B-627				\$4,000,000		
		Bridge Inventory/Inspection Program					\$3,000,000	Annual Program
Not Scheduled		Garson Road at I 80, Replace I-770 (off-system bridge)					\$4,000,000	
Not Scheduled		I 515 at UPRR and Main Street, Replace G-947					\$80,000,000	
Not Scheduled		I 15 at Muddy River - Rehab/Retrofit B-781 N/S					\$2,000,000	Moved from 2018
<b>SubTotal:</b>			<b>\$4,200,000</b>	<b>\$23,600,000</b>	<b>\$23,487,000</b>	<b>\$25,800,000</b>	<b>\$89,000,000</b>	





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## SAFETY PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2016	2017	2018	2019	2020	NOTES
6-03203	60683	Summerlin Parkway, Las Vegas, fm. Buffalo Dr. to CC215 - Cable Barrier Rail (Off System)	\$1,250,000					LPA - City of Las Vegas
		Safety Services/Programs	\$4,854,500					Annual Program
2-09045	60671	US 6 fm. the Jct. w/ US 95 to 1.974 MW of Millers Roadside Park. MP ES 18.815 to 43.892 - Slope Flattening, Passing Lanes and Drainage	\$6,080,000					Advance Construction. Adv. with 3R Project (73648)
3-23067	73841	SR 372 at Pahump Valley Roundabout	\$3,200,000					Cost changed from \$2,317,302
3-23066	73837	SR 372 at Blagg Roundabout	\$2,900,000					Cost changed from \$1,815,000
8-03128	60717	Multiple Intersections in Dist. 1 (Las Vegas) Pkg. 3 - Signal System Modifications	\$490,000					Cost changed from \$350,000 Completed with an Adv. Date 1/6/2016; Contract Number 3622. Design by City and Traffic Operations
3-31143	60640	SR 431 Truck Escape Ramp	\$3,895,000					Completed with Adv. Date 1/27/2016; Contract Number 3623. Advance Construction. \$205,000 State Funds.
6-00017	60697	Te-Moak Safety Improvements (SED)	\$950,000					
		Railroad Projects	\$1,100,000					Annual Program
		Safety Services/Programs		\$4,303,500				Annual Program
2-05121	73862	US 395 at Airport Rd., Johnson Ln., and Stephanie Way		\$1,300,000				
2-15023	60539	US 50, fm. CH/LA Co. to 1.030 ME of SR 305. LA 0.00 to LA 24.00 - Shoulder widening and slope flattening		\$3,000,000				Added to 3R Project (60539)
Not Scheduled		Tribal Low Cost Safety Improvements		\$522,500				
8-00266	60680	Eastern Ave. and Civic Center, fm. US 95 to Cope Ave. (SMP) Phase 1		\$1,500,000				
		Railroad Projects		\$1,100,000				Annual Program
		Safety Services/Programs			\$9,367,000			Annual Program
6-31217	UNASSIGNED	Multiple Intersections in Dist. II (Sparks) - Signal System Modification. Phase 1			\$2,250,000			Moved from 2017 Design by Traffic Operations
2-23064	60685	US 95, fm. Jct. of Amargosa Valley N. to Beatty NDOT Maint. Station. MP NY 30.34 to NY 80.00 - Shoulder widening and slope flattening			\$2,500,000			
Not Scheduled		Tribal Low Cost Safety Improvements			\$522,500			
8-00266	60679	Second St. fm. Keystone Ave. to I-580. Arlington Ave. fm. Court St. to 6th St. (SMP) Phase 1			\$1,500,000			Moved from 2017 Traffic Safety Design Consultants
8-00266	60681	SR 573, Craig Rd. fm. Decatur Blvd. to 5th St. (SMP) Phase 1			\$1,500,000			Moved from 2017 Traffic Safety Design Consultants
Not Scheduled		Eastern Ave. and Civic Center, fm. US 95 to Cope Ave. (SMP) Phase 2			\$1,500,000			
		Railroad Projects			\$1,100,000			Annual Program
Not Scheduled		Safety Services/Programs				\$4,189,500		
		Railroad Projects				\$1,100,000		Annual Program
4-03416	60722	SR 147, Lake Mead Blvd., Pkg. 2 Cl 7.35 - 9.67 - Shoulder Widening, Slope Flattening, Mill & Fill and Drainage				\$2,200,000		\$2.3M State Funds
Not Scheduled		Second St. fm. Keystone Ave. to I-580. Arlington Ave. fm. Court St. to 6th St. (SMP) Phase 2				\$1,500,000		Moved from 2018 Traffic Safety Design Consultants
Not Scheduled		SR 573, Craig Rd. fm. Decatur Blvd. to 5th St. (SMP) Phase 2				\$1,500,000		Moved from 2018 Traffic Safety Design Consultants
Not Scheduled		Northern Nevada (SMP) SR 430 N. Virginia St.				\$2,500,000		Cost changed from \$3,000,000 \$1.5M Federal Funds; \$1M State Funds
Not Scheduled		Southern Nevada (SMP). Lamb Blvd.				\$2,500,000		Cost changed from \$3,000,000 \$1.5M Federal Funds; \$1M State Funds
Not Scheduled		Southern Nevada (SMP). Tropicana Ave.				\$2,500,000		Cost changed from \$3,000,000 \$1.5M Federal Funds; \$1M State Funds
Not Scheduled		Tribal Low Cost Safety Improvements				\$522,500		
Not Scheduled		Safety Services/Programs					\$5,000,000	
		Railroad Projects					\$1,100,000	Annual Program
Not Scheduled		RSA Safety improvements Statewide (SEDS)					\$2,000,000	Cost changed from \$3,000,000
<b>SubTotal:</b>			<b>\$24,719,500</b>	<b>\$11,726,000</b>	<b>\$20,239,500</b>	<b>\$18,512,000</b>	<b>\$8,100,000</b>	

## PEDESTRIAN SAFETY PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2016	2017	2018	2019	2020	NOTES
8-00223	60668	SR 147, Ped. and ADA Improvements (Road Diet) on Lake Mead fm. Civic Center to Pecos (SED)	\$4,500,000					Traffic Safety Design Consultants
8-00223	60667	SR 159, Ped. and ADA Improvements on Charleston Blvd. and Boulder Hwy. at Sun Valley Dr. (SED)	\$2,000,000					Traffic Safety Design Consultants
4-03444	73936	SR 160 Blue Diamond Rd. at El Capitan and Ft. Apache Rd.	\$3,500,000					Completed with an Adv. Date 1/6/2016; Contract Number 3620.
4-31243	73939	SR 430, Ped., Lighting and ADA Improvements on N. Virginia St. Phase 1	\$500,000					Cost changed from \$300,000
8-00223	60678	SR 443, Ped. and ADA Improvements on Sun Valley Blvd.	\$1,000,000					Cost changed from \$500,000
4-31242	60727	SR 667, Ped., Lighting and ADA Improvements on Kietzke Ln. fm. Galletti Way to S. Virginia. (SMP) Pkg. 1	\$750,000					Cost changed from \$600,000
4-31242	60728	SR 667, Ped. and ADA Improvements on Kietzke Ln. fm. Galletti Way to S. Virginia. (SMP) Pkg. 2		\$200,000				Cost changed from \$1,500,000
4-31245	73979	SR 430, Permanent Traffic Signal, Lighting and Ped. Facilities on N. Virginia St., N. of Lovitt Ln. to Hoge Rd.		\$1,300,000				
4-03446	73980	SR 582, Ped., Lighting and ADA Improvements at Various Locations along Boulder Hwy.			\$3,000,000			
<b>SubTotal:</b>			<b>\$12,250,000</b>	<b>\$1,500,000</b>	<b>\$3,000,000</b>			



**NDOT 5 YEAR PLAN**

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January 28, 2016 PDC Mtg.

**TRAFFIC OPERATIONS PROJECTS**

PCEMS No.	PIN/EA No.	PROJECT NAME	2016	2017	2018	2019	2020	NOTES
2-31132	73962	US 395 fm. I 80 to Stead, Reno - Install ITS devices, TM Pkg. 4	\$8,000,000					Cost changed from \$2,000,000 Cost increase per Director's Request
1-31205	73828	Freeway Sevice Patrol/Incident Response Vehicle - Reno/Sparks	\$365,040					Annual Program
1-03325	73823	Freeway Sevice Patrol/Incident Response Vehicle - Las Vegas	\$2,617,056					Annual Program
1-03369	60657	I 15 fm. Speedway Blvd. to Apex - Install ITS infrastructure, FAST Pkg. H1	\$2,000,000					Completed with an Adv Date 10/21/2015; Contract Number 3618
2-00010	73951	US 50 fm. CC to Ely. MP CC 12.547 to MP WP 72.246. - Install Hot Spots and access existing FO	\$8,000,000					Cost changed from \$5,500,000 Tentative
1-03384	UNASSIGNED	I 11 fm. Wagonwheel Dr. to jct. I 215/Lake Mead Dr., MP CL 17.084 to 22.818; I 215, W. of Gibson Rd. jct. to begin St. Maint. I 11, MP CL 0.00 to 1.70; SR 564 fm. jct. Fiesta Henderson/Eastgate Rd. to begin St. Maint. I 11, MP CL 0.00 to 0.263 - Resigning		\$300,000				Project wil be coordinated with completion date for Boulder City Bypass Phase 1 and 2.
2-03276	60689	US 95 fm. Bypass to Laughlin - Install ITS infrastructure, FAST Pkg. K1		\$5,000,000				
1-31221	UNASSIGNED	Install Electronic Check Station Signage, I 80 at Wadsworth/Mustang.		\$350,000				Ready in 2016
1-31205	73828	Freeway Sevice Patrol/Incident Response Vehicle - Reno/Sparks		\$365,040				Annual Program
1-03325	73823	Freeway Sevice Patrol/Incident Response Vehicle - Las Vegas		\$2,617,056				Annual Program
1-03369	60712	I 15 fm. Apex to Logandale - Install ITS infrastructure, FAST Pkg. H2		\$5,500,000				
1-31220	73946	I 580, Washoe Co., Neil Rd. to Moana. MP WA 20.00 TO WA 22.00, RENO PKG 1 - Install ITS infrastructure.		\$2,000,000				
Not Scheduled		Replace High Mast HPS Lighting w/ LED Lighting			\$1,500,000			
2-03276	60690	US 95 fm. Bypass to Laughlin - Install ITS infrastructure, FAST Pkg. K2			\$3,000,000			Moved from 2020 Cost changed from \$4,000,000
1-31219	UNASSIGNED	I 580 fm. Mt. Rose to Neil Rd. - Install ITS infrastructure - TM Pkg. 2A			\$3,000,000			
1-31205	73828	Freeway Sevice Patrol/Incident Response Vehicle - Reno/Sparks			\$365,040			Annual Program
1-03325	73823	Freeway Sevice Patrol/Incident Response Vehicle - Las Vegas			\$2,617,056			Annual Program
1-03369	60713	I 15 fm. Logandale to AZ Stateline - Install ITS infrastructure, FAST Pkg. H3			\$5,500,000			
1-31223	UNASSIGNED	I 580 Fwy., US 50 to I 80 CC 00.00 to WA 14.95 Resigning to I 580 Designation				\$800,000		Cost changed from \$900,000 60% plans complete. Project will be finalized/scheduled when need/priority identified.
8-00251	60693	District 3 - Install Rural ITS Smart Zones, Pkg. A				\$2,000,000		Moved from 2018
8-00250	Pkg. A	District 2 - Install Rural ITS Smart Zones, Pkg. A				\$1,000,000		Tentative
1-25001	UNASSIGNED	I 580 fm. Mt. Rose to College Pkwy. - Install ITS Infrastructure, WC Pkg. 1				\$3,000,000		Tentative
1-25002	UNASSIGNED	I 580 fm. College Pkwy. to Fairview - Install ITS Infrastructure, WC Pkg. 2				\$2,000,000		Tentative
1-31205	UNASSIGNED	Freeway Sevice Patrol/Incident Response Vehicle - Reno/Sparks				\$365,040		Annual Program
1-03325	UNASSIGNED	Freeway Sevice Patrol/Incident Response Vehicle - Las Vegas				\$2,617,056		Annual Program
8-00249	Pkg. A	District 1 - Install Rural ITS Smart Zones, Pkg. A				\$2,000,000		
4-31236	UNASSIGNED	McCarran Blvd. (SW) fm. I 80 to US 395 Pkg. 4 - Install ITS devices, TM Pkg. 7					\$10,000,000	Funding not identified
1-03325	UNASSIGNED	Freeway Sevice Patrol/Incident Response Vehicle - Las Vegas					\$2,617,056	Annual Program
8-00250	Pkg. B	District 2 - Install Rural ITS Smart Zones, Pkg. B					\$1,000,000	Tentative
8-00250	Pkg. C	District 2 - Install Rural ITS Smart Zones, Pkg. C					\$1,000,000	Tentative
1-31205	UNASSIGNED	Freeway Sevice Patrol/Incident Response Vehicle - Reno/Sparks					\$365,040	Annual Program
8-00251	Pkg. C	District 3 - Install Rural ITS Smart Zones, Pkg. C					\$1,000,000	Tentative
3-03176	UNASSIGNED	SR 160 fm. Pahrump to I 15 - Install ITS devices FAST Pkg. J1					\$5,500,000	Moved from 2018
8-00249	Pkg. B	District 1 - Install Rural ITS Smart Zones, Pkg. B					\$1,000,000	Tentative
8-00251	Pkg. B	District 3 - Install Rural ITS Smart Zones, Pkg. B					\$1,000,000	Moved from 2019 Tentative
4-31239	UNASSIGNED	McCarran Blvd. (SE) fm. US 395 to I-80 - Install ITS devices, TM Pkg. 3					\$10,000,000	Tentative
8-00249	Pkg. C	District 1 - Install Rural ITS Smart Zones, Pkg. C					\$1,000,000	Tentative
4-31238	UNASSIGNED	McCarran Blvd. (NE) fm. I 80 to US 395 - Install ITS devices, TM Pkg. 5					\$10,000,000	Tentative
4-31237	UNASSIGNED	McCarran Blvd. (NW) fm. US 395 to I 80 - Install ITS devices, TM Pkg. 6					\$10,000,000	Tentative
<b>SubTotal:</b>			\$20,982,096	\$16,132,096	\$15,982,096	\$13,782,096	\$54,482,096	





**NDOT 5 YEAR PLAN**

Working Copy - Subject to Funding and Approval

January 28, 2016 PDC Mtg.

**HYDRAULICS/TAHOE PROJECTS**

PCEMS No.	PIN/EA No.	PROJECT NAME	2016	2017	2018	2019	2020	NOTES
		Burke-Rabe Meadow Coop	\$100,000					Cost changed from \$300,000 Agreement Split between 2 Years
		Clear Creek Erosion Control Program	\$500,000					Agreement
1-11018	60723	I 80 at Structures G-884 and G-885. MP EU 4.21 and 4.38 - Scour Mitigation and Erosion Control On/Under Structures and within UPRR/I 80 ROW	\$375,000					
2-05115	73653	US 50 Slope Stability, Water Quality, and Erosion Control Imp. - US 50 fm. Cave Rock to SR-28 Spooner jct.	\$3,200,000					Cost changed from \$5,000,000 Completed with and Adv. Date 2/10/16; Contract Number 3627. Adv. with Cave Rock Tunnel Extension
		Burke-Rabe Meadow Coop		\$200,000				Agreement Split between 2 Years
		US 395 Martin Slough		\$250,000				Moved from 2016 Agreement
		Clear Creek Erosion Control Program		\$500,000				Agreement
		Lake Tahoe Stormwater Project Coop		\$600,000				Agreement
2-05120	73859	US 50 Spooner Summit to Carson City. MP DO 13.00-14.58 and CC 0.00-7.60		\$4,000,000				
Not Scheduled		Master Plan Water Quality & Erosion Control Improvements - SR 28 fm. 0.13 ME of the CC/WA line to Sand Harbor (FLAP)		\$4,500,000				Cost changed from \$1,000,000
		Clear Creek Erosion Control Program			\$500,000			Agreement
		Lake Tahoe Stormwater Project Coop			\$600,000			Agreement
Not Scheduled		SR 431 - Treatment at Outfalls directly connected to Lake Tahoe. MP WA 0.00 to 8.00			\$3,600,000			
Not Scheduled		US 50 in Ely, MP WP 66.34 to 68.43 and US 93, MP WP 53.10 to 54.27. Storm drain system improvements along US 50/US 6 including rehabilitation or enlargement of existing trunk system.			\$4,000,000			Adv. with 3R Project (73650)
Not Scheduled		SR 207 Kingsbury Grade fm. MP DO 0.00 to MP DO 11.08 - Pipe lining & rehab D2			\$5,000,000			Moved from 2017 Cost changed from \$2,000,000
		Clear Creek Erosion Control Program				\$500,000		Agreement
		Lake Tahoe Stormwater Project Coop				\$600,000		Agreement
Not Scheduled		SR 207 - Treatment at Outfalls directly connected to Lake Tahoe. MP DO 0.00 to MP DO 3.15				\$1,000,000		
Not Scheduled		SR 431, Mt. Rose Hwy. fm. MP WA 0.00 to MP WA 24.413 & SR 341 Geiger Grade, fm. MP WA 0.00 to MP WA 6.30, MP ST 0.00 to MP ST 10.84, and MP LY 0.00 to MP LY 4.90 - Pipe lining & rehab D2				\$4,000,000		Moved from 2018
Not Scheduled		US 50 - Treatment at Outfalls directly connected to Lake Tahoe. MP DO 0.00 to MP DO 13.07					\$1,000,000	Moved from 2019
Not Scheduled		SR 28 - Treatment at Outfalls directly connected to Lake Tahoe. MP WA 0.00 to MP WA 10.99, MP CC 0.00 to MP CC 3.95, and MP DO 0.00 to MP DO 1.23					\$4,000,000	Moved from 2019
<b>SubTotal:</b>			<b>\$4,175,000</b>	<b>\$10,050,000</b>	<b>\$13,700,000</b>	<b>\$6,100,000</b>	<b>\$5,000,000</b>	

**STORMWATER PROJECTS**

PCEMS No.	PIN/EA No.	PROJECT NAME	2016	2017	2018	2019	2020	NOTES
9-29001	73971	MY 934, Virginia City Maint. Yard. SR 342 MP ST 2.65 - Drainage and Wash Pad Improvements, Repave Yard.	\$2,500,000					District Contract-Cost TBD
9-33004	73973	My 919, Ely Maint. Yard. US 93 MP WP 54.28 - Drainage and Wash Pad Improvements, Repave Yard	\$2,000,000					District Contract-Cost TBD
9-07035	60656	MY 927, N. Fork Maint. Yard. SR 225 MP EL 77.87 - Drainage Improvements and Repave Yard	\$500,000					Cost changed from \$1,000,000 District Contract
9-07034	60655	MY 931, Ruby Valley Maint. Yard. SR 229 MP EL 35.45 - Drainage Improvements and Repave Yard	\$1,000,000					District Contract
9-07036	73972	MY 932, Wells Maint. Yard. SR 223 MP EL 74.90 - Drainage and Wash Pad Improvements, Repave Yard.	\$1,000,000					District Contract-Cost TBD
Not Scheduled		MY 983, Lovelock Maint. Yard. 6th St. MP PE 0.311		\$2,000,000				District Contract-Cost TBD
Not Scheduled		MY 976, Mina Maint. Yard. US 95 MP MI 15.358		\$500,000				District Contract-Cost TBD
Not Scheduled		MY 971, Battle Mountain Maint. Yard. Galena St. MP LA 0.100		\$500,000				District Contract-Cost TBD
Not Scheduled		MY 927, Searchlight Maint. Station. SR 164 MP CL 18.483		\$500,000				District Contract-Cost TBD
Not Scheduled		MY 920, Tonopah Maint. Yard. US 6 MP NY 1.787		\$500,000				Moved from 2016 District Contract-Cost TBD
Not Scheduled		MY 921, Las Vegas Maint. Station. SR 578 MP CL 0.503		\$2,500,000				District Contract-Cost TBD
Not Scheduled		MY 975, Goldfield Maint. Yard. US 95 MP ES 19.401			\$500,000			District Contract-Cost TBD
<b>SubTotal:</b>			<b>\$7,000,000</b>	<b>\$6,500,000</b>	<b>\$500,000</b>			



**NDOT 5 YEAR PLAN**

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**January 28, 2016 PDC Mtg.**

**LANDSCAPE & AESTHETICS PROJECTS**

PCEMS No.	PIN/EA No.	PROJECT NAME	2016	2017	2018	2019	2020	NOTES
1-31233	73943	I 580, Reno, at Plumb Lane, SB On-Ramp and Flyover, MP WA 23.62	\$1,250,000					
2-03281	73925	US 93 at Hoover Dam - State Entrance Gateway	\$248,750					Moved from 2015
2-07064	73924	US 93 at Jackpot - State Entrance Gateway	\$248,750					
2-31133	73927	US 395 at Bordertown and SR 28 at Crystal Bay- State Entrance Gateways	\$470,833					
2-05125	73959	US 395 at Topaz Lake - State Entrance Gateway	\$248,750					
2-05123	73926	US 50 at Stateline S. Lake Tahoe - State Entrance Gateway	\$248,750					
4-31244	73942	Veterans Pkwy. Roundabout aesthetic improvements	\$600,000					
1-31228	60665	I 580 Damonte Ranch Intch. MP WA 16.98	\$2,000,000					
Not Scheduled		I 515 and Russell Rd.		\$2,000,000				Moved from 2016
Not Scheduled		I 80, through W. Elko Interchange - Paint Structure		\$225,000				
Not Scheduled		I 80 at Elko Gateways		\$2,500,000				
1-31228	LAND2	I 580 S. Meadows Pkwy. Intch. MP WA 18.33		\$1,250,000				Moved from 2018
Not Scheduled		Community Gateway to Winnemucca/Recreational to Black Rock Desert			\$2,500,000			Cost changed from \$50,000
Not Scheduled		I 80, W. Winnemucca Interchange - Paint Structure			\$225,000			
Not Scheduled		I 515 and College			\$1,250,000			
1-31228	LAND1	I 580 at S. Virginia, Patriot Blvd. Intch. MP WA 19.29			\$1,250,000			Moved from 2020
1-31228	LAND3	I 580 Neil Rd. Intch. MP WA 20.71			\$750,000			
Not Scheduled		Charleston Rd. and I-515				\$1,900,000		Cost changed from \$2,000,000 Supplement 4-03442 Project Budget
Not Scheduled		I 515/US 95 - Horizon Drive - L&A (Paint) and Aesthetic Improvements				\$1,750,000		Moved from 2020 Cost changed from \$2,500,000
Not Scheduled		US 6 at Baker - State Entrance Gateway				\$250,000		Moved from 2020 Cost changed from \$160,000
Not Scheduled		US 95 North NV/OR - State Entrance Gateway				\$250,000		Moved from 2020 Cost changed from \$160,000
Not Scheduled		US 95 South NV/CA - State Entrance Gateway				\$250,000		Moved from 2020 Cost changed from \$160,000
Not Scheduled		US 6/95 at Boundary Peak - State Entrance Gateway				\$250,000		Moved from 2020 Cost changed from \$300,000
Not Scheduled		Hidden Gems Highway - Info Kiosks/Pull-Outs (4 locations)				\$500,000		Moved from 2016 Cost changed from \$160,000
1-03382	73929	I 15 Spring Mountain					\$5,000,000	Moved from 2017
<b>SubTotal:</b>			<b>\$5,315,833</b>	<b>\$5,975,000</b>	<b>\$5,975,000</b>	<b>\$5,150,000</b>	<b>\$5,000,000</b>	





**NDOT 5 YEAR PLAN**

**Working Copy - Subject to Funding and Approval**

**January 28, 2016 PDC Mtg.**

**ADA PROJECTS**

PCEMS No.	PIN/EA No.	PROJECT NAME	2016	2017	2018	2019	2020	NOTES
1-31235	73984	I 80 & I 580/US 395, Reno, fm. Verdi to Vista Blvd. and fm. S. Virginia St. to Stead Blvd.	\$470,000					
1-00028	73982	I 80 Intch. ramps in Winnemucca, Battle Mtn., Elko, Wells, and West Wendover	\$520,000					
Not Scheduled		SR 599, Las Vegas, N. Rancho Dr. at N. Jones Blvd.	\$20,000					
4-31231	73549	SR 648, Glendale Ave., fm. Kietzke Ln. to McCarran Blvd.	\$1,700,000					Adv. With 3R Project (73549)
1-03387	73983	I 515, Las Vegas, fm. Wagonwheel Dr. to Casino Center Blvd.; I 15, Las Vegas/Mesquite, fm. Primm Blvd. to Sandhill Blvd.; US 95, Las Vegas, fm. S. Martin L. King Blvd. to Paiute Way.	\$745,000					Cost changed from \$220,000
Not Scheduled		SR 221, Carlin, fm. 3rd St. to Allen St. and SR 766 fm. SR 221 to I 80		\$80,000				Tentative - ROW/Utility impacts TBD
Not Scheduled		US 95, Mina, fm. 6th St. to Eleventh St.		\$330,000				Tentative - ROW/Utility impacts TBD
Not Scheduled		US 95, Fallon, fm. 500ft N. of Sheckler Rd. to Keddle St.		\$190,000				Tentative - ROW/Utility impacts TBD
Not Scheduled		US 50A/US 95A, Fernley, fm. Mull Ln. to Farm District Rd.		\$155,000				Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 659, McCarran Blvd. (East), Reno, fm. US 395 North to S. Virginia St.		\$320,000				Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 595, S. Rainbow Blvd., Las Vegas, fm. W. Tropicana Ave. to Westcliff Dr.		\$500,000				Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 322, Pioche, Main St. fm. Railroad Ave. to Cedar St.		\$160,000				Tentative - ROW/Utility impacts TBD
Not Scheduled		I 215/SR 564, Henderson, fm. Stephanie St. to Lake Las Vegas Pkwy.		\$250,000				Tentative - ROW/Utility impacts TBD
Not Scheduled		I 15, Mesquite, at W. Mesquite Intch. and Pioneer/Sandhill Intch. and SR 170 at Mesquite Blvd.		\$20,000				Tentative - ROW/Utility impacts TBD
Not Scheduled		FREL17/FREL18, Elko, at I 80 ramps and Idaho St. Intch. and FREL18 at Delaware Ave., El Dorado Dr., and Idaho St. Ints.		\$40,000				Tentative - ROW/Utility impacts TBD
Not Scheduled		US 95, Searchlight, MP CL 19.97 to 20.53		\$250,000				Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 372, Pahrump, fm. Blagg St. to SR 160 and SR 160 fm. E. Acoma Ave. to Lockspur Ave.		\$195,000				Tentative - ROW/Utility impacts TBD
Not Scheduled		US 93, Ely, fm. US 50 to E. 15th St.			\$730,000			Tentative - ROW/Utility impacts TBD
Not Scheduled		US 50, Ely, fm. W. 1st St. to 0.25 MS of the Jct. with US 6			\$450,000			Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 147, Lake Mead Blvd., Las Vegas, fm. Losee Rd. to Civic Center Dr. and Pecos Rd. to Lamb Blvd.			\$2,170,000			Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 589, E. Sahara Ave., Las Vegas, fm. S. Las Vegas Blvd. to S. Nellis Blvd.			\$1,150,000			Tentative - ROW/Utility impacts TBD
4-03429	73879	SR 593, Tropicana Ave., fm. Dean Martin to Boulder Hwy. MP CL 0.01 to 7.30. Phase 2 (Concrete Bus Ln. and ADA)			\$5,100,000			Adv. with 3R Project (73879)
Not Scheduled		SR 396/SR 398/SR 854/SR 397, Lovelock, SR 396 fm. S. Broadway Ints. to N. Broadway Ints., SR 398 fm. I 80 Intch. to 17th St., SR 854 fm. Jamestown Ave. to SR 398, SR 397 fm. 4th St. to 11th St.				\$555,000		Tentative - ROW/Utility impacts TBD
Not Scheduled		US 93A, W. Wendover, fm. I 80 to MP 53.2				\$70,000		Tentative - ROW/Utility impacts TBD
Not Scheduled		US 50, Eureka, fm. 0.054 MN of Parker St. to 0.040 MN of Richmond St.				\$115,000		Tentative - ROW/Utility impacts TBD
Not Scheduled		US 50, Austin, fm. Stokes Castle Rd. to 3rd St.				\$165,000		Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 589, W. Sahara Ave., Las Vegas, fm. S. Rainbow Blvd. to Las Vegas Blvd.				\$515,000		Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 574, Cheyenne Ave., Las Vegas, fm. N. Martin L. King Blvd. to N. Nellis Blvd.				\$950,000		Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 305, Battle Mtn., fm. Broyles Rd. to SR 304 and SR 304 fm. Eastgate Dr. to Forrest Ave.				\$285,000		Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 223, Wells, fm. I 80 Intch. to 600 ft. E. of US 93				\$265,000		Tentative - ROW/Utility impacts TBD
Not Scheduled		I 15, Primm, Intch. ramps and S. Las Vegas Blvd. at E. Primm Blvd.				\$30,000		Tentative - ROW/Utility impacts TBD
Not Scheduled		All Five Winnemucca Locations				\$535,000		Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 582, Fremont St., Las Vegas, fm. S. 8th St. to E. Charleston Blvd.				\$645,000		Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 612, N. Nellis Blvd, Las Vegas, fm. E. Russell Rd. to E. Charleston Blvd.					\$970,000	Tentative - ROW/Utility impacts TBD
Not Scheduled		US 50, Fallon, fm. Allen Rd. to Sherman St.					\$785,000	Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 445, Pyramid Way, Sparks, fm. Nugget Ave. to Sparks Blvd.					\$380,000	Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 147, Lake Mead Blvd., Las Vegas, fm. Lamb Blvd. to the EUL.					\$2,170,000	Tentative - ROW/Utility impacts TBD
Not Scheduled		US 93, Wells, fm. 500 ft. S. of I 80 to SR 223					\$265,000	Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 578, Washington Ave., Las Vegas, fm. I 15 to Las Vegas Blvd.					\$165,000	Tentative - ROW/Utility impacts TBD
<b>SubTotal:</b>			<b>\$3,455,000</b>	<b>\$2,490,000</b>	<b>\$9,600,000</b>	<b>\$4,130,000</b>	<b>\$4,735,000</b>	



**NDOT 5 YEAR PLAN**

**Working Copy - Subject to Funding and Approval**

January 28, 2016 PDC Mtg.

**MISCELLANEOUS PROJECTS**

PCEMS No.	PIN/EA No.	PROJECT NAME	2016	2017	2018	2019	2020	NOTES
3-23070	73921	SR 160, Nye Co., Roadside Safety at Johnnie Curve Site (Shoulder Widening, High Friction Surface, Flashing Chevron Signs) MP NY 26.200 to 27.351; SR 160 and US 95 Intersection Modifications (US 95 Deceleration Lanes) MP NY 13.81 to 14.23	\$2,404,000					Cost changed from \$3,000,000 Added to 3R Project (73921)
3-17097	73901	SR 317 Rainbow Canyon, Lincoln Co., fr. 1 MN of Elgin to the Jct of US 93. MP LN 41.77 to LN 52.37	\$2,000,000					
4-03417	73725	SR 612, Nellis Blvd. and SR 589, Sahara Ave. Reconstruct Intersection.	\$1,900,000					
2-05124	73948	US 50 at Cave Rock. MP DO 7.11 - Extend Westbound Tunnel	\$4,000,000					Completed with and Adv. Date 2/10/16; Contract Number 3627. Going with US 50 Slope Stability, Water Quality Project (73653)
3-05057	73867	SR 756 Centerville Ln. at Structure B-287. MP DO 3.68		\$600,000				TAP funding (Douglas County)
3-05058	73966	SR 756, Centerville, fr. Waterloo Ln. to US 395 (Bikelanes)		\$600,000				TAP Funding (2nd Project)
Not Scheduled		SR 445 at Calle de la Plata (NB Deceleration Lane)		\$1,600,000				
3-19053	73861	SR 828 Farm District Rd. fr. Crimson Rd. to Jasmine Ln. in Fernley. MP LY 0.90 to LY 2.75		\$530,315				TAP funding (City of Fernley); \$173,485 City of Fernley; \$650,000 Safe Routes
Not Scheduled		SR 163, Laughlin, Roundabout				\$2,500,000		Moved from 2017
<b>SubTotal:</b>			<b>\$10,304,000</b>	<b>\$3,330,315</b>		<b>\$2,500,000</b>		

**DISTRICT BETTERMENT PROJECTS**

PCEMS No.	PIN/EA No.	PROJECT NAME	2016	2017	2018	2019	2020	NOTES
		District Betterments	\$22,623,698					
<b>SubTotal:</b>			<b>\$22,623,698</b>					

**BIKE & PED PROJECT**

PCEMS No.	PIN/EA No.	PROJECT NAME	2016	2017	2018	2019	2020	NOTES
Not Scheduled		Off System - 2016	\$2,214,600					
Not Scheduled		US 50 - Warning Signage in all mountainous areas regarding bicycles may be in travel lane	\$100,000					
Not Scheduled		US 50, Stateline Ave. to Elks Point Rd. - Bicycle Lanes	\$10,000					
Not Scheduled		Off System - 2017		\$2,000,000				
Not Scheduled		Off System - 2018			\$1,000,000			
Not Scheduled		US 50 / US 95 - Bicycle Improvements			\$1,000,000			
Not Scheduled		Off System - 2019				\$2,000,000		
<b>SubTotal:</b>			<b>\$2,324,600</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>		
<b>Grand Total</b>			<b>\$275,464,727</b>	<b>\$336,163,411</b>	<b>\$440,383,596</b>	<b>\$346,174,096</b>	<b>\$562,415,096</b>	

**Qualifiers/Disclaimers**

This list is not fiscally constrained. It is preliminary and subject to revision based on funding, resources and priorities. The primary intent of this list is help NDOT determine priority of NDOT construction projects from a funding and resource allocation perspective. The initial emphasis was placed on the first two years of the list. Additional projects for later years will be added as those are identified.

The list of projects shows those projects which NDOT has identified as being funded or potentially funded with money controlled by NDOT, such as STP Statewide, NHPP, Safety, state funds , etc.

The list does not show projects which are solely locally funded or funded with federal funding controlled by the MPOs, such as CMAQ or STP Local funds.

The list does not show Local Public Agency (LPA) projects which do not have NDOT controlled funds included in the project or an agreement to have NDOT controlled funds in them.

The dollar amounts may not be the total project cost but rather the amount of NDOT controlled funds in the project. It does not include any funding from federal earmarks or local/Developer funds.

The dollar amounts show the federal fiscal year in which it is anticipated the funds may be obligated. It does not represent the year that the funds will be expended. The dollar amounts shown are for the construction phase only and does not reflect design or right of way costs.

Backup projects may be used in the year shown. If not used, backup projects will be used the following year.

Contingency projects may be used to replace any planned project in a year that experiences issues . If not used, contingency projects are reevaluated for use in future years.

Projects whose funding has not yet been identified may not be obligated in the year shown. There are not current commitments to actual fund those projects but staff recommends them.

Not Scheduled - indicates that the project is not currently scheduled in NDOT's Project Scheduling and Management System (PSAMS)

**CHANGES FROM THE 10-22-15 VERSION OF THE FIVE YEAR PLAN ARE SHOWN IN BOLD AND BLUE**

N = Need  
S = Submitted (HQ reviewing)  
A = Approved

Department of Transportation Construction Contract Closeout Status February 4, 2016																							
CONT NO	DIST	CREW #	CONTRACTOR - RESIDENT ENGINEER	DESCRIPTION	CONTRACT BID PRICE	RETENT HELD	EEO	LAB	AB	CP	PPR	LE or CM	ATSS	WC	CONST. COMPL.	CLEANUP FINALIZED	PLANT ESTAB. (end date)	DISTRICT ACCEPT	DIRECTOR ACCEPT	PICK UP COMPL.	RPU	COMMENTS	CHANGE ORDER STATUS
3409	1	926	CAPRIATI CONSTRUCTION - SULAHRIA DEENA - CECILIA	US 95 FROM RAINBOW/SUMMERLIN INTERCHG. TO RANCHO/ANN RD. & DURANGO DR. (PKG. 1)	\$68,761,909.90	\$50,000.00	N	A	A	A	N	A	Y		12/1/12	2/15/13	12/16/13	3/7/14	3/12/14		Y	Closeout pending resolution of wage complaint. Hearing delayed until further notice due to contractor filing bankruptcy. HQ continuing to review contract concurrently.	
3530	1	902	LAS VEGAS PAVING CORP - YOUSUF MATT	CONSTRUCT NEW INTERCHANGE I-15 AT CACTUS AVENUE	\$38,900,000.00	\$50,000.00	A	A	A	A	A	S			8/29/14		3/31/14	11/19/15	12/2/15	5/4/15	Y	Pickup complete. ATSS accepted by materials and QA working on there portion payoff after QA accepts ATSS.	
3532	1	916	LAS VEGAS PAVING CORP- RUGULEISKI TRISH	RE-OPEN F STREET UNDER I 15 INTERSTATE TO TRAFFIC	\$13,600,000.00	\$50,000.00	A	A	S	S	N	A			10/24/14			10/1/15	10/1/15		Y	HQ working with crew on closeout. Books sent back to crew for corrections on 12/17/15.	
3534	1 (D3)	922	GRANITE CONSTRUCTION- CHRISTIANSEN TRISH	CONSTRUCT SHOULDERS AND PASSING LANES	\$9,886,886.00	\$50,000.00	A	A	S	A	N	S			10/17/14	10/24/14		12/30/14	2/11/15		Y	HQ working with crew on closeout. Finishing up the final paperwork.	
3546	1	903	LAS VEGAS PAVING - CONNER TRISH	I-15 MILL, 3" PBS, 3/4" OPEN-GRADE, 2 MI TRUCK CLIMBING LN NORTH BOUND	\$35,650,000.00	\$50,000.00	A	N	N	A	N	S			6/10/15			1/19/16	1/19/16		N	Crew preparing to request pickup.	
3554	1	926	LAS VEGAS PAVING - SULAHRIA TRISH	US 95 FROM ANN ROAD TO DURANGO DRIVE	\$35,700,000.01	\$50,000.00	N	N	N	N	N	N			9/18/15	10/22/15	9/13/16	partial relief 11/24/2015			N	Crew is preparing for pickup. Partial relief granted, full is pending Plant Est. (exp 9/13/16).	
3556 FM PILOT	1	901	ROAD & HIGHWAY - ALHWAYEK TRISH	REALIGN US 93 FOR APPROXIMATELY 5000 FT USING GEO-FOAM TO AVOID UNSUITABLE S SOILS	\$3,595,595.00	\$50,000.00	A	A	N	A	N	A			12/3/14			10/19/15	10/19/15		Y	Job delivered to HQ on 2/4/16. Will begin working on it when 3534 is complete.	
3560	1	906	MKD CONSTRUCTION INC - CHRISTIANSEN / FREE DEENA	INSTALL ENHANCED MILEPOST MARKERS & MINIMAL CENTERLINE/SHOULDER RUMBLE STRIPS	\$426,000.00	\$21,300.00	N	A	A	A	A	A	Y		7/25/14	7/25/14		11/24/14	12/14/14	3/11/15	Y	Potential Wage Claim issue, Final pmt is waiting resolution of EEO clearance.	
3566	1	915	NEVCAL INVESTORS INC - STRGANAC - TRISH	SIGNAL SYSTEM MODIFICATION CITY OF NORTH LAS VEGAS	\$590,432.20	\$30,379.11	N	A	A	S	A	N			9/14/15					1/26/16	Y	Pick up complete. Working with crew on other required submittals.	
3576 FM	1	906	AGGREGATE INDUSTRIES SWR CHRISTIANSEN TRISH	SR 147 FM 2ME OF EUL OF NLV CL 9.67 TO APPX BOUNARY LAKE MEAD NRA	\$5,948,497.07	\$50,000.00	N	N	N	N	N	N			1/7/16						N	Final item of work (seeding) will be performed in December. Crew preparing for pickup request.	
3577 FM	1	903	LAS VEGAS PAVING CORP- CONNER TRISH	US 95 FROM 1.2 MILES NORTH OF FRCL 34 TO 0.9 MILES NORTH OF THE TRAILING EDGE OF I-1075 3" COLD MILL & FILL w/ OG	\$23,642,334.99	\$50,000.00	N	N	N	N	N	N			11/17/15			1/19/16	1/20/16			Rec'd Dist. Accept 1/19/16 & Dir Accept 1/19/16.	CM 05 in docusign for signature
3581 FM	1	902	INTERMOUNTAIN SLURRY SEAL INC- YOUSUF TRISH	US 93 MICROSURFACE EXISTING ROADWAY	\$1,538,538.00	\$50,000.00	A	A	A	A	A	S			5/27/15			10/6/15	10/19/15	12/16/15	Y	Sent final qts to Cont 1/6/16. Pay off possible on 2/6/16, pending ATSS.	
3584 FM	1	915	VSS INTERNATIONAL DBA STRGANAC (BAER) TRISH	US 95 AMARGOSA VALLEY TO BEATTY NYE COUNTY	\$1,710,710.00	\$50,000.00	A	A	S	A	S	A			6/26/15	7/26/15		8/17/15	8/25/15		Y	HQ received job. Will begin working on it once 3534 is complete.	
3589 FM	1	903	LAS VEGAS PAVING CORP- CONNER TRISH	SR 158 DEER CREEK ROAD COLDMILLING AND PLACING PLANTMIX BITUMINOUS SURFACE	\$2,118,000.00	\$50,000.00	A	A	S	A	S	N			8/5/15	9/5/15		8/12/15	9/3/15		Y	HQ received job on 2/1/16. Will begin working on it when 3534 is complete.	
3602 FM	1	906	LAS VEGAS PAVING CORP- CHRISTIAN TRISH	SR 160 EMERGENCY MEDIAN CROSSEOVERS / PLACEMENT OF CABLE BARRIER RAILS	\$794,000.00	\$42,197.00	N	N	N	N	N	N			1/6/16						N	Construction ongoing.	CM01 waiting on HQ review from asst.

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WC=Wage Complaint  
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N = Need  
S = Submitted (HQ reviewing)  
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Department of Transportation Construction Contract Closeout Status February 4, 2016																						
CONT NO	DIST	CREW #	CONTRACTOR - RESIDENT ENGINEER	DESCRIPTION	CONTRACT BID PRICE	RETENT HELD	EEO	LAB	AB	CP	LE or CM	ATSS	WC	CONST. COMPL.	CLEANUP FINALIZED	PLANT ESTAB. (end date)	DISTRICT ACCEPT	DIRECTOR ACCEPT	PICK UP COMPL.	RPU	COMMENTS	CHANGE ORDER STATUS
3292	2	910	FISHER INDUSTRIES - DURSKI ROB-MATT	FROM 395 S. OF BOWERS MANSION CUTOFF NORTH TO MOUNT ROSE HWY.	\$393,393,393.00	\$50,000.00	S	A	A	A	A	S		11/19/12		2/28/15	3/2/15	3/9/15		Y	HQ completed pickup of items except waiting for CCO#69 to be executed. Crew still has testing books at office. Need EEO & ATSS before qty's sent to contractor.	
3389 ARRA	2	913	MEADOW VALLEY CONST - LIGHTFOOT DEENA	1-580 AT MEADOWOOD MALL EXCHANGE	\$21,860,638.63	\$50,000.00	A	N	N	N/A	N	N		7/10/13		11/1/13	8/12/14	9/26/14		N	Claim settled. Final Payment made to contractor. HQ will review books/documents for closeout.	
3505	2	907	GRANITE CONSTRUCTION - LANI DEENA	US 50, LYON COUNTY, CHAVES ROAD TO ROY'S ROAD	\$21,212,121.00	\$50,000.00	A	A	A	A	N	S		10/3/13		10/3/14	5/15/15	5/20/15		Y	Final Qtys sent to contractor 1/11/16. Possible pay off on 2/11/16, pending LE from RE, & ATSS from QA.	
3516	2	907	GRANITE CONSTRUCTION - LANI MATT	US 395 CARSON CITY FREEWAY FROM CARSON ST. TO FAIRVIEW	\$9,545,454.00	\$50,000.00	A	A	A	S	N	S		7/11/14		N/A	5/15/2015	5/18/2015		Y	Initial Pickup complete sent back to crew for corrections. Partial submittal of CPPRs (waiting on one for Prime).	
3541 CMAR	2	911	Q & D CONSTRUCTION - ANGEL DEENA	CONSTRUCT PHASE 1 C MULTI USE TRAIL OF STATELINE TO STATELINE BIKEWAY PROJECT	\$1,424,013.00	\$50,000.00	A	A	N	S	A	A		10/15/13		12/20/15	2/5/16	2/10/16		N	Per Project Management, TTD in agreement with NDOT to do Weed Monitoring activities until 12/2015, anticipate closeout 1/16. Can not close out until completion of agreement with TTD.	
3558	2	913	GRANITE CONSTRUCTION - LIGHTFOOT MATT	SR 431 MT ROSE HWY FROM 0.11 MILES EAST OF THE MT ROSE SUMMIT TO US 395	\$1,459,145.70	\$50,000.00	N	A	N	N	N	N		7/1/15			9/2/15	9/10/15		N	Crew working with contractor to resolve issues related to CCO's and preparing for pickup request.	
3561	2	911	GRANITE CONSTRUCTION - ANGEL DEENA	2 3/4" MILL 2" PLANTMIX SURFACE WITH 3/4" OPEN GRADE	\$6,354,354.01	\$50,000.00	A	A	N	A	A	A		11/7/14		N/A	9/21/15	9/28/15		N	Crew preparing to request pickup. After 3541.	#3 paid prior
3564 CMAR	2	911	Q & D CONSTRUCTION - ANGEL MATT	SR 207 KINGSBURY GRADE FROM THE JUNCTION WITH US 50 TO 3.866 MILES E. OF US 50	\$14,877,619.23	\$50,000.00	A	A	N	A	A	A		10/15/14		10/1/15	11/3/15	11/3/15		N	Crew preparing to request pickup. AB completed will collect at time of pickup. After 3561.	
3582 FM	2	911	SIERRA NEVADA CONST. ANGEL MATT	US 50 IN DAYTON, 0.13 MI WEST OF PINE CONE RD TO, 0.17 MI EAST OF RETAIL RD. - REVISE STRIPING, CONST RAISED MEDIAN ISLANDS AND DECEL LANES @ VARIOUS LOCATIONS	\$328,357.56	\$16,417.88	A	A	N	A	A	A		5/22/15			6/12/15	6/24/15		N	Crew working to prepare for pickup and semi-final	
3586 FM	2	911	MKD CONSTRUCTION ANGEL MATT	US 5- CARSON CITY LOWER AND CENTRAL CREEK WATERSHED STORM DRAIN PROJECT FM CREEK INTERCHANGE TO JUNCTION OF US 395	\$1,323,150.00	\$50,000.00	N	A	N	S	N	S		10/30/15						N	Crew working to prepare for pickup and semi-final estimate.	
3587 FM	2	911	SIERRA NEVADA CONST. ANGEL DEENA	US 50 FROM BOYER LN TO PINTO LN CONSTRUCT FENCE WITH CATTLE GUARDS @ VARIOUS LOCATIONS	\$689,007.00	\$37,854.11	N	A	S	A	A	S		10/23/15			1/29/16	1/29/16		N	Pick up pending closeout of other contracts. Rec'd DA/ROM. Req Dir Accept 1/29/16	
3588 FM	2	910	GRANITE CONSTRUCTION - DURSKI MATT	5 SCHOOLS IN WASHOE COUNTY - OFF SYSTEM	\$610,937.25	\$10,000.00	A	A	A	A	A	S		8/7/15			8/26/15	9/3/15		Y	Files pickup from crew and are at HQ. 0% completed on job closeout. ATSS submitted? QA has not received ATSS yet. Reduced retention to \$10,000.00 on Est Dated 12/28/2015.	
3592 FM	2	911	SIERRA NEVADA CONST. ANGEL MATT	SR 823, LOWER COLONY AND ARTESIA ROADS, FROM SR 208 TO UP[PER COLONY ROAD 2" PBS OVERLAY	\$1,609,665.96	\$50,000.00	A	A	N	A	A	N		9/17/15			11/3/15	11/3/15		N	Construction complete. Crew working to request pickup.	

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Department of Transportation Construction Contract Closeout Status February 4, 2016																						
CONT NO	DIST	CREW #	CONTRACTOR - RESIDENT ENGINEER	DESCRIPTION	CONTRACT BID PRICE	RETENT HELD	EEO	LAB	AB	CP	LE or CM	ATSS	WC	CONST. COMPL.	CLEANUP FINALIZED	PLANT ESTAB. (end date)	DISTRICT ACCEPT	DIRECTOR ACCEPT	PICK UP COMPL.	R P U	COMMENTS	CHANGE ORDER STATUS
3611	2	905	Q & D CONSTRUCTION INC- LOMPA DEENA	DIST II MTNC YARD (RENO) DRAINAGE IMPROVEMENTS	\$760,006.15		N	N	N	N	N	N								N	Construction ongoing.	
3593	2	904	A & K EARTHMOVERS- BOGE DEENA	SR 722 2" PLANTMIX OVERLAY	\$2,792,971.35		N	N	N	N	N	N								N	Construction ongoing.	
3524	3	920	GRANITE CONSTRUCTION - SCHWARTZ MATT	RUBBLIZING, PBS WITH OG SEIMIC RETROFIT AND REHABILITATION	\$32,106,106.01	\$50,000.00	S	A	A	A	A	S		8/6/15	9/5/15		10/1/15	10/1/15	1/25/16	N	Pickup complete. Need ATSS & EEO before qty's sent to Contractor.	
3525	3	912	ROAD & HIGHWAY BUILDERS - SIMMONS DEENA	DOWEL BAR RETROFIT, PROFILE GRIND, SAW & SEAL, SEISMIC RETROFIT & REHAB OF STRUCTURE ON I-80	\$14,222,222.00	\$50,000.00	S	A	A	A	A	S	Y	3/11/15	4/12/15		5/18/15	8/14/15		Y	HQ reviewing contract and working with crew on final items. Outstanding Wage Complaint.	
3540 CMAR	3	908	Q & D CONSTRUCTION - SENRUD MATT	REPAIR TUNNEL, RENOVATE DRAINAGE & IMPROVE LIGHTING, PERFORM WORK ON STRUCTURES B-106, B-1112, B-1113 REPAIR PCCP WITH NEW SURFACE	\$28,340,000.13	\$50,000.00	A	A	A	A	A	S		7/1/15	7/1/15		8/7/15	9/3/15		Y	HQ completed review 12/22/2015. Sent items to crew for corrections	
3550	3	918	ROAD & HIGHWAY BUILDERS, LLC GARY BOGGS MATT	2" MILL, 2" PBS WITH OPEN-GRADE AND 3 3/4" MILL, 1" STRESS RELIEF COURSE, 2" PBS WITH OPEN GRADE.	\$19,656,656.00	\$50,000.00	N	N	N	N	N	N				10/12/16				N	Construction ongoing. Minor items remaining, but are temp sensitive, currently in winter suspension.	
3551	3	908	ROAD & HIGHWAY BUILDERS, LLC ANDERSON DEENA	ADD 6' SHOULDERS, PASSING LANES, FLATTEN SLOPES, & EXTEND DRAINAGE FACILITIES. PACKAGE 2	\$8,363,636.00	\$50,000.00	N	A	N	N	A	N		10/9/15	10/14/15		12/10/15	1/5/16		N	Crew working towards request for pickup, pending completion of cleanup phase.	
3557	3	912	Q & D CONSTRUCTION - SIMMONS DEENA	REPLACE SUBSTANDARD OFF-SYSTEM STRS G-324 & B-395 ON FR EU NEAR DUNPHY @ THE HUMBOLDT RIVER	\$7,835,211.70	\$50,000.00	S	A	N	N	N	S		9/11/15			Partial Relief (Str. G-324) 11-2-15			Y	HQ is reviewing and Final Pmt pending resolution of field issues that are temp sensitive. Will be addressed 2016 season.	
3559	3	920	GRANITE CONSTRUCTION - SCHWARTZ DEENA	2" Mill 2" PBS WITH OPEN GRADE WEARING COURSE	\$10,069,069.00	\$50,000.00	S	A	A	A	A	S	Y	7/20/15	8/19/15		10/2/15	10/7/15		Y	Contractor has accepted final qtys. pending resolution of Wage Complaint. Contractor has yet to provide documentation regarding making good on complaint.	
3563	3	Dist 3	SIERRA NEVADA CONST. CO. HESTERLEE DEENA	US50-5, US93, SR140, SR278, SR292, SR294, and SR305; CHIP SEAL OF EXISTING ROADWAY	\$4,824,007.00	\$50,000.00	S	A	N	N	N	N		7/29/15			9/30/15	9/30/15		N	Crew working on CM19I. Emailed 1/25/16 to offer assistance w/ CM19I	
3594 FM	3	301	REMINGTON CONSTRUCTION AVERETT MATT	MY925 INDEPENDENCE VALLEY MAINTENANCE YARD AT SR 226	\$621,019.04	\$0.00	N	A	N	N	A	N		12/16/15						N	Crew working to prepare for pickup	

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## Open Contract Status 01/27/2016

CONTRACT	DESCRIPTION	AGREEMENT ESTIMATE (BUDGET)	BID CONTRACT AMOUNT	<sup>1</sup> ADJUSTED BID CONTRACT AMOUNT	TOTAL PAID TO DATE	<sup>2</sup> % Budget	<sup>3</sup> % Time	CONTRACTOR	PROJECT MANAGER NDOT/CONSULTANT	RESIDENT ENGINEER	COMMENTS
3292	I-580 FREEWAY EXTENSION	\$ 405,824,356.00	\$ 393,393,393.00	\$ 430,451,409.31	\$ 447,477,665.41	110%	104%	FISHER SAND & GRAVEL CO	AMIR SOLTANI/CH2M HILL	BRAD DURSKI	Change Site Conditions and 8% Changes, \$4.2M REA for concrete paving, temporary arch remaining in place and testing submitted 5/2014 - Denied by Dept 3/2015
3409	US 95 WIDENING PCKG 1	\$ 71,947,575.00	\$ 68,761,909.90	\$ 73,462,591.60	\$ 73,605,048.75	102%	100%	CAPRIATI CONSTRUCTION CORP INC	AMIR SOLTANI/CH2M HILL	GARY WILLIAMS	Drilled Shaft Delay
3505	US 50, WIDEN & DRAINAGE IMP.	\$ 22,256,347.00	\$ 21,212,121.00	\$ 21,718,075.64	\$ 23,698,315.40	106%	98%	GRANITE CONSTRUCTION CO DBA	STEVE BIRD	STEPHEN LANI	Plantmix Quantity Increases
3516	US 395, CC FRWY (2B-2)	\$ 9,958,381.00	\$ 9,545,454.00	\$ 10,046,638.62	\$ 10,482,933.04	105%	96%	GRANITE CONSTRUCTION CO	AMIR SOLTANI/ LOUIS BERGER	STEPHEN LANI	Utility Delay (NV Energy). \$284K
3524	I 80, RUBBLIZE, PBS AND OG	\$ 34,221,117.00	\$ 32,106,106.01	\$ 32,539,014.01	\$ 33,505,875.89	98%	100%	GRANITE CONSTRUCTION CO	JOHN BRADSHAW	DAVE SCHWARTZ	
3525	I 80, NEAR DUNPHY, MULT STRUCTURES	\$ 15,187,265.00	\$ 14,222,222.00	\$ 14,676,694.71	\$ 16,189,664.50	107%	100%	ROAD & HIGHWAY BUILDERS LLC	JOHN BRADSHAW	MIKE SIMMONS	Utility Delay (Fiber Optic) and Bridge Deck Repair Quantity Increase
3530	I 15, CACTUS INTERCHANGE	\$ 40,534,954.00	\$ 38,900,000.00	\$ 39,242,182.00	\$ 38,991,483.25	96%	87%	LAS VEGAS PAVING CORPORATION	EDUARDO MIRANDA/ LOUIS BERGER	SAMI YOUSUF	
3532	I 15, REOPEN F STREET	\$ 14,201,021.00	\$ 13,600,000.00	\$ 13,805,279.49	\$ 13,644,191.73	96%	100%	LAS VEGAS PAVING CORPORATION	JENICA FINNERTY	TIM RUGULEISKI	
3534	US 93, JNCT AT CURRIE, PASSING LANES	\$ 10,592,452.00	\$ 9,886,886.00	\$ 10,082,453.89	\$ 10,181,005.94	96%	100%	GRANITE CONSTRUCTION CO	JIM CERAGIOLI	DON CHRISTIANSEN	
3540	I 80, CARLIN TUNNELS PCKG 2, CMAR	\$ 28,339,999.00	\$ 28,340,000.13	\$ 28,340,000.13	\$ 28,136,719.79	99%	0%	Q&D CONSTRUCTION INC	DALE KELLER	MIKE MURPHY	
3541	US 50, MULTI USE TRAIL, CMAR	\$ 1,424,013.00	\$ 1,424,013.00	\$ 1,413,532.00	\$ 1,346,562.00	95%	0%	Q&D CONSTRUCTION INC	PEDRO RODRIGUEZ	JOHN ANGEL	
3546	I 15, DRY LK. MILL, PBS & TRCK CLIMBING LN	\$ 37,235,208.00	\$ 35,650,000.00	\$ 37,121,987.11	\$ 38,110,502.39	102%	100%	LAS VEGAS PAVING CORPORATION	VICTOR PETERS	STEVE CONNER	1.4M in Change Orders - Tortoise Fence and Traffic Control
3550	SR 227, IDAHO ST, COLDMILL & PBS	\$ 20,616,055.00	\$ 19,656,656.00	\$ 19,945,024.74	\$ 19,438,232.06	94%	98%	ROAD & HIGHWAY BUILDERS LLC	STEVE BIRD	CASEY KELLY	
3551	US93, CURRIE TO JCT 232, FLATTEN SLOPES	\$ 8,956,862.00	\$ 8,363,363.00	\$ 8,363,363.00	\$ 8,758,310.17	98%	100%	ROAD & HIGHWAY BUILDERS LLC	JIM CERAGIOLI	MIKE MURPHY	
3554	US 95, ANN RD TO DURANGO PCK 2A	\$ 37,306,043.00	\$ 35,700,000.01	\$ 36,748,651.98	\$ 35,833,268.92	96%	100%	LAS VEGAS PAVING CORPORATION	AMIR SOLTANI	ABID SULAHRIA	1.6M in Change Orders - Realign Ramp for Phase 3
3556	US 93, REALIGN USING GEOFOAM	\$ 3,881,087.00	\$ 3,595,595.00	\$ 3,595,595.00	\$ 3,604,164.54	93%	100%	ROAD & HIGHWAY BUILDERS LLC	CHRISTOPHER PETERSEN	SAMI ALHWAYEK	
3557	DUNPHY AT UPRR, OFF-SYST STRCT	\$ 8,383,676.00	\$ 7,835,211.70	\$ 7,835,211.70	\$ 7,786,158.38	93%	100%	Q&D CONSTRUCTION INC	JOHN BRADSHAW	MIKE SIMMONS	
3558	SR 431, COLDMILL AND PBS WITH OG	\$ 11,035,511.00	\$ 10,293,293.00	\$ 10,824,009.85	\$ 11,900,011.61	108%	65%	GRANITE CONSTRUCTION CO	KEVIN MAXWELL	SHANE COCKING	Drainage changes/Plantmix and Drainage Quantity Increases
3559	I 80, GOLCONDA, MILL, PBS WITH OG	\$ 10,849,672.00	\$ 10,069,069.00	\$ 10,069,069.00	\$ 10,105,444.74	93%	100%	GRANITE CONSTRUCTION CO	JOHN BRADSHAW	DAVE SCHWARTZ	
3560	SR 318, ENHANCED MILEPOST & RMBLE STRIP	\$ 495,820.00	\$ 426,000.00	\$ 426,000.00	\$ 396,704.22	80%	83%	MKD CONSTRUCTION INC	JIM CERAGIOLI	GLENN PETRENKO	
3561	US 50, DEER RUN, MILL & PBS WITH OG	\$ 6,684,652.00	\$ 6,354,354.01	\$ 6,368,579.22	\$ 6,608,900.12	99%	92%	GRANITE CONSTRUCTION CO	STEVE BIRD	JOHN ANGEL	
3563	US50, US93, SR140, SR278, SR292, SR294, SR305	\$ 5,349,866.00	\$ 4,824,007.00	\$ 4,824,007.00	\$ 4,952,289.58	93%	91%	SIERRA NEVADA CONSTRUCTION INC	PHILIP KANEGSBURG	RANDY HESTERLEE	
3564	SR 207, KINGSBURY GRADE, CMAR	\$ 14,877,619.00	\$ 14,877,619.23	\$ 14,877,619.23	\$ 13,401,255.33	90%	63%	Q&D CONSTRUCTION INC	PEDRO RODRIGUEZ	JOHN ANGEL	
3566	DIST I, MULTIPLE INT, SIGNAL MOD	\$ 659,953.00	\$ 590,432.20	\$ 664,482.20	\$ 688,601.85	104%	70%	NEVCAL INVESTORS INC	JIM CERAGIOLI	MARTIN STRGANAC	
3574	I-580, MOANA TO TRUCKEE RIVER	\$ 12,936,849.00	\$ 12,114,205.11	\$ 12,299,977.59	\$ 10,214,721.77	79%	79%	Q&D CONSTRUCTION INC	VICTOR PETERS	SAM LOMPA	
3576	SR 147, TO APPROX L. MEAD NRA	\$ 5,948,497.07	\$ 5,553,726.00	\$ 5,617,197.70	\$ 5,469,300.77	92%	100%	AGGREGATE INDUSTRIES SWR INC	LORI CAMPBELL	DON CHRISTIANSEN	
3577	US95, N. OF FRCL34 TO TRAILING EDGE I1075	\$ 23,642,334.99	\$ 22,120,000.00	\$ 23,283,549.17	\$ 22,182,962.53	94%	100%	LAS VEGAS PAVING CORPORATION	KEVIN MAXWELL	STEVE CONNER	
3578	I-580, WIND WARNING SYSTEM	\$ 3,319,768.45	\$ 3,123,589.00	\$ 3,072,249.69	\$ 3,251,770.96	77%	68%	PAR ELECTRICAL CONTRACTORS	RODNEY SCHILLING	BRAD DURSKI	
3580	US93, BOULDER CITY BYPASS PART 1	\$ 91,345,809.04	\$ 82,999,999.00	\$ 90,574,760.28	\$ 9,754,469.00	11%	19%	FISHER SAND & GRAVEL CO	ANTHONY LORENZI	TIM RUGULEISKI	ROW, Utility, Earthwork and Resequencing Contract Modifications
3581	US93, MICROSURFACE EXISTING RDWY	\$ 1,701,621.04	\$ 1,538,538.00	\$ 1,355,999.73	\$ 1,469,082.78	86%	83%	INTERMOUNTAIN SLURRY SEAL INC	PHILIP KANEGSBURG	SAMI YOUSUF	
3582	US50, RAISED MEDIAN & DECEL LANES	\$ 328,357.56	\$ 266,007.00	\$ 309,735.85	\$ 355,668.54	108%	71%	SIERRA NEVADA CONSTRUCTION INC	STEVE BIRD	JOHN ANGEL	Change Order \$70K - Island Modifications for Fortune Drive future Signal System
3583	US 95, NW PHASE 3A	\$ 46,140,382.00	\$ 39,200,000.00	\$ 39,200,000.00	\$ 2,593,692.08	6%	8%	LAS VEGAS PAVING CORPORATION	JENICA KELLER	ABID SUHLARIA	
3584	US95, BEATTY, 1/2 INCH CHIP SEAL	\$ 1,710,710.00	\$ 1,542,000.00	\$ 1,349,448.77	\$ 1,468,158.77	86%	65%	VSS INTERNATIONAL DBA	PHILIP KANEGSBURG	STEVE BAER (MARTIN STRGANAC)	
3585	US395, CARSON CITY FREEWAY	\$ 44,149,197.28	\$ 42,242,242.00	\$ 42,324,742.00	\$ 10,181,004.56	23%	32%	ROAD & HIGHWAY BUILDERS LLC	JEFFREY LERUD	ASHLEY HURLBUT	
3586	US50 & CLEAR CR, STORM DRAINS AND INLETS	\$ 1,323,150.00	\$ 1,160,000.00	\$ 1,356,232.21	\$ 1,389,066.33	105%	100%	MKD CONSTRUCTION INC	VICTOR PETERS	JOHN ANGEL	
3587	US50, VARIOUS LOCS, FENCE W/CATTLE GUAR	\$ 757,082.28	\$ 689,007.00	\$ 644,720.85	\$ 653,561.61	86%	84%	SIERRA NEVADA CONSTRUCTION INC	STEVE BIRD	JOHN ANGEL	
3588	5 SCHOOLS WASHOE, OFF-SYST, PED ITEMS	\$ 610,937.25	\$ 491,691.60	\$ 491,691.60	\$ 611,085.36	100%	0%	GRANITE CONSTRUCTION CO	ROBERT BRATZLER	BRAD DURSKI	
3589	SR158 DEER CREEK RD, COLD MILL & PLANTMIX	\$ 2,337,256.46	\$ 2,118,000.00	\$ 2,018,872.87	\$ 2,188,129.33	94%	100%	LAS VEGAS PAVING CORPORATION	JOHN BRADSHAW	STEVE CONNER	
3590	US95, PASSING LANES & SLOPE FLATTENING	\$ 9,995,996.00	\$ 9,323,000.00	\$ 9,323,000.00	\$ 1,616,178.51	16%	18%	A&K EARTHMOVERS INC	LORI CAMPBELL	LARRY BOGE	
3591	I580 AT SO. VIRGINIA, LANDSCP & AESTHETICS	\$ 2,110,249.03	\$ 1,915,906.50	\$ 1,920,906.50	\$ 750,483.33	36%	55%	Q&D CONSTRUCTION INC	PAUL SHOCK	BRAD DURSKI	
3592	SR823, COLONY RDS, BITUMINOUS OVERLAY	\$ 1,609,665.96	\$ 1,449,007.00	\$ 1,558,442.77	\$ 1,593,292.48	99%	97%	SIERRA NEVADA CONSTRUCTION INC	PHILIP KANEGSBURG	JOHN ANGEL	
3593	SR722, 2" PLANTMIX OVERLAY	\$ 2,792,971.35	\$ 2,542,000.00	\$ 2,481,112.34	\$ 2,613,500.22	94%	92%	A&K EARTHMOVERS INC	PHILIP KANEGSBURG	LARRY BOGE	
3594	ELKO MAINT YARD IMPROVEMENTS	\$ 621,019.00	\$ 499,999.00	\$ 428,784.00	\$ 549,804.04	89%	100%	REMINGTON CONSTRUCTION LLC	PHILIP KANEGSBURG	TRENT AVERETT	
3595	US 395, SEISMIC RETROFIT & REHAB STRUCS	\$ 1,814,935.00	\$ 1,625,625.00	\$ 1,675,625.00	\$ 479,557.48	26%	21%	GRANITE CONSTRUCTION CO	JOHN BRADSHAW	ASHLEY HURLBUT	
3596	US 93, WILDLIFE SAFETY CROSSING	\$ 2,394,139.00	\$ 2,177,777.00	\$ 2,271,425.00	\$ 1,013,360.14	42%	54%	REMINGTON CONSTRUCTION LLC	BILLY EZELL	JESSE ANDERSON	
3597	I15, SEISMIC RETROFIT & REHAB STRUCS	\$ 2,259,404.00	\$ 2,050,050.00	\$ 2,050,050.00	\$ -	0%	0%	GRANITE CONSTRUCTION CO	JOHN BRADSHAW	STEVE CONNER	
3598	I580, RDWY REHAB WIDEN & SEISMIC RETROFIT	\$ 15,910,059.62	\$ 14,823,785.92	\$ 15,149,117.95	\$ 3,783,928.97	24%	3%	Q&D CONSTRUCTION INC	KEVIN MAXWELL	BRAD DURSKI	
3600	CARSON CITY MAINT YARD IMPROVEMENTS	\$ 3,097,704.00	\$ 2,783,568.00	\$ 2,783,568.00	\$ 1,527,641.94	49%	43%	Q&D CONSTRUCTION INC	PHILIP KANEGSBURG	ASHLEY HURLBUT	
3601	NORDYKE RD, REPLACE BRIDGE B-1610	\$ 889,259.00	\$ 792,700.00	\$ 792,700.00	\$ 192,103.00	22%	16%	Q&D CONSTRUCTION INC	VICTOR PETERS	LARRY BOGE	
3602	SR160, INSTALL CROSS OVERS & CABLE RAIL	\$ 899,660.00	\$ 794,000.00	\$ 794,000.00	\$ 680,352.90	76%	78%	LAS VEGAS PAVING CORPORATION	JOHN BRADSHAW	DON CHRISTIANSEN	
3603	SR140, PATCH SEAL & CHIP SEAL	\$ 2,587,577.56	\$ 2,344,007.00	\$ 2,341,507.00	\$ 720,457.00	28%	0%	SIERRA NEVADA CONSTRUCTION INC	JOHN BRADSHAW	DAVE SCHWARTZ	
3605	SR596, COLD MILL, PLANTMIX & ISLAND IMPR	\$ 8,228,878.00	\$ 7,669,990.00	\$ 7,669,990.00	\$ -	0%	0%	AGGREGATE INDUSTRIES SWR INC	CHRISTOPHER PETERSEN	SAMIH ALHWAYEK	
3606	I80, LOCKWOOD INTERCHANGE RAMPS	\$ 921,701.00	\$ 816,816.00	\$ 813,572.88	\$ 633,159.79	69%	18%	GRANITE CONSTRUCTION CO	PHILIP KANEGSBURG	SAM LOMPA	
3607	US95, SHOULDER WORK & PLANTMIX SURFAC	\$ 15,161,921.00	\$ 14,141,141.00	\$ 14,141,141.00	\$ -	0%	0%	ROAD & HIGHWAY BUILDERS LLC	VICTOR PETERS	SAMI YOUSUF	
3608	SR115, REPLACE STRUCTURE B-100	\$ 706,525.00	\$ 622,000.00	\$ 622,000.00	\$ 321,216.07	45%	51%	MKD CONSTRUCTION INC	KEVIN MAXWELL	LARRY BOGE	
3609	I80, COLD MILL AND OVRLY W/LEVELING COUR	\$ 17,559,989.00	\$ 16,394,527.13	\$ 16,394,527.13	\$ -	0%	0%	W.W. CLYDE & CO.	KEVIN MAXWELL	JESSE ANDERSON	
3610	I15, REPLACE HIGH MAST LOWERING SYS	\$ 895,049.00	\$ 1,247,920.00	\$ 1,247,920.00	\$ -	0%	0%	ACME ELECTRIC	ERIC MACGILL	SAMIH ALHWAYEK	
3611	RENO MAINT YARD IMPROVEMENTS	\$ 810,407.00	\$ 715,006.15	\$ 715,006.15	\$ 640,861.65	79%	0%	Q&D CONSTRUCTION INC	PHILIP KANEGSBURG	SAM LOMPA	
3612	FRWA06, EX RDWY PLACE AGG & PLANTMIX	\$ 895,049.00	\$ 786,786.00	\$ 786,786.00	\$ -	0%	0%	GRANITE CONSTRUCTION CO	VICTOR PETERS	SAM LOMPA	
3614	I80, CONCRETE SUBSTRUC REPAIR	\$ 2,559,554.00	\$ 2,554,554.00	\$ 2,554,554.00	\$ 1,258,846.71	49%	10%	GRANITE CONSTRUCTION CO	JENICA KELLER	BRAD DURSKI	
3617	I15, REHAB AND REPAVE TRUCK INSPEC STA	\$ 1,022,699.00	\$ 904,953.00	\$ 904,953.00	\$ -	0%	0%	LAS VEGAS PAVING CORPORATION	PHILIP KANEGSBURG	STEVE CONNER	
3618	I15, INSTALL ITS INFRASTRUCTURE	\$ 2,002,657.00	\$ 1,812,321.10	\$ 1,812,321.10	\$ -	0%	0%	NEV-CAL INVESTORS, INC.	RODNEY SCHILLING	STEVE CONNER	
		\$ 1,007,893,833.15	\$ 958,085,769.30	\$ 1,014,504,390.21	\$ 914,903,136.81						