



Department of Transportation  
Board of Directors - Construction Working Group  
Notice of Public Meeting  
1263 South Stewart Street  
Third Floor Conference Room  
Carson City, Nevada  
September 14, 2015 – Upon 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 June 8, 2015 Nevada Department of Transportation Board of Directors Construction Working Group Meeting minutes (Discussion/For Possible Action)
5. NDOT's Agreement Process – informational item only.
6. Discussion related to Construction Crew Augmentation/Full Administration/Project Management agreements entered into by NDOT in the last 10 years (Discussion Only).  
*Review number of firms and number of agreements, amount contracted, timelines for services, etc.*
7. Old Business (Discussion Only)
  - A. Update on eDocumentation
  - B. CWG Task List
  - C. Requested Reports and Documents
8. Briefing on Status of Projects in Development (Discussion only)
  - A. Projects Under Development (5-year Project Plan)
9. Briefing on Status of Projects under Construction (Discussion only)
  - A. Project Closeout Status
  - B. Summary of Projects Closed
  - C. Projects Closed, Detail Sheets
  - D. Status of Active Projects
  - E. Partnering/Dispute Process Update (Verbal)
    - a) Steering Committee
10. 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.
11. Closed session to receive information from counsel regarding potential or existing litigation (Discussion Only)
12. 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.

This agenda is posted at [www.nevadadot.com](http://www.nevadadot.com) and at the following locations:

Nevada Dept. of Transportation  
1263 South Stewart Street  
Carson City, Nevada

Nevada Dept. of Transportation  
123 East Washington  
Las Vegas, Nevada

Nevada Dept. of Transportation  
310 Galletti Way  
Sparks, Nevada

Nevada Dept. of Transportation  
1951 Idaho Street  
Elko, Nevada

Governor's Office  
Capitol Building  
Carson City, Nevada

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

Chairman Len Savage	Dennis Gallagher	Tracy Larkin-Thomason (Las Vegas)
Controller Ron Knecht	Thor Dyson (Reno)	Mario Gomez (Las Vegas)
Frank Martin (Las Vegas)	Mary Martini (Las Vegas)	Megan Sizelove
Kevin Lee (Elko)	Steven Lani	Lisa Schettler
Reid Kaiser	Jeff Freeman	Teresa Schlaffer
John Terry	Sharon Foerschler	Paul Frost
Darin Tedford	Bill Hoffman	Bill Wellman

---

Savage: Good afternoon everyone. Welcome to the Construction Work Group meeting for June 8, 2015, and the earliest one we've might have had in quite a while, which is nice. We'll get out of here before the afternoon, I hope, mid-afternoon. Anyway, welcome everybody here in Reno, and in Las Vegas, as well as Elko, Nevada. I saw Kevin and I see Member Martin, Tracy and Mary in Vegas.

Tedford: And Mario.

Savage: And Mario. Thank you for attending. So let's get started with any public comment here in Carson City. Is there any public comment in Carson City? Las Vegas, any public comment?

Martin: None here, sir.

Savage: How about Elko?

Lee: None here, thanks.

Savage: Okay. Thank you. Moving on to Agenda Item No. 3, any general comments that anyone would like to discuss regarding the Construction Working Group? I have one -- couple questions. Last meeting, we had discussed about an internal Steering Committee being assembled for the review of contract pre-qualifications, contractor pre-qualifications. And I didn't know if that had been initiated or not for reviews. We had gone through the contractor pre-qualifications quite a bit and we understand everything is -- nothing is ever perfect, but we thought there might be some work involved with them. I'm just wondering if there was an internal Steering Committee assigned to that prequalification.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

Kaiser: I have not pursued that yet and I did put that on Item 7-BB, Contractor Prequalification. And I have that as an Agenda item for the September meeting.

Savage: Okay. Perfect.

Kaiser: So we'll...

Savage: Perfect.

Kaiser: ...get into that and address it then.

Savage: Thank you, Reid. And the other question I had was the status on the -- from Sean and his people on the Safe and Connect. We talked about that at the last T-Board meeting. And has there been any progress on that Safe and Connect message?

Kaiser: Reid Kaiser for the record. None that I am aware of.

Savage: Okay.

Kaiser: Sean, I believe, is probably working on that, but I can't speak for Sean.

Savage: Okay.

Kaiser: So I will get with Sean, and would you like to have something on that in September...

Savage: Yes...

Kaiser: ...an update?

Savage: ...as a follow-up, because...

Kaiser: We can do that.

Savage: ...I thought it was quite clear at the T-Board level that a lot of movement, a lot of passion, a lot of new engagement on the University Nevada Vegas, as well as University Nevada Reno. I want to make sure that we keep the momentum (inaudible).

Kaiser: I think I did see that slogan already on some of our presentations...

Savage: Nice.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

- Kaiser: ...somewhere. So I have to believe that it is being used.
- Savage: Good. Any other comments or questions that we might have here in Carson City (inaudible)?
- Foerschler: Sharon Foerschler for the record. I'd like to introduce Steven Lani. He's been selected as the new Assistant Chief of Construction over Districts 2 and 3. His official start date is June 22<sup>nd</sup>, but I asked him to be here so we could introduce him to the Board.
- Savage: Well, congratulations, Steven. And are you also continuing to work on the 395 project?
- Lani: As long as necessary to transition, yes, sir.
- Savage: Good. Welcome aboard.
- Lani: Thank you.
- Savage: Thank you. Any other comments here in Carson City? Las Vegas, Member Martin, any comments?
- Martin: No, sir. Good here, sir. Thank you.
- Savage: Elko, Kevin?
- Lee: No. Thanks.
- Savage: Okay. With that being said, we'll move on to Agenda Item No. 4. Let's see. All the Board members have had a chance to review the meeting minutes of March 9, 2015, and if there's any corrections, deletions or additions or comments.
- Knecht: Move for approval.
- Martin: Second.
- Savage: Member Controller Knecht moves to approve with a second by Member Martin. All in favor say aye.
- Group: Aye.
- Savage: Minutes approved. Moving to Agenda Item No. 5, Discussion on the process of using Alternative Design/Alternate Bid in NDOT construction, as well as design-build contracts. And this is for discussion only. Mr. Kaiser.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

Kaiser: Reid Kaiser. Darin Tedford, this will be his item and he will make a presentation on it.

Tedford: Thank you, Reid, and Member Savage. I have a presentation what we did for Boulder City Bypass Phase 1. We can talk about how that relates to design-build contracts and what we do with the contracts for our (inaudible).

Martin: \$600,000.

Tedford: So the process that we use as an equivalency factor and alternate bidding is encouraged by our federal partners. And we use a software analysis -- FHWA software to do lifecycle cost analysis. And that analysis looks at not only the construction cost of a project, but we can look at future maintenance costs. So in the interest of developing this lifecycle equivalency factor for Boulder City Bypass Phase 1, we developed two different pavement types and compared them.

So our two pavement sections are shown here. These equivalent pavement sections were developed for this Phase 1. And you can imagine that going south on 95 and coming from Arizona on 93, the traffic is actually different from Phase 2, which is the longer portion that RTC is administering right now. But for the traffic on Phase 1 running from Henderson down to the interchange at 95, these sections were developed. And we can discuss -- I'll go through and discuss the nature of these being equivalent.

They're both designed for 35 years. What we considered to be equivalent was at the end of that 35-year period the pavements are not either or both ready for complete reconstruction. We're basically saying that they're designed for 35 years. That's mainly the traffic numbers that we put into the design, and they give us the thicknesses of whatever material we're using. But then as far as the rehab goes, and I'll show you the rehab schedule, but as far as the rehab goes we're saying that at the end of that 35 years, both pavements are in similar condition. Talk about the ride of the pavement and the cracking or the other distresses, concrete will have slightly different distresses besides cracking than asphalt pavement would. But in general, they're in similar condition.

And so if you're doing lifecycle cost analysis, depending on how you're doing it, you might go to the end of an analysis period and say this pavement has some salvage value here or not. For comparing these two pavements, we said, since they both have similar condition and they're not --

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

neither is scheduled for reconstruction, then the salvage value is basically equivalent. So what you'll see in any numbers we have here doesn't have salvage value because it cancels each other out.

Okay. So the sections that we have and the rehab in the future gets brought back to a present value. That also includes user costs. And so we're doing user cost calculations for any vehicle that's traveling down the road that gets impacted by either the initial construction or the rehab in the future. So depending on the type of rehab and how long it takes, there's going to be an impact to maybe one group of users if it's concrete pavement more so than asphalt, or vice versa.

Like I said, we're using FHWA real cost software. So between the rehab and the user cost, we would bring those back to a net present value with our discount rate. And our discount rate is that which is suggested by White House Circular, and it has a recommendation for two different discount rates. And we discussed this in a previous Board meeting. And we're using the real discount rate, and that is what's recommended for use when we're comparing options. In other words, to be cost effective. And if that's cut off from your presentation, it's probably from my fancy scrolling, but I can give you the -- any more details that you're interested in.

And so, for example, we're looking at this list of real discount rates. There's a number here that's the 2016 number. What we're using as a policy, and we went through this with our accounting division, and I believe with the FHWA -- our local FHWA at the time -- is we're using the past 10-year average. So we take this list of all of the numbers. This is from -- this is what's on the website right now, and it has from 1979 all the way through 2015. And we use the -- for this particular job, we use the last 10 years. So starting in '13, we used the '12 through three numbers average.

Knecht: Question on that, Darin.

Tedford: Mm-hmm.

Knecht: I used to reference White House OMB Circular A-93-A.

Tedford: Okay.

Knecht: Was that replaced by A-94-A, or do they have different coverage, or do you...

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

Tedford: I'd have to check. I've only ever seen the reference to 94, so -- but I'll check on that.

Knecht: Okay. Can you e-mail a link or a copy of A-94-A?

Tedford: Yep, definitely.

Knecht: Thanks.

Tedford: I'll do that. So these are the numbers. You take this average and this is a number that comes out to 2.8. Sometimes, depending on the rounding it'll be two places, but we're using the average for when we're doing this analysis. As far as the actual engineer's estimate, the cost of each initial design and of the rehab, we use the engineer's estimate numbers. And so in this analysis, we just use the cost of materials and construction, which were unique. So we used -- you saw the structural sections from the top of the pavement down to the bottom of the concrete section, down to the bottom of the asphalt section. We took in to account that those two sections weren't the same thickness and that some (inaudible) quantities would add on to the bottom of the concrete section, so that's included too. So we're using the same amount of quantities for the comparison, as far as the thickness of the structural section. And then as far as costs for the other materials, things that would go regardless, those aren't in our numbers.

So when you look at the numbers that got us to our equivalency factor, they're not the total contract costs that was bid on. It's not \$8 million. So using -- this being the case, we have our numbers and we can see the numbers that we get on the bottom of the slide. On the top are two intervals for concrete rehab. And this goes along with our standard, what we have factored into the rehabilitation of our pavements whether they're asphalt or concrete. We make a new concrete section, we plan on going back at 20 years, doing some rehabilitation; plan on going back in 30 years, doing some rehabilitation as you can see listed here. So we applied that because that's what we would normally expect for a concrete construction project. And we have our total cost there, and then when we take that total cost and use our discount rate, bring it back to a net present value, that's the number that you see there, the \$561,000.

And then on the asphalt section, you can see different intervals. These are our standard intervals for rehabilitation at 10, 20, and 30 years, what we would do for rehabilitation. And this is the interstate. We have different



Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

intervals for rehabilitation depending on its interstate or other categories of lower volume roads. But you can see our total estimates. And, again, this is just the -- it's not the traffic control that would be similar. The number of working days is factored in and the user costs, but here's the cost of the materials to do this rehabilitation. That's the total cost, \$7 million and then brought back to the net present value of \$4.1 million [almost] for the asphalt. And the user costs, since this isn't in the middle of Las Vegas, the user costs are not very high. On a project like this, whether it's asphalt or concrete, you're always going to have a lane open, typically, so the delays are small in comparison to something (inaudible) traffic or actual stop conditions with a flagger.

So then you take your costs for the -- from the net present value for the asphalt. So you have the rehab cost and user cost, and you're going to go one way or the other. So the asphalt being larger in this case, you take out the concrete costs and you arrive at the lifecycle equivalency factor. And that's the -- and you remember this from the Board meeting, but we had our two contracts for bidding purposes and for keeping everything in order. So we took our equivalency factor and applied it to the asphalt bid, which was Contract 3579, and compared it to the low bid of 3580, and we recommended the lower bid for approval to the Board.

Basically, we can apply that to any job in the future. We've had the discussion and John has said it a few times for when we would apply this, and we would look at if the -- if it's in a concrete area where we would put concrete, typically, we're going to put concrete in our urban areas because we don't want to go in and do rehab more often. So the benefit of concrete is there. We still want to look at budget and compare so we can use this equivalency factor to make a maybe more accurate or fair comparison between the two. As far as putting it on design-build projects, we've done that once. On I-80 we did that in the terms of the design-build language in the RFP and in the process. And we said to the contractor, "If you're going to give us an asphalt section because of the future of maintenance costs and the impact to the traffic on that heavily traveled corridor, then we're going to add a dollar amount to your price that you give us. And then that's going to get factored into the rating of your proposals versus the other proposers." So we did that in that regard and we ended up with concrete section there. And we're using this application, I think, with the blessing of the feds and realizing that there's this balance between our initial cost, and what we have in our bank account, and what we're going to spend on rehab in the future.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

That's what I have prepared. We can answer any other questions that you might have.

Savage: Darin, thank you very much. That was a very thorough, calculated presentation, and very informative. I mean a lot of time and effort. I know it was very thorough. I know I appreciate it, and I'm sure the Controller and Member Martin appreciate it. But any questions or comments, Controller?

Knecht: I have one. This model, like any other model, I presume, accommodates sensitivity analysis. So if you got key variables that you're not sure of, or that might be somehow controversial, you can run out two scenarios or many more for that matter. I presume to say, what's the sensitivity of the ultimate result to determine what the sensitivity of the ultimate result is to that variable or some combination of variables? As long as -- well, pretty much everything is an exogenous input into the model so you can do that.

We were talking a little bit ago on the discount rate that, for example, that's really important and controversial in PERS calculations in terms of the sufficiency of the funding, that sort of thing.

Tedford: Right.

Knecht: And right now, our PERS Board is using higher ones in the country at 8%, vastly different than the 2.8. The A-93 Circular I referred to actually used a -- mandated a 10% real. What I think would be useful in the future is to have a sensitivity between 2.8 and 10 or something like that. Or maybe even a third intermediate point, because that value can swing the result hugely from one thing to the other, so that we know how robust any decision is with regard to that and, like I said, any other variable that you use. So that would be my main comment at the moment. It would be helpful to me, and much appreciated to get the additional information sensitivity analysis. Thank you, Mr. Chairman.

Savage: Thank you, Mr. Controller. Very well said and I thank you for your input, because that's a language that's above my head. I'm glad you and Darin are on the same page.

Knecht: You have to be a nerd to do this stuff.

Savage: And I'm very thankful. Thank you, Mr. Controller. Member Martin, anybody down south have any comments or questions?

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

Martin: I'm with you, Len. The language is way above my head. I just looked at it real simple. We spent almost \$4 million for concrete -- more for concrete. And so for me I'd have taken the asphalt by hands down. But I guess it pencils out in a lifetime far beyond what you, I or Member Knecht will ever see.

Knecht: Well, I plan to live a while.

Savage: Me too, Member Martin.

Martin: Well, I've got a few years on both of you, okay.

Savage: I just had one question from the construction side of things as far as the bidding of the contractors. And maybe the Department has gone back and reviewed what they can do better, or the pros and cons of the last project. Are the contractors able, realistically, to bid both concepts on the same day?

Tedford: I mean maybe a contractor could answer. But as far as our approach was we didn't restrict a contractor from doing that. But I think -- I'm not the one to speak for a contractor, but we allowed them to bid either and I think they would pick what they wanted to bid and focus on that, because that was probably the most effective. But I don't know beyond that.

Savage: And I'd like to hear -- I see Bill in the -- if you're able to speak on this, and maybe you're not. And that's fine. I know in our vertical world, it's very difficult to bid different concepts at the same time at two o'clock on bid day. And I'd like to hear from Bill if you have any input or any thoughts on future work for NDOT on these different concepts.

Wellman: Absolutely. Bill Wellman with Las Vegas Paving. Obviously, this was a challenging project for us, too, as being the low bidder but not being the low bidder. And so a little bit disappointed. But I think as Darin just said, there was four contractors. Each of us picked one or the other, two and two, because it is very difficult. With your system to bid it, not saying we couldn't do it, but the resources it needs to do it, subcontractors who are using for what on subcontracting keeping them separate. There's just a variety of things that makes it very, very difficult.

So hearing the analysis of why over lifecycle, I agree. Our organization understands it and agrees. Our comment would be is if it's better for concrete, then use concrete. You guys do engineer's estimates, which I think we'll hear about on the next item, and how they play into our world --

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

or how they match up with what we actually bid. But just pick one of those and live with it as we do on a lot of the design-build stuff anymore. The options go away of asphalt versus concrete. And it makes it -- and you're going to get a better price as long as we know what it is you're wanting on every project. And I think we demonstrated that at today's Transportation Board meeting, as you said something was the low bid project. We're the guys, we're the local guys. We know it. We take advantage of those things and give the taxpayer the best price as we can, because we want to be the low bid.

So, again, same thing as if -- and I guess my one question would be, in your analysis, Darin, you had 11 inches of concrete and 7 inches of pavement. And, obviously, the section is different below that. But if they're equal, they can't be equal because of the maintenance costs in them. So in other words, could it have been 8 inches of asphalt, or 9 inches, or 30 inches of base, rather than 23 inches of base, is what I think I seen, to make that lifecycle cost equal overall and then maybe bid something like that. So just the equivalent, they can't be equivalent if the disparity between the two.

Savage: Thank you.

Terry: John Terry, Assistant Director. Most projects, they run this on almost every new construction project. Most projects, the spread is far, and we just bid one. I don't think -- we're not talking about going to every contract to have alternate bids. This was one contract where it was close, within the sensitivity of your numbers you're talking in there, and they ran their analysis and it was that close. And that's why we chose to do it. I don't think -- I don't know what percentage. It's a very small percentage of contracts that we're talking about going out both ways. Only when they're close.

Savage: Mm-hmm.

Terry: I guess is the simple answer to how we're proceeding forward. There's pressure from industry and others to allow them to compete with each other. And I think most of the time we're just going to do the compete is just going to be with his group running the analysis and telling us which one to do. But I can see us moving forward on some cases where they're close enough, we will compete them again since we have that method.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

- Wellman: Again, if I can, Bill Wellman with Las Vegas Paving. If you do that then put that in the bid as a contingency. If it's an asphalt, it's as adder or a subtraction. So we're actually bidding as much as we can of the same bid as possible.
- Terry: That's a definite problem.
- Wellman: We would like to work with you on that if we can, and if industry can work with you on that, and we do have those opportunities (inaudible). Because this one, kind of, caught us all by surprise, I guess.
- Tedford: Are you saying as one contract?
- Wellman: As one contract. Add alternates (inaudible)...
- Terry: In other words, bid asphalt and then it'd be (inaudible).
- Wellman: The road section would change from one or the other.
- Terry: But you still have to prepare two on one day in that case.
- Savage: Yeah, exactly.
- Wellman: Not necessarily. It is and it's not. We're not doing two complete independent bids, okay. Traffic controls, excavations, those type of things can be managed separately, especially on self-performed work.
- Terry: Okay.
- Tedford: And it was partially an administration issue, I think, that we resolved by doing two contracts because of the technicalities of having bid items that were or weren't going to be used or bid on -- or that was part of the issue. Tracy is here, too, if you want to add to that; the reason that we did two contracts maybe.
- Larkin: No, you're absolutely correct on that. Tracy Larkin, Deputy Director NDOT. It was exactly that. They couldn't -- there was a glitch in the system as far as the items, so that's why they did two separate contracts that way.
- Schlaffer: (Inaudible) the system limitations, but we are in our next phase of our e-bidding system, we are looking to, as an alternative, bidding at this within the system. So we're working towards what Mr. Wellman is suggesting.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

Martini: Chairman Savage, may I ask a question, please?

Savage: Yes.

Martini: Mary Martini, District Engineer for District 1. In a contract -- normal contract where we would only have one alternative, we're very sensitive when the difference between the low bidder and the second low bidder is -- becomes smaller than the amount of change orders that may be added to the contract. So if there is a \$5 million difference between one and two, and we end up adding through change orders or claims \$6 million, obviously we're very sensitive. What my question is in this situation, with the ratio between concrete and asphalt and because the two apparent low bidders, one in asphalt, one in concrete were different, does that factor -- was that used only for the bid, or is it something we also need to do to -- in consideration of any additions that might go on the current contract?

Kaiser: I didn't quite understand what the question was.

Tedford: Mary, are you saying that we basically have two low bidders but they were different bid? We didn't have the estimates compare between the two?

Martini: Correct. So back to my previous example. If the low bidder is \$5 million under the second low bidder, when we start looking at changes we're going to get -- become very sensitive when the overall bottom line cost becomes greater than what the second lowest bid came in at. Now we have a situation where the difference between the low bidder and the apparent low bidder that was awarded the contract is not at strictly a dollar basis. It becomes a factor. So in other words, how much change is there that we can potentially add to the low bidder before it becomes unfair to the second low bidder? It's not just a direct sum. It's not  $1+1=2$ . Is that factor applied?

Knecht: Mary, this is Ron Knecht, and let me try as somebody who's done a lot of work in this area, not so much in transportation, but in related areas. What John Terry said was really important that most of the time what you're dealing with, with two different technologies or two different approaches, is you have a different cost structure. You have a lower initial cost and a higher subsequent maintenance cost. If you think of a power plant situation, choosing between a nuclear power plant and a coal-fired power plant, the nuclear plant has the higher capital cost but has a lower operating cost over 30 years. The coal plant has the lower initial cost and a higher operating cost. The problem that you're asking about is entirely analogous and it goes

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

something like this; when you're looking at two different technologies, you are foreclosed, just as you said, from comparing based only on the engineer estimates and asking the question, gee, is this within the margin of what we might expect in the way of change orders.

The problem in the real world is that's the way it is. If you choose the coal plant, you're now stuck with buying coal for 30 years and you got some estimates of what coal is going to cost you but, in fact, 10 years out what it actually costs you is something very different from what you estimated. Same way with the nuclear project. You got not just the nuclear fuel and enrichment services, but you get to the end of 30 years and you find out, oh my gosh, we've got decommissioning costs that we didn't anticipate, and that sort of thing. And when you have two different technologies, when you have two different approaches to the same problem it becomes difficult to fit it into that template of let's compare this to the engineer's estimate and see exactly how much change we would need, and be sure thereby that we're being fair to people.

I think what John also said was very important, which is most of the time when you're looking at two different -- two competing technologies for a particular solution or project, most of the time it isn't really close and so you don't have to get into this problem. You pick the one that's obviously better in almost all cases and you go with that, and then you can bring in the check that you're talking about with the engineer's estimate and the change orders. But when it is close, then it's a really good idea to bid it for both technologies so that you see what you get. Because your engineer's estimate, as we've been finding out on the Transportation Board, is just an estimate and what you're actually going to incur in the way of first cost. Even just first cost is different, let alone the subsequent ongoing maintenance cost and operations cost. I don't know if that helps. That's my take on it.

Martini:

I appreciate your explanation. And, of course, we're struggling at this point in time since the current contractor is proposing many changes and several which may add significant dollars. So I think it's something we're going to struggle with over the next few months. But I don't want to take up the time of the Working Group in going into the details. We'll take it offline. Thank you.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

- Savage: Thank you, Mary. Thank you, Controller Knecht. Mr. Terry, I think you said it the best. This is not something we're going to get into, maybe do it internally before the project (inaudible). So I think we'll close on that issue and move on to Agenda item No. 6. No, I'm sorry. Yes, Agenda Item No. 6.
- Kaiser: Okay. Reid Kaiser. Paul Frost will give an explanation to the group on how the BRAT or Bid Review Analysis Team operates. Paul.
- Frost: Thanks, Reid. Paul Frost for the record (inaudible). I think you guys have this in your Board package, but I made a few extra copies if anybody would like to see it.
- Kaiser: And if I might say something real quick. Why this came up is there were some questions, I believe, at a previous Transportation Board meeting about unbalanced bidding. And this is the process the Department has elected to use at this time to review bids by the contractor to determine whether the unbalancing of a contract might sway the final price once the contract is over.
- Frost: So I made a limited number of copies. If somebody...
- Savage: Here's an extra copy if anybody needs one.
- Frost: I believe that you have that in the packet.
- Martini: Is this information available to Las Vegas?
- Frost: Sorry about that, Mary. I can send this to you afterwards. But what it is -- I'll describe it enough that -- so you'll get the idea of it. It's just our BRAT (inaudible) and then a copy of a -- just a sample price sensitivity analysis. This particular one was from the Carson (inaudible)...
- Martini: The Board packet has some for 95. Is that what your -- is that a good example?
- Frost: It's the same document.
- Martini: Okay. Thank you.
- Frost: So, yeah, thanks for having me here. This is...
- Savage: Welcome, Paul.



Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

Frost

...a subject that's near and dear to my heart, and we have a lot of discussion at our BRAT meetings about unbalanced bids and cost estimates and so on. So it's -- where it starts is spending federal money. There's a CFR that requires these bids to be evaluated for irregularities, and to basically make sure that we're awarding to a reasonable bid proposal. Some key definitions are labeled in this procedure's memo. A mathematically unbalanced bid, it's important to know that definition. That just means the unit bid price that the proposer had, is substantially different than our engineer's estimate. But it's just a -- it does not affect the order of the low bid, whereas a materially unbalanced bid; if we were to correct a quantity or apply their unit bid price, it would actually flip the bidders. I probably didn't say that very well, but I think -- if you're comfortable with that definition I'll move on.

So the BRAT, the Bid Review Analysis Team, we go through and look at all the proposals on every contract and we compare the lowest apparent bidder, the second low apparent bidder, as well as the engineer's estimate. And we use this spreadsheet that is in the Board package as a tool to evaluate whether or not we might have a problem. We start by looking at all the items that we call significant, and that would be any item over \$50,000, and then we look at how close our engineer's estimate is to it. And if it's less than 75% or over 150% of engineer's estimate it's flagged and put on this sheet. Then we compare that low bid unit, that line item with the second low bid. And we do some sensitivity analysis and that's what these columns in yellow are here. And that -- these show you the changes that would have to occur for the second low bidder to become the apparent low. And so the lower those numbers are the more sensitive it is. If you have a number that's a single digit it's definitely something worth talking about. Many of these end up being hundreds of percent where we're not going to revise our contract to add 100% of (inaudible), 200% of another material. It's those small items that maybe you're a little more sensitive if we overran, if we think we might overrun, or if there's reasons those quantities might go up. Those are the ones we really talk about.

We go through quite a process to establish our cost estimate. And it's certainly not perfect, and you guys see them every month. I mean, we're on average, we are 6% higher than the low bidder on our contracts over the last five years. So we're not far out, but for some of those high and low and sometimes even 20%. Personally, I think if we're in that 10% range we're doing really well, considering what we're trying to do.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

So we go through and we look at each item. We look at -- just any item. We have another tool that has a database of all the bidders' proposals over the last -- well, we got it for all of our contracts back when, but electronically, we've had it available for, I think for the last four or five years. So we have low bid and all the other bidders. Unit costs on everything they proposed on every contract that we have.

So we have that accessible to us. And we look at where in the state are we -- what's our historic bid price for that area in the state. Is it a large quantity or a small quantity? How it's trending. Has it gone up like -- we were chasing oil there for a while pretty substantially. So we can filter all of our results and come up with more recent -- the best information we can.

So we look at all these things and that's where we establish our engineer's estimate. And there's always weird ones. There's always items that we don't have good history. I'll go through some of the reasons why I think the contractors proposed different numbers in situations. But just -- the only reason I belabor that is because I just want you guys to be assured that we do really take these cost estimates seriously, and we try to get the best numbers that we can.

So after that, the BRAT meets and we go through each of these items and we look at the low bids, look at all the bidders and see an indication that we might have missed something. We have low unit costs and everybody has the high unit costs, we go back to that spec and make sure that we're understanding is our spec clear, did we make a mistake on a quantity, that we might get a change order or an overrun. The reason for that high cost. And we talk about it a lot at BRAT, and we talk about -- if we kind of suspect there might be a reason, if it's really far off, sometimes we'll contact the contractor and ask them, to kind of make sure we're on the same page on the specification. Make sure they really understand the work that we're expecting.

You guys brought up a great example of that last month. Talking about Carson Freeway. This one printed out on the last page of Dust Control. We had 59,000, low bidder had 5,000, the next apparent low bidder had 500,000. So quite a spread there, and that was a great question. I am impressed you guys catch that and look at that. That was a good topic.

So on this particular case we'd sent the contractor a letter and said, we noticed your dust control is very low. It's a very important thing, especially

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

with description, okay. And they had responded back to us that, in fact, they are comfortable with our spec, they know what they need to do, we're on the same page. And they put their dollars and various other items.

So with that follow up, if necessary, or sometimes we'll follow-up (inaudible) or sometimes we'll follow up with the ERE and say, we noticed an anomaly in the BRAT, you might need to keep a close eye on the quantities (inaudible) overrun or under. And then at the end of all that analysis we make a recommendation to the front office as to whether, reject all bids, go with low bidder, or if there's a -- we haven't actually sent one back for materially unbalanced (inaudible) bidders. At least in the time I've -- to my knowledge NDOT has not done that. I think it's going to happen someday. It just depends, obviously, if you have a very close low bid and an apparent low, and they're just minimal dollars apart, these percent change to flip the bids goes down pretty dramatically. And so there's a lot of bid items that if there's a error or something we missed it could flip the bid. I think we'll see it someday. But --

Savage: You will.

Frost: ...so far. I keep (inaudible).

Savage: They try to outsmart themselves sometimes (inaudible).

Kaiser: Reid Kaiser for the record. What we typically do is we have seen something like this in the past where a division has said, hey, we messed up on our quantity. We just went out and re-advertised the project, gave the contractors another square shot at it since we messed up an item and started over again.

Savage: The right thing to do.

Wellman: And if I can. Bill Wellman, Las Vegas Paving. And that would be our concern from industry is we bid the job in good faith based on the quantities that you have given us. It's not (inaudible) some project, and thus if it was to flip just because you, you being NDOT, chose to change the quantity or found an error subsequent to that, we would certainly have issues with that. I don't think it's ever happened before. As Reid said, going back, re-bidding it would be like the only answer if you would.

Foerschler: Just an example of what we sent him on this particular contract.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

Wellman: But at the same time, we're still concerned that that happens on something that is minor, because everybody's numbers are exposed at that particular time.

Frost: And there definitely is a line that we wouldn't want to cross. I mean if we added 100 feet of guardrail and it flipped the bid on a \$40 million job, that is not what we'd be talking about. We're looking for the major (inaudible), transposed numbers, a million yards instead of a hundred thousand. We do a fair amount of QA/QC, but invariably there's always something that gets in there. I think hopefully -- I'd like to think we're lessening those errors, but...

Savage: And you can just -- looking from the outside in, I know Mr. Wellman has a good point, but I do have faith in the Department. I mean it's all about the trust to the contractor. We have to guarantee that the contractors and the consultants can trust the Department. And that's why in some many ways you internally review, upside down the different numbers and it's a work in progress. I mean we could always get better, but I'm thankful for the transparency that this Board has with the public and the Department. It takes everyone's cooperation and big-picture look, to really get better at what we're all doing, because there's never going to be a perfect way in the construction world. Never. And so I thank everyone at this point right now. Your presentation has gone very well and I want to continue it because it's very informative to myself and Member Martin and Controller Knecht. It's your day, every day, and I know it's a lot of work, so I appreciate it. And, Bill, I appreciate your input, as well. So continue on (inaudible).

Knecht: I would like to piggyback on to one thing you said...

Savage: Yes, sir.

Knecht: ...I think is real important here. Government agency and by human beings, it's possible to make mistakes, okay. And in a certain sense that's what you're talking about, is the possibility of a mistake. The other half of it is you would like to be assured that there's a fair process. If we make a mistake, we make a mistake and we get to go back and correct that, but you want to make sure that you're dealing with fair process and not just a fair process, but one that doesn't waste your time by putting you through the hoops more than once, unless it's absolutely necessary. So I think what -- Len, what you said in a certain sense captures that, that it's not that we don't make mistakes, and if we make mistakes we have to go back and correct

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

because we have that duty to the taxpayers and the public interest. But assuming we got things correct, we have to then assure the public, we have to assure the bidders that it's a fair process. And I think you appreciate that, too. I think that's the difference here in the possibility of error and the possibility of actually having to go back and redo one of these someday. Someday a -- perish the thought -- someday a mistake will slip through, we'll get to the end and say, oops, we made a mistake. We have to redo it. But in the meantime, everybody gets reassured that it's a fair and competent process.

Savage: Exactly. Well said. Thank you.

Terry: John Terry, Assistant Director. Have we ever taken into account during the BRAT process our statistics for yield? And by yield I mean when we do seven inches of asphalt it's not exactly seven inches of asphalt, and we track how much it goes. The contractor tends to, because he doesn't ever want to put less than seven inches and have to take something out, tends to run a little bit over. And we keep statistics on that, I assume, through the Construction Division of what we're running. Have we ever taken that in to account in the BRAT reviews?

Frost: We have discussed it. It's kind of like Mary's question earlier about how do you foresee a change order...

Terry: Well, hers is even harder because you don't know what's going to happen, but we do keep statistics on how the yields run on certain contracts.

Frost: We do. We are aware of it, but the short answer is we do not factor that in, when we're looking at the BRAT. We look at this is our contract, this is our best estimate of quantities, and our...

Terry: Nor do we take into assumption anything other than what we put in the plans for shrink/swell?

Frost: Correct. Yeah, a very common one, too. Skip to that. (Inaudible) just -- when you're looking at material, the density of the aggregate...

Terry: Yeah, same thing.

Frost: ...plays into account many, many times. And so we designate a potential pit for use and we know what the density is and we know what we think we're going to get. But if a contractor uses a different pit, his weights change, we

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

pay actual tons delivered by tickets so we know sometimes it's going to vary. And we've made a conscious decision at the BRAT to...

Terry: I don't know what else you could do (inaudible) ask.

Frost: ...not consider that. Yeah. Yeah, exactly. If we were to start considering it then we just -- we would have to say this quantity is...

Terry: Okay.

Frost: ...going to be based on these assumptions. So some other reasons -- there's good reasons. I've had some conversation with contractors of why they may want to unbalance a bid here and there, and there's some really good reasons. And I appreciate the honest feedback I felt I've got from some of these guys. The worst reason for an unbalanced bid is a quantity error. And that'd be from putting the plans together that's the ones that hurt the most, I guess. If we know we have a wrong quantity, we're going to take out 800 feet of guardrail or whatever the case may be, it only makes sense for the contractor to not put a lot of money in that item. Our design accuracy is just limited to the topographical information we have. Borrows is going to be one of our -- borrowing and excavation are usually -- they're big volumes, big dollars. And if we're -- just the accuracy of our mapping is off three inches over a 40-mile job, it adds up quickly.

The way the contractors put their work together, they do a work-based estimate, whereas we do more of a line-item estimate. For example, like a drop inlet; we'll say it takes this much steel, this much concrete, this much excavation, this much backfill. A lot of contractors will look at that and tell you that takes one crew and this piece of equipment, and they compute things in a completely different unit cost. And maybe Billy can elaborate, but at the end of a contract when they're putting it together, it might not correlate, or it might be a situation like the example Sharon gave you, where a contractor takes three or four items, lumps them together, and then just splits the cost. I don't want to say arbitrarily, but they split the cost for whatever reasons they have that we don't quite get to know. So there's definitely some of that. There's interesting things about cash flow about -- I always thought a contractor would want to maximize mobilization and get paid upfront everything they can. There's a lot of good reasons sometimes they don't, just profit reports and long-term planning and everything, and income that sometimes maybe that's not the case.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

Our historical data is based on -- we can filter it, but -- I didn't bring one. Sometimes we'll have seven or eight proposers on a job and the range -- I just saw one yesterday -- the range goes from -- on this one it goes from like \$500 million to \$1 million. So same job, double the cost. It all goes into our estimate and we try to figure that out, we try to compare it to just what the low bidders -- the successful bidders have had. Keeping in mind if there's any unbalanced bids in the low bids that throws off -- it throws off everything, because if you bid a penny a ton for one material, then that cost is in there somewhere else. And it maybe artificially increases the low bid unit price on those items. So it's quite a little art, I guess, to come up with these estimates. And you see sometimes we, in the notes, we'll just say, yeah, didn't see that one coming, or we just don't agree with it. It doesn't mean it's a bad contract and it's bad that we accept it, it's just something we definitely want to be aware of, of controlling the field, making sure we don't have an error in our specs or our plans, and then generally we'll -- we have a long history of accepting unbalanced bids. I don't see that necessarily changing, but I do -- just looking forward, we've had some thoughts about how we can maybe straighten them out a little bit.

They're really not a problem, I guess, from my point of view unless you have a change order in the field. Well, let me qualify that. That's one problem. If you have an error in the field and we have to overrun/underrun, that can cost taxpayers' money, and that can be an issue. There is concern with very low unit bid prices that the Department's going to really get the work done that we expect to get done. I mean sometimes it might be additional resources like inspecting, bid penny a ton, maybe it's that our inspectors have to really watch that and make sure that they're putting down all the material that we've asked for. It does -- unbalanced bids will lend itself to that type of problem. We've been going back and looking at just our cost estimates and our change orders. Some will say unbalanced bids really just are not a problem at all. We've had very, I guess I would say limited documentations of where they have been a problem. I see them potentially being a problem for sure, but just how truly big of a problem is it.

We're working with our construction group to find out some of this more historical data and then we're going to present that to our front office with recommendations of do we want to maybe look at bracketing unit bid prices, or at least maybe asking for some clarification to be assured that a bid price really is reasonable. I mean sometimes they're very valid if the contractor

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

has a stockpile of material, if they have extra barrier rail. There's many reasons why it could be a great -- just a very reasonable price and we're just getting a great price. As you guys talked about it today at the 3A contract that LVP is right there doing a job (inaudible) being competitive on the one we just did.

Kaiser: Reid Kaiser, Assistant Director of Operations. One thing I'd like to say. One area where the Department is struggling with unbalanced bidding is in chip seals and some of our maintenance applications. What we're finding is some contractors will put all their money in the traffic control and actually bid some of the actual products like the emulsion or asphalt in the chips or something like that, at a penny. And so what Director Malfabon has requested we do is that we go back and look at those projects two, three, four years down the road, and see if we're not getting the life out of them. And approach it that way so we are -- we have requested that the district engineers to go back and look at some of those projects where there was some unbalanced bidding, say in a chip seal or a slurry seal or something, and see what kind of effect it is getting in the field in performance. And if it is that is, then that's something that we need to go back and look at, because there's -- it really hurts morale in the field when they see those penny things go down and then they're not getting what they feel is a product that we should be getting. So that's one thing that Director Malfabon does have us looking into.

Knecht: One other question. I think you made a good point when you talked about the idiosyncratic reasons, the special company-specific reasons that somebody might have a low cost for something. If you've got a stock of guardrail, a few thousand feet or something; however, you made that mistake and ended up with it, or bulk commodity, same way. But the second thought that I had about that is probably true with bulk commodity, but especially with manufactured product like the guardrail, shouldn't there be a secondary market where they could sell that to another contractor for another project, or is it just typically so heavy, so bulky to transport that it isn't worth selling? You're stuck with a sunk cost and you either use it or it sits there. Is that the situation?

Frost: I'm sure there's some of both. I would suspect that -- like Mr. Wellman's contract right there that he has, if they have some pre-cast rail they're not going to take it away. They're going to hold on to it and be able to try to



Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

effectively optimize their trucking costs and be able to pass that savings on to the taxpayer. Plus, they've got to get the job, of course...

Knecht: Yeah.

Frost: ...so they want to be low bid. But, yeah, I don't know if they'll -- the selling it out, if that's a...

Knecht: I don't want to look a gift horse in the eye -- or in the mouth or whatever, but sometimes you need to. But I can see that it happens that people have a special reason why they can deliver either manufactured or bulk, the stuff, and install it much cheaper.

Frost: Yes. And maybe there's a middle ground there that -- I mean a penny a ton, I think you can't build something for a penny a ton, no matter if you got the material free (inaudible)...

Knecht: You can't deliver it.

Frost: Exactly. You can't pay the fuel. So there is a certain value that -- whether it's secondary market or whatever, there is something there and maybe that's where that idea of if we see bids that are obviously unbalanced, maybe we ask the contractor how can you honestly pay for that at this. And if they can provide an answer that seems reasonable and acceptable, we continue. If we don't, we have the option to reject the bid to be as irregular.

Dyson: Thor Dyson, District Engineer. I've heard many voices from the field, lots of my staff have spoken to me. And for the most part out in the field, like Assistant Director Kaiser had stated, it's a morale buster in the field, the unbalanced bidding. And it can go both ways. The item can be bid at by the contractor at a super-expensive exorbitant amount. And if that's the case, then the inspector is going to fight to get the quantity that's supposed to be there. So if the open-graded asphalt is a really high-dollar, high-bid amount per ton, to get that three-quarter-inch open grade is a fight, and it's a fight the entire time they're placing open-grade. Or vice versa. If the item is bid at a penny a ton or a very small contract amount, the inspector could fight to the point where, no, I don't want that much material, I want less.

So we've seen it in all kinds of items; flagger which (inaudible) safety control. We've seen it with plant mix. We've seen it with guardrail. This particular one on this contract here for the Carson Freeway, not just dust control but temporary pollution control. The contractor that won this bid

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

has very low amounts in there, and there's some high stakes here with EPA and NDEP and potential fines. And it's going to be a battle. They'll tell you what you want to hear at the beginning of the job and at the BRAT -- the letters from the BRAT Committee, but in the field is where the battle will really be fought and what the taxpayer will really end up with.

Savage: Okay. So thank you, Mr. Dyson. Any other comments, or are you finished with your presentation?

Frost: That is the material I wanted to go over with, but...

Savage: Okay.

Frost: ...offer any -- of course, any questions or...

Savage: And I appreciate the dialogue with everybody. I think it's very important to try to get better. One of the questions I have; has the Department rejected any bids through BRAT?

Frost: Yes, we have. There's...

Savage: So the Board -- we never see it at our level?

Frost: Right. Correct.

Savage: It gets kicked out before that?

Frost: Correct. If it's -- right. Well, the action on the course (inaudible) over \$5 million.

Savage: Yes.

Frost: So if it's under it would -- eventually when it gets awarded, (inaudible) see it either by action or (inaudible).

Savage: Okay.

Frost: But if it's rejected before that and we re-advertise, you would not see it.

Savage: And this BRAT review has been in place since 2012; is that correct?

Frost: Oh, much longer than that. It's kind of, I want to say ebbed and flowed a little bit. It's probably been around for...

Kaiser: Reid Kaiser. I bet it's been around for 15 years.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

Frost: Yeah.

Savage: Okay.

Kaiser: It's been a long time.

Frost: And then we did it for a while and there was some issues and kind of maybe fell a little bit by the wayside. I think it's in 2012, Susan asked me and Jeff Shapiro, who is the chief construction -- you guys know Jeff -- chief construction engineer at the time -- to look over these procedures and take a closer look, and make sure we're really doing what we're required to do, not only by the Code of Federal Regulations, but also there's concerns like Thor had brought that we want to just -- we want to give a better product to our RE and just a better product in general to -- when we're done.

Savage: And, Paul, how many people work with you on the BRAT? I'm not talking about other people like the chief road design engineer or the -- how many people work under your domain?

Frost: Our division generally is like the project coordinaire for most projects that we put out at the state. So they kind of all come through -- most of them come through our division. And we have our staff of road designers (inaudible) about 60. And...

Savage: Sixty?

Frost: Sixty. And so out of that we'll have our principle manager. He's the one who really -- we have two of them. They're the two folks that really kind of go through this and look at the cost estimate, and they're definitely involved in the BRAT. They write the comments on the end, between them and the design squad working on it. So any given project...

Savage: Mm-hmm.

Frost: ...probably has three or four design staff that are intimately involved in...

Savage: Okay. Okay.

Frost: ...into it and they continue through the BRAT process to the end.

Savage: Okay. One other question; how often do the feds update the BRAT criteria and how involved are they?

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

- Frost: I haven't seen any federal update, like the Code of Federal Regulations. It's nice to see our federal partners have been kind of -- since this -- 2012, they have been more and more involved in the BRAT.
- Savage: Mm-hmm.
- Frost: Attend it pretty regularly now on federally funded projects.
- Savage: And my last question is on the one penny per ton, and I think Mr. Kaiser and Thor really emphasized the morale in the field. Does that penny per ton get charged on change orders as well? Do they get the good, bad, and the ugly?
- Frost: They do. There was an example, it just comes to mind all the time. On 95, we had a surface issue with our design -- or our existing topography and it turned out the contractor needed to provide about 25,000 cubic yards of additional material. And they bid a penny a ton...
- Savage: And that's what it is.
- Frost: ...and they built 25,000 yards for \$250 bucks or whatever that turns out to be.
- Savage: That's what I was saying. So we hold them accountable for whatever they stipulate at the time of bid. We hold that price because they elected to bid a penny a ton.
- Frost: And there's a threshold. If we overrun or underrun, it's 125%. Yeah. So we can go up to 125% of planned quantity. After that the contractor is entitled to a renegotiation.
- Kaiser: Reid Kaiser, Assistant Director. There's also a dollar amount associated with that. So you can go to 300%. If they bid at a penny, they're never going to reach the dollar threshold...
- Savage: Right.
- Kaiser: ...to go renegotiate.
- Savage: Right. Correct. Okay. That's all I had, Mr. Frost. Anything from Las Vegas?
- Martini: One question, Paul. Mary Martini, District Engineer. Did I hear you say that NDOT's rejected bids because of unbalanced bids, or I know we've

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

done it on a number of other reasons, but the criteria for unbalanced bids, have we rejected on that?

Frost: It's been a -- I will say a large factor. There's always been something else along with it like just a wrong quantity or an unclear (inaudible). And I think it's only happened a couple of times that I'm aware of (inaudible).

Martini: Okay.

Frost: I will just speak to the last five years (inaudible) BRAT, I think we've rejected (inaudible).

Martini: Okay. And obviously we've all seen lots of areas where the contractor has done it to play games with the contract. But there is a legitimate reason. I saw a contract where the trucking item came in at the minimal amount they can't put zero on, and as it turned out they had a better mousetrap. They intended to move the material via a conveyor belt as opposed to trucking it. So they didn't intend to use trucking, so they didn't put the money there. So there's also legitimate reasons for the unbalanced bids, although we don't run across them that often. Thank you.

Savage: Member Martin, any comments or questions?

Martin: Not really. I do remember one that was rejected. It seems like I remember maybe in the last year getting a phone call from Rudy about one where we put it out to rebid. And I can't remember if it was an imbalanced bid or an unbalanced bid or it was some -- it almost seems to me like it was going through the BRAT process and decided to put it out for rebid, because it was turned upside down. It was while...

Savage: Okay.

Martin: ...Mr. Knecht was not a member of the Board. Like seven -- I think it was six or eight months ago.

Knecht: Thank you, Mr. Chairman. I just had one observation based on this item and the previous item for both top management and the engineers, especially for the top management. When it gets down to the particulars; choosing one bid versus another, supervising the execution of the contract, that sort of thing, we've got some really good tools that you've described here today. We're got some good processes and procedures. We assure fairness. It's gets very precise, very detailed, very well-documented. And you know that

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

you're counting those pennies really closely and not wasting anything, and that's great. When you step back to the conceptual design phase, when you step back to the choice of technology, et cetera, I think one of the things that's been highlighted here today is there are a lot of decisions you make at that level. And, John, I fully understand your point that a lot of times it isn't close. But there are a lot of decisions you make before you have this kind of detailed information and control information and they tend to drive the costs, they tend to drive the acceptability or the quality of what it is we produce. And I guess my question to top management and engineers would be, we're really good at counting the things and monitoring the things we can count. How good are we and what do we do to focus on the things that aren't as amenable to precise quantification and good measurement to make sure that we make really good decisions at the conceptual design, and technology choice, and other elements like that, before we get to counting tons, and pricing guardrail, and that sort of thing? Any maybe that's not something you have a real good quick in your vest pocket answer for, but I think it might be something worth talking about in a future meeting; how is it that we assure really good decisions, cost-effective decisions, service-effective decisions at that level, because they matter.

Kaiser: Reid Kaiser. Go ahead.

Terry: John Terry, Assistant Director. Maybe I can give you a couple of examples. I mean scope (inaudible) has always been a problem on...

Knecht: Yeah.

Terry: ...design projects. But the designer or his team, really, cannot change the budget of a project without asking and getting the scope and the budget changed. So there is a process that has to be approval up through the Director for major scope changes on a project, and major budget changes on a project. So I know that doesn't completely answer your question, but there are procedures in place that you cannot just arbitrarily increase the cost or the scope of a project without going through a formal process that the top management gets to approve it before you move forward. So there are those types of processes. We could, at some other time, get into more detail of what those are, but those are in place so that. And even with that we struggle with it. If you look at what a project was at 30% and what it actually goes out to bid out, sometimes they're an awful lot different for a lot

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

of reasons. But there are procedures in place that you can't just arbitrarily increase the scope and size of a project.

Knecht: No, and I get that. And that's important. Again, that's a downstream aspect of the thing. And I'm looking more at the upstream aspects of our planning and decision making and the choices we make there. How do we assure really good performances and good choices at the upstream end where it's a lot more subjective and it's less amenable to checking by basically looking at a database of history of bids on this or that aggregate or whatever?

Savage: And I'd like to say something, Mr. Controller. And I really value your perspective, because over the last four years, what I've seen, it's about communication, and it's about people.

Knecht: Yeah.

Savage: And I think the Department's done a good job and we've gotten better, because headquarters used to be a white ivory tower, didn't communicate with the districts and there was a lot of breakdown.

Knecht: Yeah.

Savage: There was a lot of breakdown. And I can actually say and feel good that the upper brass is speaking with the medium brass and the lower brass, and I think the communication is going in different directions, which is healthy for the taxpayer...

Knecht: Oh yeah.

Savage: ...to get to where I think you were concerned about. And it's something that we have to stay on top of. What I think, communication is going in a lot of different directions and that's healthy and beneficial for the betterment.

Knecht: It's very beneficial because the top brass...

Savage: Yes.

Knecht: ...needs that feedback for the next project...

Savage: Exactly.

Knecht: ...to make a better decision.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

Savage: Exactly. And it's a work in progress. (Inaudible) it's a work in progress and it's been (inaudible), from my seat, and it has to continue like that, Mr. Controller. So I appreciate it very much.

Frost: And there are quite few procedures in place at NDOT to help do that. We go through project management. They do a cost risk assessment, where they look at all the kind of conceptual ideas and evaluate their risk, evaluate how it goes. We have a scoping section in our design division it goes through, and we try to look at a project in the early stages and say is this really the project we want to do, and is this the type of interchange we want; what are these elements that are going to be needed, sound walls, drainage. All those things are kicked around on a very conceptual and alternative base...

Savage: Yeah.

Frost: ...evaluation.

Knecht: We had a really good example of that about two hours ago here, when we were talking about Project NEON. And Member Skancke and the Governor emphasized, before I could, that gee, here at the conceptual design phase and we were looking at the possibility of automated vehicle control. Instead of waiting and designing a bunch of lanes and controls and so forth and then getting to the end and say, oh, we forgot to include various kinds of automated vehicle control and other different options, and now we have to put that as an add-on or something, they said, let's be looking at that right now from the get-go and see if we can incorporate a lot of that into it. And that would be the kind of good scoping decisions that you're talking about.

Martini: Mary Martini, District Engineer. If I could address your -- one of your items, Mr. Controller, as an example. One of the things that happens in a DOT is that the work that normally gets generated trains the contractors in the area to do it that way, which reduces their price, which means those techniques and those products become more competitive which then becomes a cycle. So to compare Nevada to a previous place I was at, where I was at before, almost every bridge was precast concrete. To the point that there were very few contractors that would do it any other way because they didn't know how, they didn't have the equipment, et cetera. So the prices for precast concrete were very good, but for everything else they were very bad. But you compare those same unit costs to Nevada, where we do very, very few precast concrete and the techniques around other types of construction,



Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

casting plates and steel, et cetera, they tend to be more cost-effective because the contractors have been trained to deliver on that.

So the large concept, even if there was a desire to change and go with a different product, there's still a learning curve in order to get the right contractor, the right products, the right equipment in order to deliver on those. Thank you.

Savage: Thank you, Mary. Okay. If there are no other questions or comments, we'll -- thank you, Mr. Frost and all the people that work with you in the department. You've got a job every day, I can tell you that.

Frost: Thank you.

Savage: Appreciate all your time.

Frost: Yeah.

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

Kaiser: 7-A will be Megan.

Sizelove: Thank you. I'm excited to have another opportunity to provide an update on the e-Documentation project. Just as a recap since it's been a few months since we've met, electronic documentation, that's our opportunity as a department to go paperless, in the contract -- or in the construction world. Specifically, we're utilizing a project -- or a software called Field Manager to document all of our construction management activities. I'm proud to say we have 10 contracts, 5 in the north and 5 in the south, that are currently loaded into the software, 8 of which we're actively paying against. So we're making progress. We've made over \$7 million worth of payments through that software, so that just relates to the quantity or the amount of work that we actually have going on. And then, let's see, we're rolling out Field Manager Read only to the contractors and working on purchasing iPads for the field inspectors to utilize. And so far we've gotten great feedback from all the field users. So this is our opportunity to get it out there to them, and start to get feedback, and start fine-tuning our processes.

Savage: Good. Thank you.

Sizelove: We're rolling along.

Savage: And good feedback from the REs?

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

- Sizelove: Yes. Yeah.
- Savage: Okay.
- Sizelove: I don't know if you want to add anything from an RE's perspective.
- Lani: (Inaudible). Steve Lani, just a resident engineer. Our first contract, the \$42 million Carson Freeway project was just recently loaded, and so far it appears to be -- we haven't actually made any payments against the contract yet to date, but we've been able to work on the setup process and we're working back through with our inspectors. So, so far so good.
- Savage: Good, good. Thank you, Megan. Thank you, Steven. Agenda Item...
- Kaiser: Okay. This is Reid Kaiser, Assistant Director of Operations. Item 7-B, CWG Check List. I kind of messed up your packet here. 7-B -- 7-E(b) should be ahead of 7-B, so what I would like to do is go down to 7-B(b), each item there. And what I will do in the future is I'll put this item and then behind it I'll put each one of those items 1 through 7 or whichever it might be, just the information pertaining to that item.
- Savage: That sounds good.
- Kaiser: Okay. That makes (inaudible). So Item No. 1 is Contractor Prequalification. We'll discuss that in September. The Construction Agreements, if you go back to 7-B, there was six agreements in the last quarter the Construction Division entered into. There's no contract or augmentation Oracle Administration in this list. This is just agreements through the Construction Division for like their radiation exposure monitoring for their nuclear gauges that they use in the field, things like that. Black Eagle was for an expert witness. They were used for the Meadowood Mall project. Biological Environmental Consulting, they're used for tortoise monitoring in the Las Vegas Valley. HDR Engineering did the -- another contract for the same thing, tortoise monitoring in the Clark County area.
- Knecht: That's a slow business, isn't it?
- Kaiser: They don't go very fast. Paint them orange and chase them. Landauer, I guess that's the -- all the -- when you're using a nuclear gauge, you have to wear a little monitor.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

- Savage: Yeah.
- Kaiser: That's just -- that's what that contract is about. And then Atkins, they're going to be training all of our construction crews on this new scheduling software that we acquired. Now, next quarter when we do present this list, you're going to have a whole slew of contract augmentations, like a consultant augmentation on our construction crews. So do you guys have any questions over those six contracts?
- Martin: I have one.
- Savage: Member Martin.
- Martin: Reid, Black Eagle Consulting, you said they were on the Meadowood Mall, which is Meadow Valley, right?
- Kaiser: Correct.
- Martin: Okay. Weren't they the original tester, as well?
- Kaiser: They were the original geotechnical engineer that designed the foundations for the bridges on that project. So they didn't really test, they did the geotechnical design or the shaft design, the foundation design for the bridges.
- Martin: Okay. I thought for some reason or another that they -- I remembered seeing their name involved in the testing or the determination or something.
- Kaiser: Well, since they were the engineer of record, they would get this DSL result from Terracon Engineering, and then they would comment on those results.
- Martin: Okay.
- Kaiser: So that's probably what you remember seeing.
- Martin: Yeah. Okay. I was just wondering. Thank you.
- Savage: Thank you, Mr. Kaiser. I know at today's Board meeting we had discussed, at one point, about the different engineering firms and consultants. I would like to see, if it's possible, for you and Sharon and staff to go back and summarize a list of names, businesses -- the pool that we utilize here at NDOT. Maybe the last -- I know the last five years have been challenging because we've done a lot of that work internally. If we can go back the last 10 years...

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

- Kaiser: Mm-hmm.
- Savage: ...and look at the different categories, the amounts allocated, and the timelines for those different services. Specifically on the engineering firms.
- Kaiser: Do you want us to approach with the roadway design or the project management group also, because we could probably get that information? It may be fairly long.
- Savage: Because what I'm -- yeah, and...
- Kaiser: Because they'll even do...
- Savage: ...they'll have to work together because my whole goal here is to really get an executive summary of the selection process, and the reasons we do what we do to select consultants, okay.
- Kaiser: Mm-hmm.
- Savage: That's my concern, because we've done that with the contractors. We've talked a little bit about consultants in the past, and I just want to revisit it to ensure that we're on the right page.
- Kaiser: Okay. Now, the process that we use to choose a construction crew augmentation or a full administration, I believe, is a little different than what they use in project management to select their project design groups. But is that something you'd like to see is both groups? We can do it.
- Savage: Yeah, the process. I think we need to look at the process...
- Kaiser: Okay.
- Savage: ...from our perspective...
- Kaiser: Okay. We can do that.
- Savage: ...(inaudible) group and construction.
- Kaiser: Okay.
- Dyson: Thor Dyson, District Engineer. We use the process to choose consultants to help us with design-build procurement or CMAR procurement.
- Savage: Mm-hmm.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

- Dyson: Paul uses consultants to do design for design-bid-build jobs. I will use consultants through the construction office, who will assist and help us get consultants for contract administration, contract augmentation for administration. So there's different ways of going about it. We can get all of that for you.
- Savage: And I'm just looking at it, because I know the last three or four years we've done a lot of that internally and rightfully so.
- Kaiser: Mm-hmm.
- Savage: I think that's good. And you're controlling costs. And now I know the workload is picking up. I just want to look at a history to see where we've gone, who we've utilized, and what page we're on. We're on first base, second base. And you guys do a great job, but I just want to look at the history in moving forward as to what might be out there.
- Kaiser: Okay.
- Savage: That's the goal.
- Kaiser: So what I'll do is I'll get a hold of the project management, and that's one project -- or one division. I think our admin services can go back 10 years with that one division number and get every agreement that they entered into. So we'll get a list of that and also for the O for O, which is the construction division, we'll do the same thing.
- Savage: Yeah.
- Hoffman: A quick question though. (Inaudible) for the record -- or Chairman. Sorry. You wanted a list of consultants but in certain categories; architectural, roadway service. Is that the categories you talked about?
- Savage: Yeah, and it's -- I'm mostly interested in the construction side, okay, the architects, the contract augmentation. Like, we had those -- what triggered this was the three that we had today at the T-Board meeting...
- Hoffman: Right. Right.
- Savage: ...when we had three people, I think it was Wood Rodgers, Lumos and maybe HDR. I can't...
- Kaiser: Mm-hmm.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

- Savage: ...remember the third. But how many people are in that pool for NDOT to utilize, and how do we go about selecting those people and evaluating for the best value, like we've talked about...
- Hoffman: Mm-hmm.
- Savage: ...moving forward.
- Hoffman: Okay. Because there's different procurement types, too. So...
- Savage: Yeah, I know it's really complex and I...
- Hoffman: I'm thinking maybe to give you a full picture of what's going on. We certainly will give you the list that you ask for, but maybe start from square one and maybe explain the consultant procurement process...
- Savage: I think that'd be a good idea.
- Hoffman: ...depending on what area we're -- okay. Okay.
- Savage: That'd be a good idea. Something we can work on. And it's not going to be resolved in one meeting.
- Hoffman: Sure.
- Savage: It's going to be an education, I know for myself, to try to understand like we have done on the contractors' side...
- Hoffman: Mm-hmm.
- Savage: ...or the construction side. It's consultants and construction on what this group has been put together for, so it's a work in progress and I think it has to continue on (inaudible).
- Hoffman: Okay.
- Foerschler: This is Sharon Foerschler for the record.
- Savage: Yes, Sharon.
- Foerschler: Just keep in mind when we present this information the process has changed over the course of time, due to our workload, as well. On the construction side, we used to have an on-call list. So we'd go out with prequalifications for any consulting firm that wanted to get on our list. Then we would go through the request for proposal, and we'd go through and we'd bank all the

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

proposals. Years past, and I have been in the construction office for 15 years, we might have a list that 20 consultants put in for and we say, okay, over the next year or two we're going to have a need for 10 consulting firms to provide the services we need, so we would then shortlist that 10 people. And then that process from there, we'd go down the list and we'd just rotate based on dollar value and need so every consultant had a fair shot. That has now morphed to today, where any project that we need a consultant to go out for a request for proposal. So you might have 4 consultants put in for one particular agreement or you could have 10, but we don't have a list that we go off anymore that says, okay, we have 20 that are prequalified. We don't go through that process anymore.

Savage: Which...

Foerschler: At least from our side things have changed over the course of time, and through federal regulations of how we can procure consultants for federal projects. So the data is going to be a little bit skewed from our perspective when we present it to you. So I just want to give you a heads-up.

Savage: But that's good education. See, I don't know that. Why has it changed, because of workload, because of the feds...

Kaiser: Feds.

Savage: ...when we used to do it this way.

Foerschler: Blame it on the feds.

Kaiser: I think it was.

Savage: But in all seriousness, we don't know that, so we're just trying to understand how it's done, why it's done this way today. And from an outside perspective, you'll get our input, I mean like we have done it at every CWG.

Hoffman: Right.

Savage: So I think it's all good.

Hoffman: So if we start from square one and kind of describe from a very high level, we can zero in on as many of the details as you want. But we better start high enough so...

Savage: Yes.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

Hoffman: ...you understand the entire process.

Savage: Yes.

Hoffman: Right.

Savage: I think that's a good idea, Bill.

Hoffman: Yeah, okay.

Kaiser: It sounds like...

Savage: And it's going to take several meetings, too.

Kaiser: Sounds like Bill wants to give a presentation next meeting.

Hoffman: Do it?

Kaiser: No.

Hoffman: Reid will prepare all the information and I'll give the presentation.

Kaiser: Actually, Sharon will.

Hoffman: That was the easy part.

Bush: (Inaudible).

Savage: Come on up, Anita.

Bush: So this is Anita Bush. And so it seems to be a question was regarding our on-call architects. So this process -- we are still doing the on-call which we don't use with the federal money, but with state money we do have on-call agreements. And I did forward Reid the past 10 years for all the on-call (inaudible) that we have in architecture and...

Savage: Well, it's not just architecture.

Bush: Yeah, I understand. But our process is going to be a little different than theirs, too. So I'm just saying. (Inaudible)...

Hoffman: But see -- and that's -- again for the record, Bill Hoffman. That's what I'm saying, we should...

Bush: Yeah.



Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

- Hoffman: ...raise this up to a level where we start very...
- Terry: Very.
- Hoffman: ...I mean very simply, put it in very simple terms, and then we start collecting here's what architecture does, this supports stormwater, and then give them a full picture of the consultant procurement process and why we're using those processes, so...
- Savage: I agree. 40,000 (inaudible) level work done.
- Hoffman: Okay.
- Savage: Thank you.
- Hoffman: Thank you.
- Savage: Mr. Kaiser, back to your agenda.
- Kaiser: Okay. Construction Agreements, we covered that. I see Tracy is gone. She was our NDOT DBE process update, so can that wait until September?
- Savage: Yes.
- Kaiser: Okay. Change Orders on CMAR Projects, that's under Attachment 7-B, the very last page. There was one change order on our CMAR projects this last quarter, and that was out at the Carlin Project. There was a metal gate that NDOT was to procure and give to the contractor, and apparently we never procured it to give to the contractor. So we changed that contract from a working day project to a milestone project since essentially, this gate was going to cut off -- or make a modification to allow bikes onto a road to get by the project. And we approached the contractor to install this eight months after the working days had expired. So we just wrote a change order and made it a milestone project.
- Savage: Okay. And on that same point, the CMAR while we're on that. (Inaudible) we talked about at the T-Board was AB 43 affecting CMAR...
- Kaiser: Mm-hmm.
- Savage: ...construction. So I would think the Department has reached out with industry, and discussed the changes, and how it's going to affect -- was it 408 or...

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

- Kaiser: I'll let John Terry (inaudible) that.
- Terry: 43 was pretty simple. All that affected was the procurement phase of design-build in CMAR. Because we had gotten a public information request during the proposal period, which could really mess up the proposal because like we talked earlier, we're very, very confidential during the ones -- during the procurement period, and they were asking for procurement documents, procurement documents even from other firms for -- during the public information request. Basically, a hole in the law that we won. I don't know how else to describe it, and industry supported that.
- Savage: Okay. So it was pretty minimal? Okay. I didn't know how involved it was. Thank you. Go ahead.
- Kaiser: Okay. Item No. 5, as-builts. That was a very heavy discussion item at the previous Construction Working Group meeting. And what I did with that item is I polled the districts, and the feedback I got is that the districts want to keep the as-built process under their control. So they want to have the REs continue to control the as-built procedure and not give that to the contractors.
- Savage: That was the feedback you got?
- Kaiser: That's the feedback I got.
- Savage: Okay.
- Martin: Hey, I got a question about that, Reid. How does that impact our closeout? I mean your REs and your crews are -- every time I question something about a job getting closed out, there's something that's waiting to be done. They need to do the book or they need to do this, they need to do that. I appreciate them being dedicated to their job and whatnot, but at a certain point in time management's got to step in and say, hey, we got to get these contracts closed out and we're still waiting on as-builts on 15 jobs. It's ridiculous to continue to load the REs and the crews up with the as-built requirement when you can hand that off. Everybody wants to keep everything and sometimes it just doesn't work well. I question it when it comes to this closeout process, Reid.
- Kaiser: Okay. Megan, you kind of, supervise this whole closeout. Is the as-builts usually one of the holdups, or is that usually not one of the issues?

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

- Sizelove: It typically has not been an issue in the past...
- Kaiser: Okay.
- Sizelove: ...that it's holding up our process.
- Dyson: Member Martin, Thor Dyson, District Engineer. Typically, a resident engineer, early in the job, will assign an individual to update the plans, to do the as-builts as the job is going along. So when the job ends there's very little to do. And like Megan Sizelove just stated, it's not really the impediment to closing out the job.
- Freeman: Jeff Freeman, Assistant Construction Engineer. I'd like to throw in that I believe we had an instance or two where as-builts -- I shouldn't say hindered the closeout. We closed out the project administratively with the contractor and then got the as-builts later from the RE. It won't hinder the administrative closeout process to the contractor. We can still close that door and close out a contract. We don't need the as-builts in our hand. Now, we're going to harass the RE and make sure we get them because they're vital for the next project. Paul's going to need them. But we can still close out a project. So we don't have to keep the contract open waiting for as-builts, if that ever happens. I think it's happened once that I can recall.
- Savage: Okay. And I'm kind of on the same page as Member Martin, because in our world -- and we wear different hats, on the construction side we're responsible for the as-builts. We come to the Department, and I think Frank says it well. I mean we're taking more and more on sometimes where we have more and more to do and cannot be delegated and hold the contractor responsible. I mean it seems very simple to people like myself and Member Martin, that do it every day. And we're just trying to help the Department. You guys have gone down to the REs, they've said that. I think we need to keep an open mind on how this -- because if they get more and more on their plate, hey, we've got to hand it off. That's something that we expect to be done by the contractor. I think we need to keep an open mind with that, because I'm on...
- Martin: Mr. Chairman?
- Savage: Yes.
- Martin: I'm sorry, I didn't mean to cut you off. Go ahead, sir.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

- Savage: I'm on the same page as you. Go ahead.
- Martin: Yeah. I just went through this schedule. There are 25 projects on this schedule that is under -- or that is included in our packet where as-builts are needed. 25. Now, I didn't count the total number of projects, but I'm looking at one page here, it's very easily 60% of the projects that's listed on the one page, where the as-builts are needed.
- Savage: Okay. Member Martin, Megan waving her hand here wanting to speak.
- Sizelove: I'm trying not to jump in my seat too much. Megan Sizelove for the record. Often times we don't collect the as-builts until a member from our office goes to the crews to pick up the project. And so that's part of our pick-up process. So once we (inaudible) a request from the construction crew, at that point in time (inaudible) pick up all of their books as well as the as-builts. And so it's not uncommon for a construction crew to contact us and notify us that once we start that process, that the as-builts are (inaudible) keep them with the book (inaudible) go pick it up with everything else.
- Hoffman: So on that list, Bill Hoffman for the record. How many of those projects are being held up by not having as-builts?
- Sizelove: Zero.
- Hoffman: None? Okay. All right.
- Martin: Here's the deal. It's not important how many of them is being held up. All those pieces have to fit together in order to get a project closed out, whether you've got one item holding it up or you've got six items. If you don't start cutting them down, you end up with a whole forest of trees that are half-sawed down. And that's what we have on this list right now. I don't know how old some of these jobs are, because you -- I don't see anything on here right off the top of my head that tells me -- yeah, we've got them going back to October of '14, of '12, et cetera. So, yeah, all I'm saying -- and this is exactly what the Chairman said too -- we are -- in this group, we're supposed to be looking at what it takes to hand stuff off to make our job easier to get these projects closed out faster. That's been a focus of this group from the time it was -- first came into being, was the closeout.
- And I -- we can go through and hit on several other points here, but every time we want to do something like take away the pay requests or do this or do that, everybody says oh no, no, no, we can't do that. The problem is, is

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

you keep doing it. What we're headed towards here is you just keep doing things the same old way, just expecting different results. And the different results, from the size of this list, it's three pages long. The different results ain't happening. And I...

Foerschler: Sharon Foeschler for the record. I just want to reiterate that as-builts don't hold up closeout for us to release a contractor, and release the (inaudible). It's an internal process, not an external process for closeout.

Savage: Okay. Let's continue with this Agenda item and then we'll get into project closeout here on Agenda Item No. 9.

Kaiser: Okay. NDOT Partnering Program. Lisa.

Schettler: Okay.

Kaiser: I'm going to move you up a little bit.

Schettler: Yeah, I thought you were going to save the best for last.

Savage: Here you go, you're on.

Schettler: Okay. So we have our dispute resolution team training scheduled. And what we did was we brought on board the Dispute Resolution Board Foundation. It's an international nonprofit organization. It's used by many other states to do their training. And so in June, we're going to have -- well, this month we're going to have training that's geared towards potential resolution team members, which are members that do not have financial ties with the contractor or the Department, at least for that particular project that they're going to serve on. And so, the training is just how do you serve on as a dispute resolution team member, what's your role and authority, what are your obligations -- things like that, so we can get a pool of people to call on as we have projects beginning to serve on our dispute resolution team. And those teams will be involved in a project from the onset, so they'll have a meeting with the contractor and NDOT. At the beginning of a meeting, they'll come out on a regular basis to keep up on the issues and the progress of the project. So if they're called upon to make a recommendation about a dispute, they will have a background with the project.

So we (inaudible) -- we're holding this training in June, because we have a couple of projects that are starting right now that are going to use these teams, such as Cason City Freeway and Boulder City Bypass and

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

(inaudible) project in Las Vegas. We're going to -- we have the DRBF agreement. It will allow us to utilize them to use this training in all three districts for the next -- up to four times for it. So now, and then during winter shutdown for the next 10 years. So we can get a good pool of people trained (inaudible) Nevada specifications and understanding the way NDOT does business. And then in July, we have the same organization doing training. This training will be geared toward contractor staff, and NDOT staff, and other stakeholders, how do you successfully utilize the dispute resolution team; how do you prepare your position papers; when do you want to call on them, at what point; you steer from the partnering process to calling on the dispute resolution team to make a recommendation. So we're prioritizing the July training for people who have projects, and having (inaudible) again the same training will be offered during winter shutdown for the next three years so that we can offer it to everybody who is (inaudible) involved in the process.

So we have that ball rolling. We're still finalizing the specifications for that process and the third-party agreement that will be signed by the three dispute resolution team members, and the contractor, and NDOT on each individual project. And we're still vetting that, those two documents. We have our Steering Committee. Our first meeting is scheduled for July 16<sup>th</sup>. And just as a reminder, the mission for the Steering Committee is to address the partnering process for projects, the dispute resolution process, and also we want to address internal partnering. So as you were alluding to before, the process of how the divisions work together in the Department and whatnot. And we do have a -- we are also -- this is just not an NDOT Steering Committee. We're involving people from industry. We have up north here a member of the ATC -- well, we have three members of the ATC North (inaudible) contractors and (inaudible) ATC. And then we're also working with Shawn Stewart from AGC Las Vegas to identify some individuals to kind of make it an even team there, so we get good industry input as well as internal input on these issues.

And it's not on the Agenda, but I just wanted to mention that we had our last Nevada ATC meeting May 29<sup>th</sup>. We're scheduling in July another ATC Las Vegas meeting, so we're continuing to meet regularly with the contractors, subcontractors, ATC members, consultants go to that meeting and a few NDOT people apprised of what's going on and being (inaudible) concerns they might have. And last -- in April at the Transportation Board meeting, we handed out awards for partnering for the Excellence in Partnering NDOT

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

program. But I also wanted to mention that there's an organization called the International Partnering Institute, and they had an awards ceremony and Carlin Tunnels was recognized there. So Carlin Tunnels also won an International Partnering Institute Award.

Savage: Nice.

Schettler: So I just thought I'd give them some recognition that they're doing some really good work. And that's all I have, so any questions?

Savage: Well, thank you, Lisa. It's vitally important, as we know, we're trying to reduce our overall legal costs by this partnering initiative. And I just -- like Sean Sever has done on the public outreach, I think it's vitally important for you to sell, sell, sell the best we can internally and externally. One of the questions I have is on the DRTs. Have you consulted or spoken with internal legal as to any advice by selecting these DRTs?

Schettler: We've had them -- we've worked with legal before on some projects where we've had DRTs and we developed controlling documents and whatnot. Jeff may be able to speak to that more in the past. They will be vetting all of our specifications, and our agreement, and looking at the process. I don't know if we've spoken to them as far as claims versus using DRTs and things like that.

Kaiser: Reid Kaiser, Assistant Director of Operations. Where the Attorney General's office usually gets involved is when we send the controlling document to the contractor, the contractor will send it to their legal counsel, he'll take a look at it and he won't like it. So at that point, their attorney will get together with our attorney, and create a controlling document.

Savage: Okay. Okay.

Kaiser: I don't think there's a process issue involved that they need to get involved with in regards to the specs. I think it's just the -- we can't agree usually on the controlling document.

Savage: No, my whole point was just any internal advice that they can give you...

Schettler: Right.

Savage: ...for the selection of these different DRT individuals.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

Kaiser: The biggest advice that we've been given, the construction crews, is sometimes in the past when the dispute review team is being set up on a contract, there will be an agreement at the beginning of the contract with NDOT and the contractor that...

Savage: Mm-hmm.

Kaiser: ...they're going to get along and they're not going to need the dispute review team, which in our past history that's not the case. So right now, we're really stressing to the construction crews whether they like the contractor or not, whether they get along with them great or not, get the dispute review team going, get them fired up, get everybody hired, get the controlling document complete and follow the procedure.

Savage: Exactly. Okay. Thank you, Mr. Kaiser and thank you, Lisa. Yes, Mr. Wellman.

Wellman: If I can, Bill Wellman, Las Vegas Paving. Is industry going to have a real opportunity to work and vet some of the concerns that I think we're probably going to have, as Reid just said, we're not going to like it, before you go too deep into the weeds of this thing? We talk about it at our industry group, liason group and I believe we have a meeting next week. And obviously we voice our concerns about who and how and what. Instead of creating a group of people that are DTR, these are supposed to be independent; one for us, one for you guys. You select who you want, they decide who the third one is as the chair. To be open and transparent, no different than hiring an attorney I guess, lack of a better way to do it, other than somebody that understands our part of the industry clearly. That's what we want. These things are -- these people are very expensive. We've used them a lot, not here in Nevada, but in California. We've used them a little bit down in Southern Nevada with SNWA. They had them on all of their stuff. They can help you with that and how they got -- went away from it, called a project neutral. Made it a little bit more simple and simplistic, because even with a DRT it does cause or having a potential cause for problems.

So writing the rule and regulations, unfortunately they're likely one-sided for NDOT. And that's not -- in my mind, that's not the point of a DRT. It's supposed to be about the project, and what you're looking for, and how we select. So hopefully we're not getting our hands tied and saying, okay, you're willing to hire from this group of people.



Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

- Schettler: No, we're not doing that.
- Wellman: Okay. So...
- Kaiser: And we'll -- my direction was to send out the specs to AGC north and south, just so you guys do have an opportunity to review the specs.
- Wellman: Okay.
- Kaiser: And I know you had requested -- we'll work through that, but that was the plan.
- Wellman: Okay.
- Kaiser: So if you haven't seen it yet, let me know and we'll (inaudible).
- Wellman: I haven't seen it.
- Kaiser: Okay. Okay.
- Schettler: We're still vetting it internally, and then we'll send it out. And for this upcoming training, because we haven't finalized it, the dispute resolution (inaudible) the draft specs that we're working through. And the candidates that are signing up for it, a lot of them have years as former contractors, others are retired from public agencies. So I hope we're getting a good group, a list of candidates that can represent those guys on the committee and (inaudible). And we are putting a cap on the costs they're allowed to charge per meeting and things like that, to kind of control the expenses and to ensure that we're getting a reasonable (inaudible).
- Wellman: And maybe for this group -- again, Bill Wellman. Again, we talked about it in our working group. Is that proposed to be a line item (inaudible) account item (inaudible) in the future?
- Schettler: The way we're doing it right now, or the way we're proposing it is -- I'm not sure what you call the item. They call them 736 items. So it's not in the bid proposal. It's not part of the bid, but depending on the working days, the price of the contract, how complicated it might be to the stakeholders, we're trying to come up with a reasonable dollar amount to put into our -- programmed into our estimate. And then it'll be cost (inaudible) 50/50. So the team members will invoice contractor, the contractor will invoice (inaudible) half of the cost.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

Knecht: Mm-hmm.

Savage: So it's not part of the bid?

Kaiser: No, what it is...

Savage: I'm confused.

Kaiser: ...the 736 item, what that is that's a cost the engineering side of the house puts into the estimate to cover our costs associated with (inaudible) work.

Savage: In-house costs?

Kaiser: In-house costs. Right. So the contractor gets billed \$100,000 for partnering and we have a 736 item, isn't that right, Paul? A 736 item associated with that, then they'll charge that \$50,000 to that item. It's just so accounting-wise we'll be covered, we'll have that in our estimate.

Savage: So is that \$50,000 in their bid to begin with?

Foerschler: Sharon Foerschler for the record. The contractor does not bid on 736 items.

Kaiser: No.

Foerschler: It's an internal mechanism that's charged to the contractor, the contractor never sees those line items in his bid.

Savage: Right. I...

Foerschler: It's a mechanism for us to pay that invoice.

Kaiser: So that's Bill's point, is you never have an opportunity to know what dollar amount is put into your bid...

Savage: Right.

Kaiser: ...to cover that then. Is that what you're saying?

Savage: Yes.

Wellman: Bill Wellman again. My concern is, is that if that becomes a competitive line item for us as a contractor. In other words, if you as NDOT put in \$50,000, and then our cost (inaudible), what do we put in? Do we have to put in \$5,000 or do we need to put in \$50,000? That can sway a proposal a lot more like the misbalancing that we were talking about earlier. It takes

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

the competitive nature out of it, because I can bid \$1,000 bucks and say I'm not going to worry about a DRT. I'm not going to spend any more on a DRT, because everybody has to agree on both sides to use it. We're not going to use it. So we talked about that in our industry meeting, that should be a line item that is used as needed, and that way it's not one-sided.

Kaiser: (Inaudible) account item put \$100,000 for (inaudible) account. We put our partnering cost.

Wellman: Partnering cost and -- which include DRT.

Kaiser: Okay.

Wellman: And it's drawn from there and, yes, the contractor then pays the invoices and then bill back at cost to that item as -- from both sides.

Savage: Because...

Wellman: That way it keeps it fair.

Kaiser: Right.

Savage: It keeps it fair.

Kaiser: I see what you're saying.

Savage: We've got to have the contractors buy in.

Kaiser: Yeah.

Savage: We don't expect something for nothing. They need to be paid for it. They have to be part of the equation.

Kaiser: Yeah.

Savage: Or else it's not going to work. Something to think about.

Kaiser: We can add it.

Savage: Okay. Thank you, Lisa. Item No. 7, I think we can scratch out.

Kaiser: You can scratch that one. And Item 7-C is just some -- the agenda and notes from an AGC meeting we had March 3<sup>rd</sup>. That was our Industry Liaison Meeting. That was the only meeting (inaudible) I believe it had the minutes

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

in there also. So that's the only meeting I went to the last (inaudible) AGC. Okay.

Savage: Okay. Thank you, Mr. Kaiser.

Kaiser: Yeah.

Savage: Will that close Agenda Item No. 7?

Kaiser: That closes it.

Savage: Let's move to Agenda Item No. 8.

Kaiser: 5-year Plan. John.

Terry: I'll keep it quick except maybe give -- again, John Terry, Assistant Director -- give Member Knecht maybe a little bit of history here. So even though we have the STIP, which really is the legal formal document (inaudible) FHWA and others of what projects we're doing, we keep the 5-year Plan with projects and their various categories. And it is overbooked almost intentionally. It's really what we use to make sure we have enough work ready to go out to use up all the money that's available in the various categories. We base it upon the federal fiscal year, which is September 1<sup>st</sup>. And that being said, you can't really go until September 1<sup>st</sup>, because the feds have their kind of (inaudible) where we pretty much have to have everything done in August. So this year, we're pretty close to getting out everything we said we'd get out in federal fiscal year '15. I believe we have SR 160 Phase 1 down in Clark County to still get out and one overlay (inaudible). One of our bigger I-80 overlays left to get out. And other than that we're pretty close to getting out our major (inaudible) for this year. And then that's somewhat by intention. We don't like to push them up against that federal deadline just in case something happens. So really, our emphasis now is federal fiscal year '16, and our program as it's listed in there, and we're working on all of those.

We have no choice but to assume the federal funding will continue at the levels it's continued at in the past, because we don't know any better than that. I don't think anybody does. And then I will point out that really 16 is pretty solid. 17 is okay, but 18, 19 20 in there, they've got a lot of placeholders in there. We made a recent presentation to the Board, kind of a confusing presentation about why we were using Decision Lens and what we're doing. And we are prioritizing some of our projects farther out.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

Maybe to address your question earlier about why do we do what projects and what's management's input. This program isn't going to make these decisions for us. It just is a database that helps you rate projects and give you another look at them. And so, we're in the process of going through that. I hope to have some more on that in the near future and make some decisions, which I'm sure we'll reveal to our Board and filling out the years there in the 5-year Plan, especially in the capacity projects, some of the bigger projects we're doing.

The other real big category projects we do are our 3R projects. We complete those every three years, so we're going to go out next year again for another whole round (inaudible). So everything that's shown this year and everything that's shown in '16 is pretty solid and is ranked and (inaudible) against each other. But what's beyond that, since we go out and re-rate them again, they may fall off or whatever, and then we'll fill out those projects from there, and so that team will go out and compete. And then we have the various other categories, some of which have been added somewhat recently like pedestrian safety and that. So with that, if I can answer any questions about either how we produce the 5-year plan or any specific questions on it, I'll take those.

Knecht: That was helpful to me. Thank you. If I think of a question I'll ask.

Savage: You're very helpful, Mr. Terry. I just have some questions. Are these numbers we're seeing all costs (inaudible)? Is this a thousand percent of the cost?

Terry: Typically, I would say the costs that are in here are our (inaudible) for construction. (Inaudible) percent.

Savage: (Inaudible)?

Terry: No, because (inaudible) already (inaudible). But I (inaudible) get out (inaudible) and you'll see a lot of (inaudible) million dollars (inaudible) are not solid yet. So they get better the closer you get. But we have the best engineer's estimate we have at the time, with what are our typical add-ons, the construction administration, contingency, et cetera. So that's kind of the all-in number for construction.

Savage: And then on Page 6 of 8 with the stormwater projects. I know recently with the legislation (inaudible) additional staff (inaudible), is that going to

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

involve any additional dollars for the construction projects other than what we see here?

Terry: Well...

Savage: The Clean Water Act.

Terry: ...I'll give you two things. Stormwater is a part of almost every project we do.

Savage: Yeah.

Terry: I mean that's included in the project. In other words, we do break it out with temporary pollution control and bid items, but that's in every project. These are specific stormwater projects...

Savage: Right.

Terry: ...kind of the entire project is stormwater. And I don't know if Bill has any more to add. In the original ones were mostly our yards and our wash pads, et cetera. But these are almost entirely are or are entirely state money stormwater specific projects.

Savage: Right. And I understand that. But my question is due to the recent legislature and the additional funding that we have for the Department, do you foresee other work in what we have for 2015 and 2016, just short-term?

Hoffman: For the record, Bill Hoffman. Yes, I do. I see more than what you see on the stormwater projects list. These are just to upgrade our maintenance facilities. There's a lot more to this entire program than just upgrading maintenance facilities. But, in order to have the projects worked on by the various team members, and having everyone contribute to meeting the time and deadlines for these, we agreed to put them on this list, so that all of NDOT could track which projects we're working on for which years; which projects to do we need to have ready first and then stepwise after that.

Savage: Okay. So that clarifies my question. This is internal use.

Hoffman: Yes, these are all maintenance facilities. Yes, sir.

Savage: And there's going to be additional funds for the Clean Water Act possibly.

Hoffman: We submitted a budget amendment to the legislature to be approved by the Joint Budget Committee, and that included the 59 positions...

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

- Savage: Yeah.
- Hoffman: ...and budget necessary both in equipment, and tools, and things like that, to help those 59 people perform their work. Other than that, we're pretty much having to pick and choose which projects we're going to do in order to be compliant with the EPA.
- Savage: So we're going to walk before we run?
- Hoffman: Yes.
- Savage: Get internal numbers quantified and...
- Hoffman: Right. Biggest bang for the buck really, in terms of the consent decree and EPA.
- Savage: Yes.
- Hoffman: So we're trying to structure it to hit the big heavy areas first.
- Savage: Okay.
- Terry: I will say -- again, John Terry. You brought up the Clean Water Act and the new rulemaking that came out from FHWA -- or from the EPA on that. We're still evaluating that. That's sort of related to stormwater and sort of not. That's a big deal and that could increase the costs we pay on certain of our construction projects. Absolutely. And could delay our environmental process on new projects. And, frankly, we're still evaluating as I think AASHTO is nationally, the impacts of that new -- which we knew was coming -- the EPA Clean Water Act interpretation. So we may have more on that later after we really -- I think it came out last week or the week before. So I don't know if you're aware, Member Fransway has been referencing this clean water and essentially the rules just came through. And from what I heard him describe and what I read in there, he was right. That's what's happening is they are ruling more waters of the United States by tributary, et cetera, than were previously listed, and it will have an impact in this department. It's just not a stormwater impact, it's an impact to lots of projects. And we may present some more on this once we kind of absorb it.
- Savage: Get our arms around it, yeah.
- Terry: Yeah.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

- Savage: Okay. Thank you, John. Thank you, Bill.
- Knecht: Everything is navigable.
- Terry: What's that?
- Knecht: Everything is navigable.
- Terry: Yeah, well dry washes are now navigable.
- Savage: Mr. Kaiser, were you going to say something?
- Kaiser: No.
- Savage: You're good? Okay. Thank you, Mr. Terry. Thank you, Mr. Hoffman. And so we have -- let's move to Agenda Item No. 9, Briefing on Status of Projects under Construction.
- Kaiser: Project Closeout Status; as you can see, I think we have, I think about 39 projects that will be are -- that are on this list. Are there any questions associated with any these projects? We did close out 14 projects in the last quarter, so we have been working hard now that the eDocumentation is out in the field and active on closing out projects. So hopefully, the trend of a high number of projects will continue.
- Savage: I had a couple of questions, just to get this thing started. Item 9-A on Page 2, Contract 3558. I thought that was completed.
- Tedford: Last I heard, they still have bid item work that they're working on. That's Mount Rose Highway.
- Dyson: Thor Dyson, District Engineer. It's substantially 99% complete, just a couple of minor items. There will be no delay in traffic, no impediment to tourists going up to Tahoe, but the project is -- as far as the work activity, it's 99% complete with the contractor still having to come back and address a couple items.
- Savage: Okay. Thanks. So right, just minor items. Contract 3435, Page 3. There was a deadline that the contractor was supposed to respond to by 5/22/2015. Did they respond?
- Foerschler: Sharon Foerschler for the record. No.



Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

- Savage: Thank you. The next question I had -- I guess not a question, but a comment on Item 9-C, get a quick evaluation of the 14 different projects and comparing the engineer's estimate versus the project cost, just out of curiosity. And out of \$132 million worth of work, the Delta was only \$1 million. And I thought that was pretty impressive.
- Kaiser: That's good.
- Savage: That's darn good.
- Kaiser: That's really good, yeah.
- Savage: I see that. I thought I would just share that. I know you guys know that, ladies and gentlemen, but again I think it's good work.
- Kaiser: Thank you.
- Savage: I want to compliment NDOT.
- Kaiser: No, we owe it to the guys in the field watching the numbers, like the guys in this room.
- Savage: Mr. Controller or Member Martin, anything?
- Knecht: Nothing there. Thank you.
- Martin: No, sir, not here.
- Kaiser: Okay. I sense that your frustration about the as-builts earlier is -- do you guys want to address that? I mean I think that -- if that was a point of concern to us, we would happily give that to the contractors, but...
- Dyson: Yeah. Thor Dyson, District Engineer. I mean I'm not going to (inaudible) all my (inaudible) on it. If that needs to go to the contractors, that's okay. We're happy to do it, but we're happy to give it up, as well. I mean it doesn't really matter.
- Savage: No, we'll just hear from an outside perspective. And I think that's why this is so valuable to these types of roundtable discussions. From a business man's perspective, from the Controller's perspective, and Member Martin, hey, it's good. It's good dialogue. Keep an open mind, maybe it's going to change in three months. Maybe it's going to change in six months. Maybe it won't change, but we just have to be satisfied. And that's all we're saying.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

- Dyson: It's kind of like the contractor payments once a month versus twice a month. For me at the district level, it doesn't matter. But the same with as-builts, if you want to try it out and have a job or two that the contractor does the as-builts, I have no objection to that. It's not a control thing for us. It's not a problem for us, but it's not -- it's certainly not a control thing.
- Savage: No, no. It's about being (inaudible) think that keep an open mind at this stage and we'll see how it goes if you do it for one you should do it for all. I don't know. Maybe do a trial. I don't know.
- Martini: Well, actually, if you'd like -- Mary Martini, District Engineer --we'd like to take on one or two projects where we put it into the special provisions for the contractors to give us a draft as-builts, which we will check and, of course, still have control over, but I'd like to give it a try. So we'd be happy to volunteer.
- Savage: So just would be for future work, not work in progress, right?
- Kaiser: Yeah.
- Savage: I don't want to make a...
- Martini: That's what I'm suggesting. We could always make it part of the work we already have going, but then we'd have to change-order it. It'd be better to just put it in the specs.
- Savage: That's what I -- we don't want a change order (inaudible).
- Knecht: Have a new category, Board-Driven Change Orders.
- Savage: Don't need that. Any other comments or questions on Agenda...
- Hoffman: We already have a category -- we already have a category like that, Controller.
- Savage: Yeah.
- Hoffman: I'm teasing. I'm teasing. We don't. We don't.
- Savage: Any other items...
- Martini: Chairman Savage? I realize this is Construction Working Group, and so since I'm in the mode of volunteering, there seems to be a couple of questions, one of which was yours regarding the homeless. And I can have

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

somebody prepare some information, maybe it'd be better for the Board. We won't make it everything you ever wanted to know about homeless and didn't ask, but we -- I think that what we face might be of interest to understand that the 240,000 for a two-year period is actually only a minimal amount of what we put into dealing with homeless issues. So if you'd like, I could put a three or four-slide presentation together for the future, if you wish.

Savage: Yes. Since that is not an Agenda item for the CWG. I know we discussed that the T-Board level, and that's something that you can speak with Reid Kaiser offline to see whether or not that might work. I'm just following the advice of my counsel here, Mary.

Martini: No, I understand that. I thought we were at the point where we were looking at additional -- or new items. Excuse me.

Savage: No, we're still on Agenda Item No. 9. Any other comments or questions or Agenda Item No. 9?

Kaiser: 9-D is Active Contracts. Was there any questions on that one?

Martin: Reid, I've got a question. When I look at the completed or the closeout document, which I think is 9-A, you've got projects listed here where it says, for an example, 3566 Nev-Cal Investors Inc., you've got construction ongoing. I've noticed that in a couple of those, are you putting them on this -- what I thought was construction contract closeout status. I've noticed that there's a few of them that says construction's ongoing, yet they're on this closeout list. Is that standard or do you reach a certain point where you put them on there?

Foerschler: Sharon Foerschler for the record. They may close out (inaudible) 85% complete. And that's our way to start tracking them that we're getting close to closeout and contract complete -- construction complete, I should say.

Martin: You said at 35% or...

Foerschler: 85%. 8-5.

Martin: Okay. Thank you.

Foerschler: You're welcome.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

- Savage: I had a question on 9-D, Mr. Kaiser. Contract 3516 and Contract 3525, the comments indicate utility delay. And we've talked about this in the past with the different utility providers. Has that gotten any better or is that about the same? I know we talked about it about a year ago with the cooperation of the utility providers.
- Kaiser: Now, I'm going to defer that to the district engineers. I haven't seen an influx of change orders for utilities across my desk in the last six months. Maybe one of the district engineers or they could all speak to their district if that is an issue for them.
- Dyson: Well, I can -- Thor Dyson, District Engineer for District 2. We had some utility conflicts on Mr. Steve Lani's previous Carson City job, and we went through those issues. I think some of that was within the plans, and with NDOT that rested with NDOT getting the job out. And I know Steve can speak to that some more. But recently, no. To answer your question, recently have not had utility issues on current NDOT projects.
- Savage: Okay. Well, that's fair because the \$284,000 for the utility delay on the Contract 3515 (inaudible).
- Dyson: Was that...
- Kaiser: That was Lani's job.
- Dyson: Yeah. Maybe you want to address that, Steve.
- Lani: For the record, Steven Lani, District Engineer. 3516-R was the Carson City Freeway Phase 2-B-2. That delay occurred very, very early on in the project, and that was basically a utility conflict with current work with multiple utilities in the construction of this kind of bridge. We were aware that early on the change order surfaced near the end once we finalized the actual delays in the negotiations. It was substantial. The contractor was impacted significantly during the impacts. This could have been a lot worse. We initially estimated a half-million-dollar impact...
- Savage: Okay.
- Lani: ...restaging, rephrasing, re-sequencing and items where we were able to get the costs and time delays down.
- Savage: Okay.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

- Dyson: If I remember correctly, it was through no fault of the contractor.
- Lani: Correct.
- Savage: Right. Okay. So...
- Lee: In District 3, just to answer your question. Other than the one at Dunphy which was -- ended up being some, say, close to between \$40,000 and \$80,000 all the others have been just minor; dealt with very closely with the RE and dealt in-house. Other than that, that's it.
- Savage: Thank you, Kevin. One other question is on Job 3564, Kingsbury Grade, the Q&D CMAR. Again, I thought that was done.
- Foerschler: Sharon Foerschler for the record. That was done, although TRPA would not let us out of the permit, and so we did some additional work at the intersection of 207 and U.S. 50. And that was just done in the last month.
- Savage: Okay. That's all I have.
- Martini: This is Mary Martini, District Engineer. And I apologize. We've got some interference down here, some noise, so it's making it very difficult to hear you. But if the question was regarding utilities, it depends on the project, obviously, for the 3Rs and our paving projects. We don't get in to those. But our large projects have run into utility delays, and we may be expecting some difficulty on I-11, based on the number of corridors for four different utilities through there. The design-build projects, Design-Build South had quite a bit around the railroad in utilities, which John Terry can speak to. So it really depends on the size of the project and whether it's a large reconstruct, or if it's something else.
- Savage: Okay. Thank you, Mary. And can you please explain the graph on 9-D, Page 2 of 2?
- Foerschler: Sharon Foerschler for the record.
- Savage: I was too tired. I couldn't understand that.
- Foerschler: Yeah, this is...
- Hoffman: I didn't get it either, so thank you for asking.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

- Foerschler: We'd be happy to delete it. It's a left over from previous administration that wanted to provide this to you. But this basically shows how much we paid to the contractor for each pay cycle. For each...
- Savage: Oh, it's how much you paid...
- Foerschler: Each month I should say, not each pay cycle, per month. So if you follow along the bottom, that'll tell you what day we made the payment and then the graph is supposed to represent how many dollars made the contractor (inaudible).
- Kaiser: So the title above was just a carryover, I think, from the previous page.
- Savage: Okay.
- Foerschler: And it is every two weeks, but the page shows (inaudible).
- Hoffman: Hence the higher numbers during the summer.
- Unidentified Male: (Inaudible).
- Unidentified Male: Correct.
- Hoffman: Okay.
- Foerschler: That would tend to be the trend, yes. If it's confusing, we're happy to drop it. If you'd rather see it another way we're happy to show it.
- Savage: If it's worth it for some people, that's fine. I just -- I wasn't catching it. So maybe it's beneficial to others then. Keep it if it is. It's fine by me.
- Dyson: Well, we're all about reducing paperwork.
- Savage: Okay. We'll take that off.
- Knecht: It's a graph.
- Savage: One less page.
- Knecht: It's a graph.
- Savage: Anything else on Agenda Item No. 9? Okay. We'll move on to Agenda Item No. 10. Is there any public comment in Carson City or Las Vegas or Elko?

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

Martin: None here, sir.

Savage: Okay. Thank you.

Lee: None in Elko. Thanks.

Savage: Thanks, Kevin. Okay. At this time, I'll take a motion to move to the closed session, and I have a question. Do we have to come back after the closed session to (inaudible)?

Gallagher: The meeting will reconvene here and on the public record.

Savage: Okay. So we have to come back after the closed session?

Gallagher: Yes. But you can certainly advise the public and everybody else that the plan is as soon as we come out of private session, we will go into public session for the sole purpose of adjourning the meeting.

Savage: Very well said, Mr. Gallagher. (Inaudible) the same words.

Knecht: So moved.

Savage: Is there a second to close the session?

Martin: Second.

Savage: Thank you. Session closed at this time.

(Closed Session begins)

Savage: Mr. Gallagher?

Gallagher: Why doesn't the Chair entertain a motion to go back into public session and then immediately thereafter entertain another motion to adjourn?

Savage: Okay. Do we have a motion to go back into session?

Knecht: So moved.

Martin: Second.

Savage: Okay. Let's go back online to public session.

Knecht: I was waiting for you, Frank.

Martin: I'm sorry, I'm slow on the draw.

Minutes of Nevada Department of Transportation  
Board of Directors Construction Working Group Meeting  
June 8, 2015

Savage: Okay. We're back in public session. Agenda Item No. 12 for adjournment.  
I'll take a motion for adjournment.

Martin: So moved, Mr. Chairman.

Savage: Second?

Knecht: Second.

Savage: Second. All in favor say aye.

Group: Aye.

Savage: The meeting is closed. Thank you, everyone.

DRAFT





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

## MEMORANDUM

September 14, 2015

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

**FROM:** Rudy Malfabon, Director

**SUBJECT:** September 14, 2015 Construction Working Group Meeting  
Item #5: NDOT Consultant Procurement Process Overview Presentation

---

### **Summary:**

The Transportation Board approves a multitude of agreements authorizing NDOT to spend millions of dollars. NDOT works hard to ensure the consultants selected to enter into these agreements represent the most qualified firms to complete the services requested in the Requests for Proposal (RFPs). A presentation summarizing the process NDOT follows when hiring consultant will be useful to provide a general understanding of how consultants are selected.

### **Background:**

NDOT enters into numerous consultant agreements each year for a wide variety of services. These services include project design, safety, utility evaluations, crew augmentation and contract administration. Consultants are used to provide services when it is considered to be in the best interests of the state; when internal staff resources or expertise are insufficient to meet the goals, objectives and timelines of necessary projects.

NDOT seeks to hire firms that will most competently complete the tasks detailed in the Request for Proposal (RFP), and to ensure that the procurement is fair, open, and competitive for all qualified firms. The Agreement Services section of the Administrative Services division employs Program Officers to facilitate the evaluation and selection of consultants, ensure procedures are followed consistently during each procurement, and monitor compliance with procurement laws and regulations. They liaise with Project Managers, selection committee members, and the Director's Office to educate them on selection procedures and guide the procurement from preparing the RFP to executing the agreement.

### **Analysis:**

The Administrative Services Division has prepared a brief presentation to describe the consultant procurement process.

### **Recommendation:**

Informational item only.

### **Prepared by:**

Jenni Eyerly, Administrative Services



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

## MEMORANDUM

September 14, 2015

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

**FROM:** Rudy Malfabon, Director

**SUBJECT:** September 14, 2015 Transportation Board of Directors Meeting  
Item # 6: Discussion of NDOT Construction and Project Management Agreements

---

### **Summary:**

NDOT's Construction and Project Management Divisions enter into numerous consultant agreements each year to accomplish their respective work programs. The Construction Division enters into agreements to support the District Construction crews when; 1) they are understaffed (augmentation), 2) they have to manage many projects for their respective crews to manage (Full Administration) and 3) for specialized work (tortoise clearing, asbestos monitoring, etc.). One of Project Management's objectives is to manage NDOT projects that are too large to be designed internally by procuring consultant staff. Examples of projects in this category are the I-580 Project between Carson City and Reno, Project NEON, the I-15 Design Build Projects North and South and the Carson City Freeway.

### **Background:**

Each Transportation Board Meeting many agreements are approved by the Transportation Board for spending millions of dollars. NDOT has to make sure our agreement hiring process is followed correctly to eliminate any appearance of favoritism and to hire the firm that will complete the tasks as written in the NDOT Proposal. NDOT Divisions have the responsibility to monitor these agreements to make sure the consultants are; completing the work as agreed upon, charging us rates that are defensible and to confirm consultants are billing us for actual hours worked.

### **Analysis:**

The CWG has requested to review agreements from The Construction Division and The Project Management Division for the last 10 years.

### **List of Attachments:**

- A) 10 years of Construction Division Agreements
- B) 10 years of Project Management Agreements

**Recommendation for Board Action:**

Informational item only.

**Prepared by:**

Sharon Foerschler, Chief Construction Engineer  
Steve Lani, Assistant Construction Engineer  
Jeff Freeman, Assistant Construction Engineer  
Megan Sizelove, Construction Engineering Services Manager  
Mark Stewart, Administrative Services

## Construction Consultant Agreement Summary

Agreements by Calendar Year  
2005-2015\*

Calendar Year	Contract Payments	Consultant Payments <sup>1,3</sup>	Consultant vs. Contract	Construction Management						Construction Admin. <sup>4</sup>	
				Full Administration		Crew Augmentation		Biological Oversight		Other Programs	
				# Agmnts	Agmt \$ <sup>2</sup>	# Agmnts	Agmt \$ <sup>2</sup>	# Agmnts	Agmt \$ <sup>2</sup>	# Agmnts	Agmt \$ <sup>2</sup>
2005	\$ 365,269,794	\$ 33,866,410	9.27%	8	\$ 19,229,938	8	\$ 16,238,150		\$ -	4	\$ 956,953
2006	\$ 391,165,900	\$ 29,130,081	7.45%	2	\$ 9,302,500	4	\$ 10,627,938		\$ -	8	\$ 3,818,740
2007	\$ 380,753,631	\$ 15,543,420	4.08%	1	\$ 342,373	3	\$ 22,270,604		\$ -	4	\$ 579,000
2008	\$ 378,292,303	\$ 10,431,773	2.76%	1	\$ 2,330,682	3	\$ 2,597,765		\$ -	4	\$ 1,521,044
2009	\$ 461,449,448	\$ 14,649,901	3.17%	6	\$ 14,054,142	3	\$ 14,733,544		\$ -	4	\$ 1,075,230
2010	\$ 402,006,197	\$ 19,548,061	4.86%	1	\$ 2,571,588	3	\$ 7,384,848		\$ -	1	\$ 17,136
2011	\$ 484,017,901	\$ 20,439,718	4.22%	7	\$ 13,873,153	5	\$ 10,797,985		\$ -	2	\$ 1,017,010
2012	\$ 357,477,460	\$ 21,735,958	6.08%	2	\$ 4,584,863		\$ -		\$ -		\$ -
2013	\$ 165,537,589	\$ 3,949,759	2.39%		\$ -		\$ -	1	\$ 567,924	1	\$ 75,000
2014	\$ 177,587,405	\$ (150,321)	-0.08%		\$ -		\$ -		\$ -	2	\$ 231,105
2015*	\$ 63,136,095	\$ 841,527	1.33%		\$ -	2	\$ 9,276,669	3	\$ 1,013,245	1	\$ 22,350
<b>Totals</b>	<b>\$ 3,626,693,723</b>	<b>\$ 169,986,286</b>	<b>4.69%</b>	<b>28</b>	<b>\$ 66,289,239</b>	<b>31</b>	<b>\$ 93,927,505</b>	<b>4</b>	<b>\$ 1,581,169</b>	<b>31</b>	<b>\$ 9,313,567</b>
Percent of Program				38.7%		54.9%		0.9%		5.4%	
				94.6%							

Consultant Agreements ==>

**\$ 171,111,480**

\* 2015 Data Current Thru 8/4/15

<sup>1</sup> Consultant Payments for agreements are representative of year paid and include carryover from previous years.

<sup>2</sup> Agreement amounts are executed agreement values, are inclusive of any amendments to agreement, and are posted in starting year of agreement.

<sup>3</sup> 2014 Negative Value result of Audit Findings, FY vs. calendar year adjustments, and very small consultant program.

<sup>4</sup> Construction Admin/Other Programs are agreements not directly related to project construction management or construction engineering of specific contracts.  
(Sheet additional sheets for specific agreement details)

## Construction Consultant Agreement Summary

Agreements by Consultant Firm  
2005-2015\* (Data current thru 8/4/15)

Consultant Firm	# Agmnt	Agmnt \$	Construction Management						Construction Admin.	
			Full Administration		Crew Augmentation		Biological Oversight		Other Programs	
			# Agmnt	Agmt \$	# Agmnt	Agmt \$	# Agmnt	Agmt \$	# Agmnt	Agmt \$
AMEC EARTH & ENVIRONMENTAL INC	5	\$ 22,052,988			5	\$ 22,052,988				
ATKINS NORTH AMERICA, INC.	3	\$ 1,842,299	1	\$ 1,544,224					2	\$ 298,075
B&E CONSULTING, LLC	3	\$ 1,000,000					3	\$ 1,000,000		
BERRYMAN & HENIGAR INC	1	\$ 4,211,597			1	\$ 4,211,597				
BLACK EAGLE CONSULTING INC	1	\$ 75,000							1	\$ 75,000
BOWLING MAMOLA GROUP	1	\$ 2,764,017	1	\$ 2,764,017						
CH2M HILL INC	8	\$ 16,347,686	3	\$ 5,595,778	2	\$ 9,077,197			3	\$ 1,674,711
CMWORKS, INC.	1	\$ 1,704,787	1	\$ 1,704,787						
CONSTRUCTION MATERIALS ENG INC	2	\$ 1,622,055	1	\$ 1,298,323	1	\$ 323,731				
CONVERSE CONSULTANTS	4	\$ 6,790,648			4	\$ 6,790,648				
DISPUTE RESOLUTION BOARD	1	\$ 22,350							1	\$ 22,350
DIVERSIFIED CONSULTING SERVICE	9	\$ 35,212,076	5	\$ 19,645,930	3	\$ 15,025,294			1	\$ 540,852
FEHR & PEERS ASSOCIATES INC	2	\$ 1,097,760							2	\$ 1,097,760
GLOBAL LEADERSHIP ALLIANCE	1	\$ 134,900							1	\$ 134,900
HARRIS & ASSOCIATES INC	6	\$ 12,821,214	2	\$ 3,915,827	2	\$ 8,347,987			2	\$ 557,400
HDR ENGINEERING, INC.	10	\$ 23,770,455	5	\$ 13,363,765	4	\$ 9,825,521	1	\$ 581,169		
HILL INTERNATIONAL	1	\$ 92,065							1	\$ 92,065
JACOBS CIVIL INC	2	\$ 2,669,234			1	\$ 2,590,228			1	\$ 79,005
KLEINFELDER INC	1	\$ 4,010,356	1	\$ 4,010,356						
LANDAUER INC	2	\$ 42,565							2	\$ 42,565
LOUIS BERGER GROUP INC	1	\$ 1,171,338	1	\$ 1,171,338						
LUMOS AND ASSOCIATES INC	3	\$ 6,120,959	1	\$ 2,571,588	2	\$ 3,549,372				
MARK RESOLVE INC	2	\$ 630,000							2	\$ 630,000
NAVIGANT CONSULTING INC	1	\$ 76,950							1	\$ 76,950
NORTHERN NEVADA TITLE CO	1	\$ 20,000							1	\$ 20,000
POST BUCKLEY SCHUH & JERNIGAN	10	\$ 10,067,930	4	\$ 4,735,125	2	\$ 4,376,531			4	\$ 956,275
PARSONS TRANSPORTATION GROUP	5	\$ 7,962,582	1	\$ 2,664,687	2	\$ 4,300,540			2	\$ 997,356
PCI GROUP LLC	1	\$ 1,812,967							1	\$ 1,812,967
RESOLUTION MANAGEMENT CNSUL	1	\$ 66,000							1	\$ 66,000
SHARCHIVE LLC	1	\$ 122,200							1	\$ 122,200
TROXLER ELECTRONICS LABS INC	1	\$ 17,136							1	\$ 17,136
VTN	1	\$ 1,303,495	1	\$ 1,303,495						
WASHINGTON GROUP INTERNATIONAL	2	\$ 3,455,872			2	\$ 3,455,872				
<b>Totals</b>	<b>94</b>	<b>\$ 171,111,480</b>	<b>28</b>	<b>\$ 66,289,239</b>	<b>31</b>	<b>\$ 93,927,505</b>	<b>4</b>	<b>\$ 1,581,169</b>	<b>31</b>	<b>\$ 9,313,567</b>

**Construction Consultant Agreement Summary**  
**Full Administration Construction Management Agreements**

Agreement Start Dates 1/1/2005 thru 8/4/2015

Agmt No.	Task Order	Second Party	Start Date	End Date	Total Amount	Amd No.	Amd Amount	Contract No.	Project No.	Description	Note
<b>2005</b>											
50205	00	DIVERSIFIED CONSULTING SERVICE	01/01/05	06/30/07	\$ 5,720,348.71	1	\$ 1,365,390.79	03237 & 03284	72596CEN	FULL ADMIN CONTRACTS 3237 & 3284	AMENDMENT 1: INCREASE FUNDING (\$1,365,390.79) AND EXTEND TIME-FRAME FOR FULL CONTRACT ADMINISTRATION FOR CONTRACT 3237 ON US 95A AT UPRR GRADE SEPARATION G19) IN FERNLEY AND US 95A FROM US 50A TO FREEMONT STREET AND US 50A FROM 0.04 MILES EAST OF SR 828 TO 0.69 MILES EAST OF LYON/CHURCHILL COUNTY LINE. FULL CONTRACT ADMINISTRATION FOR <b>CONTRACT 3237 ON US 95A AT UPRR GRADE SEPARATION (G19) IN FERNLEY AND US 95A FROM US 50A TO FREEMONT STREET AND CONTRACT 3284 US 50A FROM 0.04 MILES EAST OF SR 828 TO 0.69 MILES EAST OF LYON/CHURCHILL COUNTY LINE.</b>
50305	00	LOUIS BERGER GROUP INC	02/01/05	12/31/06	\$ 1,171,338.15	0	\$ -	03246	73137CEN	FULL ADMIN CONTRACT 3246	FULL CONSTRUCTION ADMINISTRATION FOR <b>CONTRACT 3246 ON I15/I515/US95 INTERCHANGE (SPAGHETTI BOWL) IN CLARK COUNTY.</b>
50105	00	KLEINFELDER INC	02/14/05	06/30/07	\$ 4,010,355.53	3	\$ 1,596,956.11	03239 & 03256	73131CEN	FULL ADMIN CONT 3239 & 3256	AMENDMENT 3: INCREASE FUNDING (\$160,000.00) AND EXTEND TIME-FRAME FOR FULL ADMINISTRATION FOR CONTRACT NOS. 3239 AND 3256 ON US 395, SR 208 AND US 6 IN DOUGLAS, LYON AND ESMERALDA COUNTIES. AMENDMENT 2: INCREASE FUNDING (\$472,874.59) FOR FULL ADMINISTRATION FOR CONTRACT NOS. 3239 AND 3256 ON US 395, SR 208 AND US 6 IN DOUGLAS, LYON AND ESMERALDA COUNTIES. AMENDMENT 1: INCREASE FUNDING (\$964,081.52) FOR FULL ADMINISTRATION FOR CONTRACT NOS. 3239 AND 3256 ON US 395, SR 208 AND US 6 IN DOUGLAS, LYON AND ESMERALDA COUNTIES. FULL ADMINISTRATION FOR <b>CONTRACT NOS. 3239 AND 3256 ON US 395, SR 208 AND US 6 IN DOUGLAS, LYON AND ESMERALDA COUNTIES (\$2,413,399.42).</b>
49205	00	CH2M HILL INC	02/25/05	12/31/06	\$ 1,716,341.70	1	\$ 569,281.30	03252	72487CEN	FULL ADMIN TRUCKEE BRIDGE	AMENDMENT 1: INCREASE FUNDING (\$569,281.30) FOR FULL ADMINISTRATION OF CONTRACT NO 3252 - TRUCKEE CANAL BRIDGE IN LYON COUNTY. FULL ADMINISTRATION OF <b>CONTRACT NO 3252 - TRUCKEE CANAL BRIDGE IN LYON COUNTY.</b>
57405	00	HDR ENGINEERING	03/21/05	12/31/06	\$ 1,873,600.91	2	\$ 195,000.00	03264 & 03272	73128CEN	FULL ADMINISTRATION CONTRACTS 3264 & 3272	AMENDMENT 2: INCREASE FUNDING (\$50,000). AMENDMENT 1: INCREASE FUNDING (\$145,000). FULL ADMINISTRATION FOR <b>CONTRACTS 3264 AND 3272 ON US 395 FREEWAY, FROM NORTH MCCARRAN BOULEVARD INTERCHANGE TO THE GOLDEN VALLEY INTERCHANGE IN WASHOE COUNTY</b>
57505	00	POST BUCKLEY SCHUH & JERNIGAN	04/21/05	12/31/06	\$ 612,063.96	0	\$ -	03233		FULL ADMIN CONTRACT 3233 READV	TO PROVIDE FULL CONTRACT ADMINISTRATION FOR <b>CONTRACT NO 3233 READVISED ON I-80 FROM 0.38 MILES EAST OF THE VISTA INTERCHANGE TO 1.37 MILES WEST OF THE PATRICK INTERCHANGE, WASHOE COUNTY.</b>
54105	00	HARRIS AND ASSOCIATES	04/25/05	12/31/06	\$ 1,461,202.76	1	\$ 211,650.53	03259	73083CEN	FULL ADMIN CONTRACT 3259	AMENDMENT NO 1 EXTEND TIME AND FUNDS (\$211,650.53) REQUIRED TO COMPLETE. FULL ADMINISTRATION FOR <b>CONTRACT# 3259 ON SR 206, FOOTHILL RD &amp; GENOA LN, FROM WOODFORD'S RD SR 88 TO US 395 AND ON SR 756, CENTERVILLE RD, FM WOODFORD'S RD TO US 395 IN LYON COUNTY.</b>
74205	00	PARSONS TRANSPORTATION GROUP	11/28/05	12/31/07	\$ 2,664,686.50	1	\$ 68,636.26	03282		FULL ADMININ CONTRACT 3282	AMENDMENT 1: INCREASE FUNDING (\$68,636.26) TO PROVIDE FULL CONSTRUCTION ADMINISTRATION FOR CONTRACT #3282 IN CLARK COUNTY. PROVIDE FULL CONSTRUCTION ADMINISTRATION FOR <b>CONTRACT #3282 I-515FROM SAHARA AVENUE TO THE LAS VEGAS BOULEVARD, IN CLARK COUNTY.</b>
<b>2006</b>											
40406	00	HDR ENGINEERING	08/21/06	12/31/08	\$ 3,139,097.61	1	\$ 856,004.05	03320	60272CEN	FULL ADMIN CONTRACT 3320	AMD 1 12-01-07: INCREASE FUNDING (\$856,004.05) FOR CONSTRUCTION ADMINISTRATION FOR CONTRACT 3320 AT I-080 AND THE USA PARKWAY INTERCHANGE. 08-21-06: CONSTRUCTION ADMINISTRATION AT <b>I-080 AND THE USA PARKWAY INTERCHANGE, WASHOE COUNTY.</b> NV B/L#: NV19851010291 EA 60272 CONTRACT 3320
38806	00	DIVERSIFIED CONSULTING SERVICE	09/29/06	12/31/08	\$ 6,163,402.24	0	\$ -	03323		FULL ADMIN CONTRACT 3323	FULL CONTRACT ADMINISTRATION OF <b>CONTRACT 3323 U.S.50 A FROM JERSEY LANE TO 0.76 MILES WEST OF LEETEVILLE JUNCTION (PHASE 5) IN CHURCHILL COUNTY.</b>

Agmt No.	Task Order	Second Party	Start Date	End Date	Total Amount	Amd No.	Amd Amount	Contract No.	Project No.	Description	Note
<b>2007</b>											
03607	00	POST BUCKLEY SCHUH & JERNIGAN	01/22/07	06/30/08	\$ 342,373.35	1	\$ -	03318		FULL ADMIN CONTRACT 3318	AMD 1 08-06-07: CHANGE THE RATES FOR CONSTRUCTION FULL ADMINISTRATION FOR INSPECTION AND TEST CONTRACTOR'S CONSTRUCTION OPERATIONS. 01-22-07: CONSTRUCTION FULL ADMINISTRATION; INSPECT AND TEST CONTRACTOR'S CONSTRUCTION OPERATIONS. CONSTRUCT TURNING LANES, MEDIAN CHANNELIZATION AND MODIFY CHANNELIZATION AT EASTERN SOUTH OF DESERT INN, HARMON WEST OF PARADISE, MARYLAND SOUTH OF KATIE, MARYLAND SOUTH OF SAHARA, TROPICANA WEST OF JONES, SR 592, FLAMINGO AT DECATUR (MP 23.41), SR 592, FLAMINGO EAST OF LV BLVD. (MP 25.49), SR 593 TROPICANA AT KOVAL LANE (MP 25.92), SR 593 TROPICANA AT SANDHILL (MP 30.04), SR 595 RANBOW AT SPRING VALLEY PKWY.N & S (MP 38.13 & 38.54); SR 159 CHARLESTON AVE. AT CASINO CENTER BLVD. (MP 26.58), SR573 CRAIG RD. AT RAINBOW BLVD (MP 21.58), SR 589 SAHARA AVE. AT SR 604 LV BLVD.(MP 26.24); AND SR 147 LAKE MEAD AT CIVIC CENTER DRIVE (MP 28.59) CLARK COUNTY. NV B/L#: NV20101012149 CONTRACT 3318
<b>2008</b>											
20708	00	DIVERSIFIED CONSULTING SERVICE	07/09/08	12/31/09	\$ 2,330,682.16	0	\$ -	03363	72857	FULL ADMIN I-80 NV PACIFIC HWY	07-09-08: FULL CONTRACT ADMINISTRATION OF I-80 AT THE NEVADA PACIFIC PARKWAY, LYON COUNTY. NV B/L#: NV19901019853
<b>2009</b>											
08809	00	PBS&J	03/02/09	06/30/10	\$ 1,709,587.51	1	\$ 40,000.00	03362		FULL ADM 3362 I80 /NIGHTINGALE	AMD 1 12-08-09: TO INCREASE MONEY FROM \$1,669,587.51 TO \$1,709,587.51. 03-02-09: FULL CONTRACT ADMINISTRATION OF CONSTRUCTION, I-80FROM 1.80 MILES EAST OF THE LYON/CHURCHILL COUNTY LINE TO 8.76 MILES EAST OF THE NIGHTINGALE INTERCHANGE, CHURCHILL COUNTY.NV B/L#: NV19981347315 CONTRACT 3362 EA 73435
10909	00	CH2M HILL INC	04/06/09	06/30/10	\$ 2,058,590.24	0	\$ -	03373		FULL ADMIN I-80 AT LOVELOCK	04-06-09: FULL CONTRACT ADMINISTRATION OF CONSTRUCTION ON I-80 FROM THE CHURCHILL/PERSHING COUNTY LINE TO THE TRAILING EDGE OF THE WEST LOVELOCK VIADUCT, PERSHING COUNTY. NV B/L#: NV19931065492 CONTRACT 3373
09109	00	HDR ENGINEERING, INC.	04/14/09	12/31/10	\$ 2,422,632.92	0	\$ -	03376		FULL ADMIN OF 3376 I80/RYEPATCH	04-14-09: FULL CONTRACT ADMINISTRATION OF CONSTRUCTION,ON I-80 FROM 2.84 MILES WEST OF THE RYE PATCH INTERCHANGE TO 1.73 MILES EAST OF THE HUMBOLDT INTERCHANGE, PERSHING COUNTY. NV B/L#: NV19851010291 CONTRACT 3376
13009	00	HDR ENGINEERING	05/26/09	06/30/11	\$ 3,021,178.47	1	\$ 213,837.95	03378		FULL ADMIN CONTRACT 3378	AMD 1 02-22-11: ADD FUNDING FROM \$2,807,340.52 TO \$3,021,178.47 AND TIME EXTENSION FROM 12-31-10 TO 06-30-11 TO COMPLETE THE PROJECT. 05-26-09: FULL CONTRACT ADMINISTRATION,ON SR 651, MCCARRAN BOULEVARD IN RENO, FROM 7TH STREET TO I-80 AND FROM I-80 TO 4TH STREET WASHOE COUNTY. NV B/L#: NV19851010291 CONTRACT 3378
20009	00	PBS&J	06/22/09	12/31/10	\$ 2,071,099.80	0	\$ -	03382	60351CEN	ADMINISTRATION - CONTRACT 3382	06-22-09: FULL CONTRACT ADMINISTRATION, SR 318 SUNNYSIDE CUTOFF FROM 18.5 MILES S. OF THE LINCOLN/NYE COUNTY LINE TO 10.00 MILES NORTH OF THE LINCOLN/NYE COUNTY LINE, LINCOLN AND NYE COUNTIES. NV B/L#: NV19981347315 CONTRACT 3382 EA 60351
17809	00	DIVERSIFIED CONSULTING SERVICE	07/01/09	03/01/11	\$ 2,771,052.59	1	\$ -	03285	60386CEN	FULL ADMIN OF CONTRACT 3285	AMD 1 12-13-10: TIME EXTENTION FROM 12-31-10 TO 03/01/11 FOR COMPLETION OF THE PROJECT. 07-01-09: FULL CONTRACT ADMINISTRATION ON I-80 FROM WEST OF THE EAST MCCARRAN INTERCHANGE TO 0.38 MILES EAST OF THE VISTA INTERCHANGE, WASHOE COUNTY. NV B/L#: NV19901019853 CONTRACT 3285 EA 60386
<b>2010</b>											
14010	00	LUMOS & ASSOCIATES	06/07/10	04/01/12	\$ 2,571,587.50	1	\$ -	03419 & 03402		FULL ADMIN 3419 CREW AUG 3402	AMD 1 12-19-11: EXTEND TERMINATION DATE TO 04-01-12. 06-07-10: CONSTRUCTION AUGMENTATION FOR CREW 904 ON CONTRACT 3402 ON I-80 FROM 8.7 MILES EAST OF NIGHTINGALE INTERCHANGE TO THE CHURCHILL PERSHING COUNTY LINE (\$617,664.40) AND FULL ADMINISTRATION OF CONTRACT 3419 ON I-80 FROM 0.92 MILES WEST OF THE MCCARRAN SCENIC OVERLOOK TO 1.41 MILES EAST OF THE PAINTED ROCK INTERCHANGE (\$1,953,923.10), CHURCHILL AND WASHOE COUNTIES. NV B/L#: NV19791006982 EA 60404, 73487 CONTRACTS 3402, 3419 ** TOTAL COST OF AGREEMENT UNDER FULL ADMIN FOR SUMMARY PURPOSES
<b>2011</b>											
01411	00	CONSTRUCTION MATERIALS ENG INC	02/14/11	12/31/12	\$ 1,298,323.38	0	\$ -	03431	73512	FULL ADMIN LOVELOCK VIADUCT	02-14-11: CONSTRUCTION FULL ADMINISTRATION SERVICES, I-80 FROM THE TRAILING EDGE OF THE WEST LOVELOCK VIADUCT TO 1.61 MILES WEST OF THE TOREY GRADE SEPARATION NV B/L#: NV20091073153

Agmt No.	Task Order	Second Party	Start Date	End Date	Total Amount	Amd No.	Amd Amount	Contract No.	Project No.	Description	Note
04811	00	DIVERSIFIED CONSULTING SERVICE	03/25/11	12/31/12	\$ 2,660,444.38	0	\$ -	03443		FULL ADMIN CONTRACT 3443	12-10-12: CONSTRUCTION FULL ADMINISTRATIVE SERVICES, I-80 FROM PAINTED ROCK TO EAST OF EAST FERNLEY GRADE SEPARATION, WASHOE, STOREY AND LYON COUNTIES. NV B/L#: NV19901019853 EA 73558 / 73545 CONTRACT 3443
11511	00	HDR ENGINEERING, INC.	06/06/11	12/31/12	\$ 2,907,255.15	0	\$ -	03446	60495	FULL ADMIN CONTRACT 3446	06-06-11: FULL ADMINISTRATION CONSTRUCTION SERVICES, US 395, WATERLOO TO HIGHWAY 50, DOUGLAS COUNTY. NV B/L#: NV19851010291
14511	00	ATKINS NORTH AMERICA, INC.	06/11/11	12/31/12	\$ 1,544,223.56	0	\$ -	03451	60500	FULL ADMIN CONTRACT 3451	06-11-11: CONSTRUCTION FULL ADMINISTRATION SERVICES, US 50, FROM 3.38 ML. W. OF HICKISON SUMMIT TO THE LANDER/EUREKA COUNTY LINE & EUREKA COUNTY, 5.16 ML. W. OF ANTELOPE VALLEY RD EUREKA AND LANDER COUNTIES NV B/L#: NV19981347315
22411	00	VTN	06/11/11	06/30/12	\$ 1,303,495.10	0	\$ -	03457	60510	FULL ADMIN SVCS CONTRACT 3457	06-11-11: PROVIDE CONSTRUCTION FULL ADMINISTRATIVE SERVICES ON US 95 FROM US 6 TO ESERALDA / MINERAL COUNTY LINES, ESERALDA COUNTY. NV B/L#: NV19601000565
25611	00	CMWORKS, INC.	06/12/11	12/31/12	\$ 1,704,787.10	2	\$ 352,216.93	03460	60511	FULL ADMINISTRATIVE SERVICES	AMD 2 05-15-12: INCREASE AUTHORITY BY \$257,124.99 FROM \$1,447,662.11 TO \$1,704,787.10 FOR CONTINUED SERVICES. AMD 1 10-24-11: INCREASE AUTHORITY BY \$95,091.94 FROM \$1,352,570.17 TO \$1,447,662.11 FOR CONTINUED SERVICES. 06-12-11: PROVIDE CONSTRUCTION ADMINISTRATIVE SERVICES, ON SR373 FROM THE CALIFORNIA/ NEVADA STATE LINE TO US 95 NYE COUNTY. NV B/L#: NV20051636163
27711	00	HARRIS & ASSOCIATES	10/10/11	12/31/13	\$ 2,454,624.51	1	\$ -	03513		CONSTRUCTION FULL ADMIN SR306	AMD 1 08-22-12: EXTEND TERMINATION DATE FROM 12-31-12 TO 12-31-13, AND THE CONTRACT NUMBER SHALL BE CHANGED FROM D3-019-11 TO 3513. 10-10-11: PROVIDE CONSTRUCTION FULL ADMINISTRATIVE SERVICES, D3-019-11, SR306 FROM .48 MILES NORTH LANDER/EUREKA COUNTY LINE TO SOUTH OF BEOWAWE, EUREKA COUNTY. NV B/L#: NV19951068132
<b>2012</b>											
43411	00	BOWLING MAMOLA GROUP	02/13/12	06/30/13	\$ 2,764,017.28	0	\$ -	03469		FULL ADMIN CONTRACT 3469	02-13-12: PERFORM PROFESSIONAL AND TECHNICAL ENGINEERING SERVICES, US 95 N.OF SR362 TO N. OF DUTCH CREEK: US 95 N. BOUNDARY OF AMMO DEPOT TO S.OF WALKER RESERVATION; SR 362 FROM US 95 S. HAWTHORNE MINERAL COUNTY NV B/L#: NV20031035199
54811	00	CH2M HILL INC.	05/24/12	06/30/13	\$ 1,820,846.14	0	\$ -	03479		FULL ADMIN CONTRACT 3479	05-24-12: PROVIDE FULL ADMINISTRATIVE SERVICES, US 93 FROM 0.097 MILES SOUTH OF THE LAWPRR CROSSING TO 12.825 MILES NORTH OF CATTLE PASS, ELKO COUNTY. NV B/L#: NV19931065492 CONTRACT 3479
<b>TOTALS</b>				28	\$ 66,289,239	18	\$ 5,458,974				



**Construction Consultant Agreement Summary**  
**Crew Augmentation Construction Management Agreements**

Agreement Start Dates 1/1/2005 thru 8/4/2015

Agmt No.	Task Order	Second Party	Start Date	End Date	Total Amount	Amd No.	Amd Amount	Contract No.	Project No.	Description	Note
<b>2005</b>											
50005	00	WASHINGTON GROUP INTERNATIONAL	03/01/05	12/31/06	\$ 2,159,642.35	0	\$ -	03223 & 3238	73056CEN	CONST AUGMENTATION CREW 922	CONSTRUCTION AUGMENTATION FOR CREW 922 ON CONTRACT NOS. 3223READ, 3238 AND PROJECT NO. SPSR-0318(006) IN CLARK AND LINCOLN COUNTIES.
53105	00	AMEC EARTH & ENVIRONMENTAL	03/25/05	12/31/07	\$ 4,653,425.24	0	\$ -	03210 3216 3232 3255		AUGMENTATION FOR CREW 911	PROVIDE CONSTRUCTION AUGMENTATION FOR CONTRACT #3210,3216,3232, AND 3255, (CREW 911), IN CARSON CITY, DOUGLAS, LYON, AND WAHOO COUNTIES.
60905	00	PARSONS TRANSPORTATION GROUP	04/01/05	06/30/07	\$ 610,489.00	0	\$ -	03245		AUGMENT FOR CREW 903	PROVIDE CONSTRUCTION AUGMENTATION FOR CREW 903 IN CLARK COUNTY.
61305	00	WASHINGTON GROUP INTERNATIONAL	05/23/05	04/30/07	\$ 1,296,230.00	1	\$ 41,900.00	03266, 03279		CONST AUGMENTATION CREW 922	AMENDMENT 1: INCREASE FUNDING (\$41,900.00) AND EXTEND TIME-FRAME FOR PROVIDING CONSTRUCTION FULL CONTRACT ADMINISTRATION FOR CONTRACT NO.'S 3266 AND 3279 IN CLARK COUNTY. PROVIDE CONSTRUCTION FULL CONTRACT ADMINISTRATION FOR CONTRACT NO.'S 3266 AND 3279 IN CLARK COUNTY.
67905	00	CONVERSE CONSULTANTS	05/31/05	12/31/06	\$ 538,246.70	0	\$ -	03162		CONSTRUCT AUGMENT CREW 904	PROVIDE CONSTRUCTION AUGMENTATION FOR CONTRACT NO. 3162 WITH CREW 904 IN WASHOE COUNTY.
54205	00	BERRYMAN & HENIGAR INC	06/27/05	12/31/07	\$ 4,211,596.60	0	\$ -	03247		CONST AUG CREW 902	CONSTRUCTION AUGMENTATION FOR CONTRACT# 3247 IN CLARK COUNTY.
74305	00	CONVERSE CONSULTANTS	09/01/05	12/31/05	\$ 178,292.25	0	\$ -	03162		CONSTRUCTION AUGMENTATION	PROVIDE CONSTRUCTION AUGMENTATION FOR CONTRACT #3162, CREW 908 IN WASHOE COUNTY.
74105	00	JACOBS CIVIL INC	11/28/05	03/01/08	\$ 2,590,228.20	0	\$ -	03260		AUGMENTATION CREW 926	PROVIDE CONSTRUCTION AUGMENTATION FOR CONTRACT #3260, CREW 926 IN CLARK COUNTY.
<b>2006</b>											
30106	00	LUMOS AND ASSOCIATES INC	05/01/06	10/31/07	\$ 1,813,057.75	1	\$ 280,000.00	03236 03287 03302	73079CEN	CONST AUGMENTATION CREW 904	AMENDMENT 1: INCREASE FUNDING (\$280,000.00) TO PROVIDE CONSTRUCTION AUGMENTATION FOR CREW 904 FOR CONTRACTS 3236, 3287, AND 3302 IN WASHOE COUNTY. PROVIDE CONSTRUCTION AUGMENTATION FOR CREW 904 FOR CONTRACTS 3236, 3287, AND 3302 IN WASHOE COUNTY.
40306	00	CONVERSE CONSULTANTS	05/01/06	12/31/07	\$ 5,160,529.00	0	\$ 2,733,218.58	03235, 3242, 3250, 3275, 3278, 3298, 3305		CONTRACT AUGMENTATION	AMENDMENT 1: INCREASE FUNDING (\$2,733,218.58) TO PROVIDE CONSTRUCTION AUGMENTATION FOR VARIOUS CONTRACTS IN EUREKA AND ELKO COUNTIES. PROVIDE CONSTRUCTION AUGMENTATION FOR VARIOUS CONTRACTS IN EUREKA AND ELKO COUNTIES.
16606	00	HARRIS & ASSOCIATES INC	05/19/06	12/31/08	\$ 2,220,091.98	0	\$ -	03290	73217CEN	CONSTRUCTION AUGMENTATION	05-19-06: AUGMENTATION OF CONSTRUCTION CREW 906, CLARK COUNTY. NV B/L#: NV19951068132 EA 73217 CONTRACT 3290
32606	00	HDR ENGINEERING	06/01/06	06/30/08	\$ 1,434,259.62	0	\$ -	03288	73024CEN	AUGMENTATION CONTRACT 3288	CONSTRUCTION AUGMENTATION FOR CONTRACT 3288 IN CLARK COUNT CREW 901.
<b>2007</b>											
03507	00	POST BUCKLEY SCHUH & JERNIGAN	01/06/07	12/31/09	\$ 4,033,157.77	2	\$ 432,206.27	03327, 03368	60253	AUGMENTATION FOR CONTRACT 3327	AMD 2 07-02-09: CHANGE IN LANGUAGE TO ADD CONSTRUCTION AUGMENTATION. AMD 1 04-01-08: INCREASE AUTHORITY FROM \$3,600,951.50 TO \$4,033,157.77. 01-06-07: CONSTRUCTION AUGMENTATION FOR CREW 907, TO INSPECT AND TEST CONTRACTOR'S CONSTRUCTION OPERATIONS, WASHOE COUNTY. NV B/L#: NV19971145439 CONTRACT 3327, 3368

Agmt No.	Task Order	Second Party	Start Date	End Date	Total Amount	Amd No.	Amd Amount	Contract No.	Project No.	Description	Note
01707	00	AMEC E & I, INC.	01/16/07	12/31/12	\$ 14,547,396.00	2	\$ 2,000,000.00	03292		AUGMENTATION FOR CONTRACT 3292	AMD 2 10-10-11: INCREASE THE TOTAL AMOUNT BY \$2,000,000.00 FROM \$12,547,396.00 TO \$14,547,396.00; AND EXTEND END DATE FROM 12-31-11 TO 12-31-12. AMD 1 09-13-11: NAME CHANGE OF SERVICE PROVIDER FROM MACTEC TO AMEC E & I, INC. 01-16-07: CONSTRUCTION AUGMENTATION FOR CREW 910 TO INSPECT AND TEST CONTRACTOR'S CONSTRUCTION OPERATIONS, WASHOE COUNTY. NV B/L#: NV19891007483 CONTRACT 3292
28207	00	PARSONS TRANSPORTATION GROUP	03/01/07	12/31/11	\$ 3,690,050.65	1	\$ -	03292		AUGMENTATION CREW 910 #3292	AMD 1 08-24-10: EXTEND END DATE FROM 1-31-10 TO 12-31-11. 03-01-07: CONSTRUCTION AUGMENTATION FOR CREW 910 FOR INSPECTION OF CONTRACTORS AND OPERATIONS, WASHOE COUNTY. NV B/L#: NV19781009263 CONTRACT 3292
<b>2008</b>											
17008	00	AMEC EARTH & ENVIRONMENTAL	06/13/08	12/31/09	\$ 920,322.64	0	\$ -	03329, 03347, 03348	73229	AUGMENTATION FOR CREWS DIST3	06-13-08: CONSTRUCTION CREW AUGMENTATION FOR CREWS IN DISTRICT 3, ELKO, HUMBOLDT, AND PERSHING COUNTIES. NV B/L#: NV19941068472 EA 73229, 73362, 73367 CONTRACT 3329, 3347, 3348
16908	00	HDR ENGINEERING	06/16/08	12/31/09	\$ 784,898.28	0	\$ -	03310, 03338	60294	CREW AUGMENTATION	06-16-08: CONSTRUCTION CREW AUGMENTATION, DOUGLAS AND CARSON CITY COUNTIES. NV B/L#: NV19851010291 EA 60294, 60292 CONTRACT 3310, 3338
21108	00	CH2M HILL INC	07/07/08	12/31/09	\$ 892,544.26	0	\$ -	03357, 03358	73439	CONSTRUCT CREW AUGMENTATION	07-07-08: PROVIDE CONSTRUCTION CREW AUGMENTATION, WASHOE COUNTY. NV B/L#: NV19931065492 EA 73439, 60314 CONTRACT 3357, 3358
<b>2009</b>											
17709	00	AMEC EARTH & ENVIRONMENTAL INC	06/01/09	06/30/10	\$ 800,266.77	0	\$ -	03372	73430CEN	AUGMENTATION FOR CREW 920	CONSTRUCTION CREW AUGMENTATION FOR CREW 920 IN PERSHING AND HUMBOLDT COUNTIES.
41809	00	DIVERSIFIED CONSULTING SVCS	12/14/09	06/30/12	\$ 5,748,625.20	0	\$ -	03401		AUGMENTATION CONTRACT #3401	12-14-09: CONSTRUCTION AUGMENTATION SERVICES CREW 913 ON CONTRACT 3401, WASHOE COUNTY. NV B/L#: NV19901019853
41909	00	CH2M HILL	12/14/09	12/31/13	\$ 8,184,652.48	1	\$ -	03366		AUG CREW 903 CNT # 3366DB	AMD 1 12-14-09: EXTEND TERMINATION DATE FROM 12-31-12 TO 12-31-13 TO COMPLETE THE PROJECT. 12-14-09: PROVIDE CONSTRUCTION AUGMENTATION OF CREW 903 FOR CONTRACT 3366DB FOR ADEQUATE INSPECTION AND TESTING OF CONTRACTORS CONSTRUCTION OPERATIONS, CLARK COUNTY. NV B/L#: NV19931065492
<b>2010</b>											
09910	00	PBS & J	05/25/10	10/31/12	\$ 343,373.00	0	\$ -	03389		AUGMENTATION CONTRACT 3389	05-25-10: CONSTRUCTION SCHEDULING SUPPORT, I-580 MEADOWOOD INTERCHANGE, WASHOE COUNTY. NV B/L#: NV19981347315 CONTRACT 3389 EA 60385
18710	00	CONVERSE CONSULTING	06/04/10	06/30/11	\$ 913,580.16	0	\$ -	03408 & 03407 & 03380		CREW AUG 3380, 3407 AND 3408	06-04-10: CONSTRUCTION AUGMENTATION FOR CREW 908, ELKO COUNTY. NV B/L#: EXEMPT EA 60352, 73524, 73523, 73535, 73486 CONTRACT 3380, 3407, 3408
23610	00	HARRIS & ASSOCIATES	07/07/10	12/31/12	\$ 6,127,894.85	0	\$ -	03409		CONST AUG CREW 926 CONT 3409	07-07-10: CONSTRUCTION AUGMENTATION FOR CREW 926, CLARK COUNTY. NV B/L#: NV19951068132 EA 73451 CONTRACT 3409
<b>2011</b>											
15711	00	HDR ENGINEERING INC	04/12/11	12/31/12	\$ 1,689,139.53	0	\$ -	03421	73363	CREW 916 AUG SUMMERLIN PKWY	04-12-11: CONSTRUCTION AUGMENTATION FOR CREW 916, US 95 AND SUMMERLIN PARKWAY, CLARK COUNTY. NV B/L#: NV19851010291

Agmt No.	Task Order	Second Party	Start Date	End Date	Total Amount	Amd No.	Amd Amount	Contract No.	Project No.	Description	Note
09711	00	HDR ENGINEERING, INC.	05/02/11	12/31/13	\$ 5,917,223.15	0	\$ -	03441		CREW 905 AUG CONTRACT 3441	05-02-11: CONSTRUCTION AUGMENTATION SERVICES FOR CONTRACT 3441, CREW 905; I-80 DESIGN BUILD FROM ROBB DRIVE TO VISTA BOULEVARD, WASHOE COUNTY. NV B/L#: NV19851010291 EA 73562 CONTRACT 3441
12311	00	AMEC EARTH & ENVIRONMENTAL INC	05/31/11	12/31/12	\$ 1,131,577.32	0	\$ -	03435	73491	AUGMEN. CONTRACT 3435	05-31-11: CONSTRUCTION AUGMENTATION SERVICES FOR CONTRACT 3435 FOR I-80, ELKO COUNTY. NV B/L#: NV19941068472
22211	00	LUMOS & ASSOCIATES	08/31/11	12/31/12	\$ 1,736,313.91	0	\$ -	03450	60484	CREW 912 AUGMENTATION	08-31-11: CONSTRUCTION AUGMENTATION SERVICES FOR CREW 912, ELKO COUNTY. NV B/L#: NV19791006982
32711	00	CME, INC.	12/12/11	12/31/12	\$ 323,731.19	0	\$ -	03467		CONSTRUCTION AUGMENTATION	12-12-11: PROVIDE CONSTRUCTION AUGMENTATION SERVICES FOR CREW 911 ON CONTRACT 3467; US 50 AND SR 28 DI IMPROVEMENTS, DOUGLAS AND WASHOE COUNTIES. NV B/L#: EXEMPT EA 60517 CONTRACT 3467
<b>2015</b>											
56314	00	DIVERSIFIED CONSULTING SERVICE	03/20/15	06/30/16	\$ 1,308,789.94	1	\$ -	03574	73788	CREW 905 AUGMENTATION	AMD 1 04-20-15: CHANGE THE TITLE OF STAFFING AND COST PROPOSAL FROM "ATTACHMENT I" TO "ATTACHMENT D" AND INCLUDE THE ATTACHMENT. 03-20-15: CONSTRUCTION AUGMENTATION SERVICES FOR CREW 905 FOR PROJECT ID 73788 / PROJECT NO. NHP-580-1(031), I-580 FROM MOANA LANE TO THE TRUCKEE RIVER, WASHOE COUNTY. NV B/L#: NV19901019853-R
55114	00	DCS	04/29/15	12/31/18	\$ 7,967,878.78	0	\$ -	03580	60617	CREW AUGMENTATION	04-29-15: CONSTRUCTION CREW AUGMENTATION FOR CREW 916 ON US 93 BOULDER CITY BYPASS PHASE 1 PACKAGE 3, CLARK. NV B/L#: NV19901019853-R
<b>TOTALS</b>				31	\$ 93,927,505	9	\$ 5,487,325				

**Construction Consultant Agreement Summary  
Biological Oversight Construction Management Agreements**

Agreement Start Dates 1/1/2005 thru 8/4/2015

Agmt No.	Task Order	Second Party	Start Date	End Date	Total Amount	Amd No.	Amd Amount	Contract No.	Project No.	Description	Note
<b>2013</b>											
26713	01	B&E CONSULTING, LLC	12/23/13	12/31/15	\$ 567,924.43	1	\$ 100,000.00	03546	60574	BIOLOGIC OVERSIGHT ON 3546	AMD 1 03-19-15: INCREASE AUTHORITY BY \$100,000.00 FROM \$467,924.43 TO \$567,924.43 TO EXTEND BIOLOGICAL OVERSIGHT TO COVER THE DURATION OF CONTRACT 3546. 12-23-13: PROVIDE BIOLOGICAL OVERSIGHT ON CONSTRUCTION CONTRACTS AS NEEDED, CLARK COUNTY. NV B/L#: NV20081558348
<b>2015</b>											
49813	01	HDR ENGINEERING, INC.	01/06/15	12/31/15	\$ 581,169.45	0	\$ -	03577	60553	BIOLOGICAL MONITORING FOR 3577	01-06-15: BIOLOGICAL MONITORING OF CONTRACT 3577, CLARK COUNTY. NV B/L#: NV19851010291
26713	02	B&E CONSULTING, LLC	02/13/15	12/31/15	\$ 300,651.95	0	\$ -	03576	60630	CONTRACT 3576 BIO OVERSIGHT	02-13-15: BIOLOGICAL OVERSIGHT AND THREATENED/ENDANGERED SPECIES COMPLIANCE FOR CONTRACT 3576, CLARK COUNTY. NV B/L#: NV20081558348
26713	03	B&E CONSULTING, LLC	06/16/15	12/31/15	\$ 131,423.62	0	\$ -	03580		BIOLOGICAL OVERSIGHT FOR 3580	06-22-15: PROVIDE BIOLOGICAL OVERSIGHT ON CONTRACT 3580, CLARK COUNTY. NV B/L#: NV20081558348
<b>TOTALS</b>				<b>4</b>	<b>\$ 1,581,169</b>	<b>1</b>	<b>\$ 100,000</b>				

**Construction Consultant Agreement Summary**  
**Construction Administration Other Program Agreements**

Agreement Start Dates 1/1/2005 thru 8/4/2015

Agmt No.	Task Order	Second Party	Start Date	End Date	Total Amount	Amd No.	Amd Amount	Contract No.	Project No.	Description	Note
<b>2005</b>											
08205	01	FEHR & PEERS ASSOCIATES INC	01/24/05	12/31/05	\$ 82,372.00	0	\$ -			NEEDS ASSESS/RESEARCH/OUTREACH	PERFORM NEEDS ASSESSMENT, RESEARCH, AND INTERNAL OUTREACH FOR THE RE-WRITING OF THE DEPARTMENTS CONSTRUCTION AND DOCUMENTATION MANUALS.
24005	01	JACOBS CIVIL INC	01/24/05	06/30/05	\$ 79,005.43	0	\$ -	03076		CONSTRUCTION CLAIMS REVIEW	
19205	01	HARRIS AND ASSOCIATES	04/01/05	12/31/05	\$ 142,507.12	0	\$ -			VALUE ANALYSIS PRIMM TO SLOAN	CONSTRUCTIBILITY EVALUATION SERVICES FOR CONTRACT 3290 IN CLARK COUNTY.
58205	00	CH2M HILL INC	07/18/05	06/30/09	\$ 653,068.00	3	\$ 312,148.55			QUALITY ASSURANCE PROGRAM TESTING	AMENDMENT 3: EXTEND TIME-FRAME FOR CONSTRUCTION AUGMENTATION OF CONSTRUCTION CREWS FOR QUALITY ASSURANCE FOR WORK PERFORMED IN CARSON CITY, CLARK, DOUGLAS, LYON, STOREY, AND WASHOE COUNTIES. AMENDMENT 2: INCREASE FUNDING (\$312,148.55) AND EXTEND TIME-FRAME FOR CONSTRUCTION AUGMENTATION OF CONSTRUCTION CREWS FOR QUALITY ASSURANCE FOR WORK PERFORMED IN CARSON CITY, CLARK, DOUGLAS, LYON, STOREY, AND WASHOE COUNTIES. AMENDMENT 1: EXTEND TIME-FRAME FOR CONSTRUCTION AUGMENTATION OF CONSTRUCTION CREWS FOR QUALITY ASSURANCE FOR WORK PERFORMED IN CARSON CITY, CLARK, DOUGLAS, LYON, STOREY, AND WASHOE COUNTIES. CONSTRUCTION AUGMENTATION OF CONSTRUCTION CREWS FOR QUALITY ASSURANCE FOR WORK PERFORMED IN CARSON CITY, CLARK, DOUGLAS, LYON, STOREY, AND WASHOE COUNTIES.
<b>2006</b>											
23805	01	PBS&J	01/20/06	12/31/07	\$ 209,903.00	1	\$ 110,000.00			CONST MGMT ACADEMY TRAINING	AMENDMENT 1: INCREASE FUNDING (\$110,000.00) AND EXTEND TIME-FRAME TO COORDINATE THE DEVELOPMENT OF THE DEPARTMENT'S CONSTRUCTION DIVISION CONSTRUCTION MANAGEMENT ACADEMY TRAINING COURSE FOR 2006 AND TO PREPARE AND PRESENT THE CONFLICT RESOLUTION, CONTRACT SCHEDULING AND QUALITY ASSURANCE MODULES OF THE ACADEMY TRAINING COURSE. TO COORDINATE THE DEVELOPMENT OF THE DEPARTMENT'S CONSTRUCTION DIVISION CONSTRUCTION MANAGEMENT ACADEMY TRAINING COURSE FOR 2006 AND TO PREPARE AND PRESENT THE CONFLICT RESOLUTION, CONTRACT SCHEDULING AND QUALITY ASSURANCE MODULES OF THE ACADEMY TRAINING COURSE.
18906	00	SHARCHIVE LLC	02/01/06	12/31/07	\$ 122,200.00	0	\$ -	03288	60220CEN	DOCUMENT CONTROL SOFTWARE TEST	FIELD AUTOMATED COMMUNICATIONS SOFTWARE TESTING OF ELECTRONIC DOCUMENTATION FOR CREW 901 IN CLARK COUNTY.
18605	01	DIVERSIFIED CONSULTING SERVICE	05/10/06	12/31/07	\$ 540,852.20	1	\$ 161,768.60			PREVAILING WAGE - CONSTRUCTABILITY	AMENDMENT 1: INCREASE FUNDING (\$161,768.60) AND EXTEND TIME-FRAME TO CONDUCT A CONSTRUCTABILITY PREVAILING WAGE INVESTIGATION STATEWIDE. CONDUCT A CONSTRUCTABILITY PREVAILING WAGE INVESTIGATION STATEWIDE.
28606	00	FEHR & PEERS ASSOCIATES INC	06/15/06	12/31/08	\$ 1,015,388.00	2	\$ 383,134.00			RE-WRITING CONSTRUCTION MANUAL	AMENDMENT 2: INCREASE FUNDING (\$106,994.00) AND EXTEND TIME-FRAME FOR RE-WRITING THE CONSTRUCTION DIVISIONS CONSTRUCTION MANUAL. AMENDMENT 1: INCREASE FUNDING (\$276,140.00) AND EXTEND TIME-FRAME RE-WRITING THE CONSTRUCTION DIVISIONS CONSTRUCTION MANUAL// RE-WRITING THE CONSTRUCTION DIVISIONS CONSTRUCTION MANUAL.
22006	00	LANDAUER INC	06/27/06	07/30/10	\$ 20,480.00	0	\$ -			RADIATION EXPOSURE MONITORING	PROVIDE RADIATION MONITORING SERVICES STATEWIDE.
23605	01	NAVIGANT CONSULTING INC	06/30/06	12/31/06	\$ 76,950.00	0	\$ -	3242 & 3250 & 3275		ADVISE DEPT ON UTILITY RELOCAT	PROVIDE SCHEDULE AND CLAIMS REVIEW AND ANALYSIS FOR CONTRACTS #3242, #3250, AND #3275 IN EUREKA AND ELKO COUNTIES.
43606	00	PCI GROUP LLC	09/18/06	12/31/11	\$ 1,812,967.00	0	\$ -	03292	60213CEN	PROLOG ELECT DOC FIELD TRIAL	09-18-06: PROVIDE PROLOG ELECTRONIC DOCUMENTATION FIELD TRIAL, WASHOE COUNTY. NV B/L#: NV20021084652
38106	00	NORTHERN NEVADA TITLE CO	10/23/06	12/31/12	\$ 20,000.00	0	\$ -	03292		STORE /MAINT BID DOCS FOR 3292	10-23-06: ESCROW SERVICES TO STORE AND MAINTAIN BID DOCUMENTS, WASHOE COUNTY. NV B/L#: NV19791012293
<b>2007</b>											

Agmt No.	Task Order	Second Party	Start Date	End Date	Total Amount	Amd No.	Amd Amount	Contract No.	Project No.	Description	Note
03207	01	POST BUCKLEY SCHUH & JERNIGAN	02/20/07	12/31/07	\$ 220,000.00	1	\$ -			CONSTRUCTABILITY CRAIG ROAD	AMENDMENT 1: PROVIDE CONSTRUCTABILITY AND CONSTRUCTION SCHEDULING FOR CRAIG ROAD PROJECT IN CLARK COUNTY. PROVIDE CONSTRUCTABILITY AND CONSTRUCTION SCHEDULING FOR CRAIG ROAD PROJECT IN CLARK COUNTY.
22707	01	POST BUCKLEY SCHUH & JERNIGAN	04/02/07	08/31/07	\$ 93,000.00	0	\$ -	03154		CONSTRUCTION CLAIMS SUPPORT	PROVIDE CONSTRUCTION CLAIMS SUPPORT FOR CONTRACT 3154 IN CARSON CITY.
38407	00	MARK RESOLVE INC	05/07/07	06/30/08	\$ 200,000.00	0	\$ -			FNF CLAIMS ON CONTRACT 3250	PREPARE DOCUMENTATION AND RESPONSES FOR CURRENT PROJECT ISSUES WITH FNF CONSTRUCTION AND FOR THE DEFENSE OF CURRENT CLAIMS ON CONTRACT 3250 IN ELKO COUNTY.
22607	01	RESOLUTION MANAGEMENT CNSUL	12/01/07	12/31/08	\$ 66,000.00	3	\$ 16,000.00	03148	60163CEN	CONSTRUCTION CLAIMS SUPPORT #3148	AMENDMENT 3: INCREASE FUNDING (\$6,000.00) TO PROVIDE CONSTRUCTION SUPPORT FOR CONTRACT #3148 IN WASHOE COUNTY. AMENDMENT 2: INCREASE FUNDING (\$10,000.00) AND EXTEND TIME-FRAME TO PROVIDE CONSTRUCTION SUPPORT FOR CONTRACT #3148 IN WASHOE COUNTY. AMENDMENT 1: EXTEND TIME-FRAME TO PROVIDE CONSTRUCTION SUPPORT FOR CONTRACT #3148 IN WASHOE COUNTY. PROVIDE CONSTRUCTION SUPPORT FOR CONTRACT #3148 IN WASHOE COUNTY.
<b>2008</b>											
03107	01	PARSONS TRANSPORTATION GROUP	02/11/08	12/31/09	\$ 114,206.85	1	\$ -	03324		CONSTRUCT SCHEDULING SERVICES	AMENDMENT 1: TIME EXTENSION ONLY, CLARK COUNTY. PROVIDE CONSTRUCTION SCHEDULING SERVICES NEEDED FOR CONTRACT #3324 IN CLARK COUNTY.
03107	02	PARSONS TRANSPORTATION GROUP	02/11/08	12/31/10	\$ 883,148.95	1	\$ -	03313		CONSTRUCT SCHEDULING SERVICES	AMENDMENT 1: TO EXTEND TIMEFRAME TO PROVIDE CONSTRUCTION SCHEDULING SERVICES NEEDED FOR CONTRACT NO. 3313DB, CLARK COUNTY. PROVIDE CONSTRUCTION SCHEDULING SERVICES FOR CONTRACT #3313DB IN CLARK COUNTY.
34608	00	CH2M HILL INC	10/15/08	12/31/09	\$ 434,633.24	1	\$ -			QUALITY ASSURANCE PROGRAM TESTING	AMENDMENT 1: EXTEND TIME-FRAME (6/30/09 TO 12/31/09) TO PROVIDE AUGMENTATION /QUALITY ASSURANCE STATEWIDE. PROVIDE AUGMENTATION /QUALITY ASSURANCE STATEWIDE.
22707	02	PBS&J (ATKINS)	11/17/08	06/30/09	\$ 89,055.00	0	\$ -			CONSTRUCTION MANAGE ACADEMY	CONSTRUCTION CLAIMS SUPPORT/NDOT CONSTRUCTION MANAGEMENT ACADEMY IN WASHOE COUNTY.
<b>2009</b>											
04009	00	HILL INTERNATIONAL	03/30/09	12/31/09	\$ 92,065.16	1	\$ 7,666.50			CLAIM SUPPORT TWO CONTRACTS	AMD 1 06-02-10: ADD MONEY (\$7,666.50) FOR FINAL PAY. 03-30-09: PROVIDE CLAIM SUPPORT, STATEWIDE. NV B/L#: NV20061155615 EA 60169, 60210 CONTRACT 3215, 3289
16509	00	HARRIS & ASSOCIATES	04/27/09	12/31/09	\$ 414,892.50	0	\$ -		73451	CONSTRUCTIABILITY REVIEW US95	04-27-09: CONSTRUCTABILITY REVIEW OF US 95 PACKAGE 1, CLARK COUNTY. NV B/L#: NV19951068132
12309	00	GLOBAL LEADERSHIP ALLIANCE	05/21/09	06/30/11	\$ 134,900.00	2	\$ 64,900.00			INDUSTRY PARTNERING IMPLEMENT	AMD 2 07-13-10: EXTEND TERMINATION DATE FROM 06-30-10 TO 06-30-11 TO COMPLETE THE PROJECT. AMD 1 04-06-10: DEVELOP AND IMPLEMENT AN ADDITIONAL INTERNAL PARTNERING TRAINING CURRICULUM, DEVELOP A GUIDE TO PARTNERING AND PROVIDE ADDITIONAL TRAIN THE TRAINER SESSIONS, INCREASE FUNDING (\$64,900.00). 05-21-09: CONSTRUCTION INDUSTRY PARTNERING IMPLEMENTATION TO PROVIDE TRAINING, PARTNERING, SPECIFICATION REVIEW AND MODIFICATION, AND PERFORMANCE TRACKING OF PARTNERING, STATEWIDE. NV B/L#: EXEMPT
01510	00	PBS&J	12/08/09	12/31/13	\$ 433,371.85	0	\$ -			CONSTRUCTION MGMT ACADEMY	12-08-09: CONSTRUCTION CLAIM SUPPORT FOR CONSTRUCTION MANAGEMENT ACADEMY, WASHOE AND CLARK COUNTIES. NV B/L#: NV19981347315
<b>2010</b>											
11410	00	TROXLER ELECTRONICS LABS INC	06/25/10	09/30/14	\$ 17,136.00	1	\$ 17,136.00			RADIATION EXPOSURE MONITORING	AMD 1 04-09-13: CORRECT MATHEMATICAL ERROR, AND INCREASE AUTHORITY FROM \$8,568.00 TO \$17,136.00. 06-25-10: RADIATION EXPOSURE MONITORING SERVICES, D2-036-10, STATEWIDE. NV B/L#: NV20101478370
<b>2011</b>											
24811	00	MARK RESOLVE INC	04/27/11	05/02/13	\$ 430,000.00	1	\$ 130,000.00	03154		CLAIM SUPPORT FOR CONT 3154 & 3377 & 3407	AMD 1 10-25-11: INCREASE AUTHORITY BY \$130,000.00 FROM \$300,000.00 TO \$430,000.00 DUE TO THE INCLUSION OF CONTRACTS 3377 AND 3407. 04-27-11: PROVIDE CLAIM SUPPORT REGARDING WORK PERFORMED, STATEWIDE. NV B/L#: NV20111277994

Agmt No.	Task Order	Second Party	Start Date	End Date	Total Amount	Amd No.	Amd Amount	Contract No.	Project No.	Description	Note
25710	00	CH2M HILL	12/19/11	03/01/12	\$ 587,009.73	2	\$ 114,716.80			QUALITY ASSURANCE PROGRAM TESTING	AMD 2 12-19-11: EXTEND END DATE FROM 12-31-11 TO 03-01-12. AMD 1 06-21-10: INCREASE THE AMOUNT OF THE CONTRACT BY \$114,716.80 FROM \$472,292.93 TO \$587,009.73. 06-21-10: PROVIDE AUGMENTATION FOR QUALITY ASSURANCE SECTION OF CONSTRUCTION DIVISION, FOR OSHA SUPERVISOR AND NON-SUPERVISOR TRAINING, FOR MSHA TRAINING, AND FOR THE DEVELOPMENT OF A FIELD TESTING MANUAL FOR SELF CONSOLIDATION CONCRETE, STATEWIDE. NV B/L#: NV19931065492
<b>2013</b>											
19013	00	BLACK EAGLE CONSULTING INC	07/17/13	12/31/14	\$ 75,000.00	0	\$ -	03389	60385	EXPERT WITNESS FOR 3389	07-17-13: CLAIM SUPPORT AND EXPERT WITNESS SERVICES, WASHOE COUNTY. NV B/L#: NV19971293847
<b>2014</b>											
05314	00	LANDAUER INC	05/01/14	07/15/18	\$ 22,084.80	0	\$ -			RADIATION EXPOSURE MONITORING	05-01-14: PROVIDE RADIATION EXPOSURE MONITORING DETECTION SERVICES, STATEWIDE. NV B/L#: NV20141203138-Q
13214	00	ATKINS	12/18/14	12/31/17	\$ 209,020.00	0	\$ -	06		P6 PROFESSIONAL TRAINING	12-18-14: PROVIDE TRAINING AND TECHNICAL SUPPORT FOR PRIMAVERA P6 PROFESSIONAL SOFTWARE, AND ASSISTANCE IN UPDATING CURRENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AS IT RELATES TO CURRENT INDUSTRY STANDARDS FOR PROJECT SCHEDULING, STATEWIDE. NV B/L#: NV19981347315-R
<b>2015</b>											
04215	01	DISPUTE RESOLUTION BOARD	06/18/15	08/31/15	\$ 22,350.00	0	\$ -	01		YEAR 1 DRT TRAINING	06-22-15: PROVIDE YEAR-ONE TRAINING WORKSHOPS COVERING "DRT ADMINISTRATION AND PRACTICE AND DRT CHAIRING/ADVANCED", STATEWIDE. NV B/L#: EXEMPT
<b>TOTALS</b>				31	\$ 9,313,567	21	\$ 1,317,470				

**Project Management Agreement Summary**  
 Agreements by Firm  
 2005-2015\*

Calendar Year	# Agmnt	Total Agreement \$	Project Management					
			Design		CMAR, ICE, Design/Build		Other	
			# Agmnts	Agmt \$	# Agmnts	Agmt \$	# Agmnts	Agmt \$
2005	12	\$ 15,650,990	9	\$ 14,319,932	0	\$ -	3	\$ 1,331,058
2006	6	\$ 6,608,370	1	\$ 3,222,732	0	\$ -	5	\$ 3,385,638
2007	7	\$ 3,986,403	1	\$ 2,856,800	1	\$ 20,000	5	\$ 1,109,603
2008	2	\$ 34,290,054	1	\$ 27,911,333	1	\$ 6,378,721	0	\$ -
2009	3	\$ 35,001	0	\$ -	0	\$ -	3	\$ 35,001
2010	7	\$ 15,437,981	1	\$ 3,869,026	3	\$ 9,986,500	3	\$ 1,582,455
2011	43	\$ 27,070,531	16	\$ 6,994,777	5	\$ 2,387,974	22	\$ 17,687,780
2012	9	\$ 877,820	0	\$ -	8	\$ 877,820	1	\$ -
2013	20	\$ 26,713,653	0	\$ -	3	\$ 714,170	17	\$ 25,999,483
2014	11	\$ 4,561,805	1	\$ 150,000	2	\$ 57,952	8	\$ 4,353,852
2015	3	\$ 1,309,995	0	\$ -	2	\$ 633,319	1	\$ 676,676
<b>Totals</b>	<b>123</b>	<b>\$ 136,542,604</b>	<b>30</b>	<b>\$ 59,324,601</b>	<b>25</b>	<b>\$ 21,056,456</b>	<b>68</b>	<b>\$ 56,161,547</b>
			43%		15%		41%	



### Project Management Agreement Summary

Agreements by Firm  
2005-2015\*

Firm	# Agmnt	Total Agreement \$	Project Management					
			Design		CMAR, ICE, Design/Build		Other	
			# Agmnts	Agmt \$	# Agmnts	Agmt \$	# Agmnts	Agmt \$
AGGREGATE INDUSTRIES SWR INC	1	\$ 586,962	0	\$ -	0	\$ -	1	\$ 586,962
ATKINS NORTH AMERICA, INC.	9	\$ 4,277,848	2	\$ 2,923,200	2	\$ 468,688	5	\$ 885,960
BALDWIN DEVELOPMENT	1	\$ 676,676	0	\$ -	0	\$ -	1	\$ 676,676
CA GROUP, INC.	3	\$ 4,455,902	2	\$ 3,150,109	0	\$ -	1	\$ 1,305,793
CARTER & BURGESS INC	2	\$ 3,436,350	2	\$ 3,436,350	0	\$ -	0	\$ -
CASCADE DRILLING LP	1	\$ 11,580	0	\$ -	0	\$ -	1	\$ 11,580
CDM SMITH	2	\$ 5,113,684	0	\$ -	1	\$ 4,863,684	1	\$ 250,000
CH2M HILL	9	\$ 39,579,154	3	\$ 28,172,861	0	\$ -	6	\$ 11,406,293
CONSULTANT ENGINEERING INC	1	\$ 141,902	0	\$ -	1	\$ 141,902	0	\$ -
EMPIRE CONTRACTORS LLC	1	\$ 285,745	0	\$ -	0	\$ -	1	\$ 285,745
ENVIRONMENTAL HEALTH & ENGR INC	1	\$ 145,000	0	\$ -	0	\$ -	1	\$ 145,000
ERNST & YOUNG	1	\$ 3,296,157	0	\$ -	0	\$ -	1	\$ 3,296,157
FHWA-CFL	1	\$ 1	0	\$ -	0	\$ -	1	\$ 1
FISHER SAND AND GRAVEL, INC.	1	\$ -	0	\$ -	0	\$ -	1	\$ -
FITCH RATINGS INC	1	\$ 150,000	0	\$ -	0	\$ -	1	\$ 150,000
G.C. WALLACE, INC.	1	\$ 76,100	1	\$ 76,100	0	\$ -	0	\$ -
GLOBAL ASSETS INTEGRATED, LLC	1	\$ -	0	\$ -	0	\$ -	1	\$ -
GRADEX CONSTRUCTION COMPANY	1	\$ 78,221	0	\$ -	0	\$ -	1	\$ 78,221
GRANITE CONSTRUCTION	3	\$ 1,508,174	0	\$ -	3	\$ 1,508,174	0	\$ -
HDR ENGINEERING INC	25	\$ 8,946,774	3	\$ 4,010,263	3	\$ 3,252,413	19	\$ 1,684,098
JACOBS ENGINEERING GROUP	10	\$ 12,752,294	0	\$ -	4	\$ 3,013,355	6	\$ 9,738,939
KIMLEY-HORN AND ASSOCIATES INC	3	\$ 971,873	2	\$ 134,873	0	\$ -	1	\$ 837,000
LAGE DESIGN	1	\$ 150,000	1	\$ 150,000	0	\$ -	0	\$ -
LAS VEGAS PAVING	1	\$ 474,000	0	\$ -	0	\$ -	1	\$ 474,000
MANHARD CONSULTING LTD	2	\$ 138,259	2	\$ 138,259	0	\$ -	0	\$ -
NORTH CARSON CROSSING LLC	1	\$ -	0	\$ -	0	\$ -	1	\$ -
NORTHERN NEVADA TITLE COMPANY	1	\$ 20,000	0	\$ -	1	\$ 20,000	0	\$ -
NOSSAMAN LLP	1	\$ 3,400,000	0	\$ -	0	\$ -	1	\$ 3,400,000
ORTH-RODGERS & ASSOCIATES, INC	1	\$ 72,841	1	\$ 72,841	0	\$ -	0	\$ -
OVERLAND, PACIFIC & CUTLER	1	\$ 5,972,284	0	\$ -	0	\$ -	1	\$ 5,972,284
PARSONS BRINCKERHOFF	1	\$ 2,058,667	0	\$ -	0	\$ -	1	\$ 2,058,667
PARSONS TRANSPORTATION GROUP	5	\$ 10,393,779	4	\$ 4,015,058	1	\$ 6,378,721	0	\$ -
PB AMERICAS, INC.	1	\$ 67,685	1	\$ 67,685	0	\$ -	0	\$ -
PBS&J	2	\$ 694,914	0	\$ -	0	\$ -	2	\$ 694,914
POST BUCKLEY SCHUH & JERNIGAN	3	\$ 9,996,243	2	\$ 9,720,175	0	\$ -	1	\$ 276,068
Q & D CONSTRUCTION CO, INC.	3	\$ 684,700	0	\$ -	3	\$ 684,700	0	\$ -
RENO RETAIL COMPANY LLC	1	\$ 1,000,000	0	\$ -	0	\$ -	1	\$ 1,000,000
SIERRA NEVADA CONSTRUCTION	1	\$ 848,007	0	\$ -	0	\$ -	1	\$ 848,007
SONOMA TECHNOLOGY, INC	2	\$ 1,613,881	0	\$ -	0	\$ -	2	\$ 1,613,881
SOUTHERN HIGHLANDS DEV CORP	1	\$ -	1	\$ -	0	\$ -	0	\$ -
SOUTHWEST IRON WORKS LLC	1	\$ 6,927,268	0	\$ -	0	\$ -	1	\$ 6,927,268
STANLEY CONSULTANTS	5	\$ 699,819	0	\$ -	5	\$ 699,819	0	\$ -
STANTEC CONSULTING INC	2	\$ 413,573	0	\$ -	0	\$ -	2	\$ 413,573
TAHOE RENO INDUSTRIAL CENTER	0	\$ -	0	\$ -	0	\$ -	0	\$ -
THE LOUIS BERGER GROUP INC	3	\$ 3,031,706	2	\$ 3,014,158	0	\$ -	1	\$ 17,548
UPRR	1	\$ 25,000	0	\$ -	1	\$ 25,000	0	\$ -
WASHINGTON GROUP INTERNATIONAL	1	\$ 242,669	1	\$ 242,669	0	\$ -	0	\$ -
WHITING-TURNER CONTRACTING	1	\$ 826,911	0	\$ -	0	\$ -	1	\$ 826,911
WOOD RODGERS	1	\$ 300,000	0	\$ -	0	\$ -	1	\$ 300,000
	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<b>Totals</b>	<b>123</b>	<b>\$ 136,542,604</b>	<b>30</b>	<b>\$ 59,324,601</b>	<b>25</b>	<b>\$ 21,056,456</b>	<b>68</b>	<b>\$ 56,161,547</b>

\$ - Variance

Org	Agmt No.	Calendar Year	TO	Amd	Second Party	Start Date	End Date	Payable Limit	Receivable Limit	Note	Type
C015	30208	2008	00	05	CH2M HILL	09/25/08	04/30/16	\$ 27,911,333.27	\$ -	AMD 5 12-11-14: EXTEND TERMINATION DATE FROM 12-31-14 TO 04-30-16 TO ACCOUNT FOR ONGOING RIGHT OF WAY ACTIVITIES.AMD 4 04-08-13: REDUCE TOTAL AUTHORITY BY \$6,152,439.08 TO BRING TOTAL TO \$27,911,333.27 DUE TO CHANGE IN PROJECT DELIVERY METHOD AND CHANGE IN SCOPE OF SERVICES REQUIRING A NEW AGREEMENT AMD 3 06-30-11: INCREASE AUTHORITY BY \$16,958,350.35 FROM \$17,105,422.00 TO \$34,063,772.35 TO INCLUDE FINAL DESIGN SERVICES AND INCREASE RIGHT OF WAY ACQUISITION ACTIVITIES.AMD 2 08-23-10: REFINE SCOPE OF WORK, EXTEND TERMINATION DATE, AND INCREASE AUTHORITY BY \$9,692,087.00 FROM \$7,413,335.00 TO \$17,105,422.00 TO EXTEND DESIGN, UTILITY RELOCATION AND RIGHT OF WAY ACQUISITION ACTIVITIES.AMD 1 09-26-09 : INCREASE AUTHORITY BY \$2,741,572.00 FROM \$4,671,764.00 TO \$7,413,336.00 TO CONTINUE PRELIMINARY DESIGN AND COMPLETE NEPA STUDIES.9-25-08: TO PERFORM CONCEPTUAL DESIGN REFINEMENT SERVICES FOR PROJECT NEON. PROJECT NEON, CLARK COUNTY. NV B/L#: NV19931065492-R	Design
C015	09113	2013	00	02	CH2M HILL	04/10/13	07/31/16	\$ 9,884,367.44	\$ -	AMD 2 07-31-15: EXTEND TERMINATION DATE FROM 07-31-15 TO 07-31-16 FOR CONTINUATION OF SERVICES.AMD 1 01-13-14: INCREASE AUTHORITY BY \$4,983,820.11 FROM \$4,900,547.33 TO \$9,884,367.44 AND EXTEND TERMINATION DATE FROM 07-31-14 TO 07-31-15 TO DEVELOP AND PREPARE THE OVERALL P3 PROCUREMENT AND FINANCIAL APPROACH TO THE PROJECT, TO ASSIST WITH RFP INDUSTRY REVIEW, TO PREPARE AND REVIEW ALL TECHNICAL DOCUMENTS AND SPECIFICATIONS, TO DEVELOP AND PREPARE THE RFP DOCUMENTS, TO ANALYZE AND REVIEW PROPOSED CONCEPTS, AND TOPROVIDE SUPPORT DURING THE SELECTION PROCESS.04-10-13: PROVIDE TECHNICAL ADVISORY SERVICES AND DESIGN SUPPORT SERVICES FOR A PUBLIC PRIVATE PARTNERSHIP FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV19931065492-R	Other
C015	60105	2005	00	04	POST BUCKLEY SCHUH & JERNIGAN	06/01/05	06/30/14	\$ 8,945,893.11	\$ -	AMD 4 12-23-13: EXTEND TERMINATION DATE FROM 12-31-13 TO 06-30-14 TO COMPLETE AS-BUILT PLANS.AMD 3 01-01-10: INCREASE AUTHORITY BY \$599,645.12 FROM \$7,960,105.00 TO \$8,559,750.12.AMD 2 03-09-09: EXTEND TERMINATION DATE FROM 03-01-09 TO 12-31-12, ANDMODIFY SCOPE.AMD 1 11-01-07: EXTEND TERMINATION DATE FROM 12-31-07 TO 03-01-09.06-01-05: PROVIDE DESIGN SERVICES FOR THE WIDENING OF US 395 FROM I-80 TO STEAD BOULEVARD, WASHOE COUNTY. NV B/L#: NV19981347315	Design
C015	47811	2011	00	00	SOUTHWEST IRON WORKS LLC	10/27/11	12/31/12	\$ 6,927,268.30	\$ -	10-27-11: ROADBED MODIFICATION ON SR 306, D3-019-11, EUREKA COUNTY. NV B/L#: NOT LOCATED	Other
C015	14908	2008	00	04	PARSONS TRANSPORTATION GROUP	05/19/08	12/31/14	\$ 6,378,721.00	\$ -	AMD 4 12-23-13: EXTEND TERMINATION DATE FROM 12-31-13 TO 12-31-14 TO COMPLETE THE CLOSEOUT OF THE PROJECT.AMD 3 11-14-11: INCREASE AUTHORITY BY \$530,606.00 FROM \$5,848,115.00 TO \$6,378,721.00.AMD 2 11-14-11: INCREASE AUTHORITY BY \$97,115.00 FROM \$5,751,000.00 TO 5,848,115.00, AND EXTEND TERMINATION DATE FROM 12-31-12 TO 12-31-13.AMD 1 05-19-08: INCREASE AUTHORITY BY \$3,100,000.00 FROM \$2,651,000.00 TO \$5,751,000.00, AND EXTEND TERMINATION DATE FROM 12-01-09 TO 12-31-12.04-01-08: ENGINEERING AND DESIGN-BUILD ADMINISTRATIVE SERVICES FOR THE I-15 SOUTH PHASE 1 PROJECT, CLARK COUNTY. NV B/L#: NV19781009263	CMAR, ICE, Design/Build
C015	36613	2013	00	00	OVERLAND, PACIFIC & CUTLER	01/15/14	12/31/16	\$ 5,972,283.80	\$ -	01-15-14: PROJECT NEON RIGHT OF WAY SERVICES INCLUDING APPRAISAL, APPRAISAL REVIEW, ACQUISITION, RELOCATION, PROPERTY MANAGEMENT, AND RIGHT OF WAY ENGINEERING FOR PHASE P3, CLARK COUNTY. NV B/L#: NV20041372512-R	Other

C015	19811	2011	00	04	JACOBS ENGINEERING GROUP	08/31/11	03/31/16	\$ 5,322,716.65	\$ -	AMD 4 12-15-14: INCREASE AUTHORITY BY \$2,931,800.00 FROM \$2,140,916.65 TO \$5,072,716.65, AND EXTEND TERMINATION DATE FROM 04-30-15 TO 03-31-16 DUE TO AN INCREASE IN THE SCOPE OF SERVICES. AMD 3 10-09-14: INCREASE AUTHORITY BY \$50,000.00 FROM \$2,090,916.65 TO \$2,140,916.65, AND ADJUST LANGUAGE FROM AMENDMENT 2 DUE TO ERRORS. AMD 2 05-09-14: INCREASE AUTHORITY BY \$23,112.50 FROM \$2,067,804.15 TO \$2,090,916.65, AND EXTEND TERMINATION DATE FROM 09-30-14 TO 04-30-15 DUE TO AN INCREASE IN THE SCOPE OF WORK. AMD 1 08-29-13: EXTEND TERMINATION DATE FROM 09-30-13 TO 09-30-14 FOR THE USA PARKWAY PROJECT ENVIRONMENTAL PHASE. 08-31-11: ENVIRONMENTAL PHASE FOR USA PARKWAY SR 439 FROM US 50 TO I-80, LYON AND STOREY COUNTIES. NV B/L#: NV20081035082	Other
C015	05610	2010	00	05	CDM SMITH	03/15/10	06/30/14	\$ 4,863,684.00	\$ -	AMD 5 12-23-13: EXTEND TERMINATION DATE FROM 12-31-13 TO 06-30-14 TO COMPLETE THE PROJECT. AMD 4 01-09-13: CORRECT THE LABOR, FIXED FEE, AND DIRECT AND INDIRECT EXPENSES AGREED TO DURING THE NEGOTIATIONS FOR AMENDMENT 3. AMD 3 09-26-12: INCREASE AUTHORITY BY \$149,944.00 FROM \$4,713,740.00 TO \$4,863,684.00 DUE TO AN INCREASE IN CONSULTANT SERVICES. AMD 2 04-04-11: INCREASE AUTHORITY BY \$2,224,908.00 FROM \$2,488,832.00 TO \$4,713,740.00 FOR PROJECT ADMINISTRATION. AMD 1 09-01-10: INCREASE AUTHORITY BY \$500,000.00 FROM \$1,988,832.00 TO \$2,488,832.00 FOR CHANGES IN PROJECT SCOPE AND SCHEDULE. 03-15-10: I-80 DESIGN BUILD CONSULTANT PROGRAM MANAGEMENT AND PROCUREMENT DESIGN SERVICES, WASHOE COUNTY. NV B/L#: NV19771008410	CMAR, ICE, Design/Build
C015	01110	2010	00	03	HDR ENGINEERING INC	12/15/09	12/31/18	\$ 3,869,026.07	\$ -	AMD 3 03-24-14: ADDITION OF WORK CONTAINED IN EXHIBIT C. AMD 2 10-28-13: EXTEND TERMINATION DATE FROM 12-31-13 TO 12-31-18, BECAUSE THE ORIGINAL PROJECT SCHEDULE WAS DELAYED. AMD 1 04-07-11: INCREASE AUTHORITY BY \$761,000.00 FROM \$3,108,026.07 TO \$3,869,026.07 FOR ENGINEERING SERVICES. 12-15-09: PROVIDE ENGINEERING SERVICES FOR THE DESIGN OF THE US 95 AND CC 215 SYSTEM-TO-SYSTEM INTERCHANGE, CLARK COUNTY. NV B/L#: NV19851010291	Design
C015	01413	2013	00	01	NOSSAMAN LLP	03/11/13	12/31/17	\$ 3,400,000.00	\$ -	AMD 1 01-13-14: INCREASE AUTHORITY BY \$2,000,000.00 FROM \$1,400,000.00 TO \$3,400,000.00 TO FINALIZE THE RFP, ASSIST WITH RFP INDUSTRY REVIEW PROCESS, POST RFP ISSUANCE PROCUREMENT PROCESS, ASSIST IN DEVELOPMENT OF EVALUATION AND SELECTION PLAN, REVIEW LEGAL CONTRACTS, ASSIST WITH NEGOTIATIONS WITH APPARENT BEST VALUE PROPOSER, AND FINALIZE CONTRACT. 03-11-13: TO PROVIDE LEGAL ADVISORY SERVICES FOR A PUBLIC/PRIVATE PARTNERSHIP FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV20131010017-R	Other
C015	01513	2013	00	01	ERNST & YOUNG	03/11/13	06/30/15	\$ 3,296,157.00	\$ -	AMD 1 01-13-14: INCREASE AUTHORITY BY \$1,900,000.00 FROM \$1,397,957.00 TO 3,297,957.00, AND EXTEND TERMINATION DATE FROM 12-31-14 TO 06-30-15 TO FINALIZE THE RFP, ASSIST WITH THE RFP INDUSTRY REVIEW PROCESS, POST RFP ISSUANCE PROCUREMENT PROCESS, ASSIST IN THE DEVELOPMENT OF THE EVALUATION AND SELECTION PLAN, REVIEW LEGAL CONTRACTS, ASSIST WITH NEGOTIATIONS WITH APPARENT BEST VALUE PROPOSER, AND FINALIZE CONTRACT. 03-11-13: PROVIDE FINANCIAL ADVISORY SERVICES FOR A PUBLIC/PRIVATE PARTNERSHIP FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV20101338019-R	Other
C015	15006	2006	00	03	CARTER & BURGESS INC	05/09/06	01/29/10	\$ 3,222,732.00	\$ -	AMD 3: TERMINATION DATE EXTENSION TO ALLOW FOR COMPLETION OF DELIVERABLES. AMD 2: TIME EXTENSION FOR DESIGN SERVICES FOR THE BOULDER CITY BYPASS PHASE 2 IN CLARK COUNTY. AMENDMENT 1: INCLUDE ADDITIONAL DESIGN SERVICES, A TOLLING FEASIBILITY STUDY, AND A FINANCILA OPTIONS STUDY FOR THE BOULDER CITY BYPASS PHASE 2 IN CLARK COUNTY. DESIGN SERVICES FOR THE BOULDER CITY BYPASS PHASE 2 IN CLARK COUNTY.	Design
C015	19910	2010	00	02	HDR ENGINEERING INC	07/01/10	12/31/13	\$ 3,194,461.11	\$ -	AMD 2 06-25-12: EXTEND TERMINATION DATE FROM 08-15-12 TO 12-31-13 TO ALLOW FOR CONTRACT CLOSEOUT ADMINISTRATION. AMD 1 07-18-11: INCREASE AUTHORITY BY \$1,708,824.23 FROM \$1,485,636.88 TO \$3,194,461.11. 07-01-10: DESIGN BUILD ADMINISTRATION SERVICES FOR INTERCHANGE RECONSTRUCTION ON I-15 NEAR MESQUITE, CLARK COUNTY. NV B/L#: NV19851010291	CMAR, ICE, Design/Build

C015	29411	2011	00	01	CA GROUP, INC.	11/14/11	12/31/16	\$ 3,092,019.00	\$ -	AMD 1 06-06-14: INCREASE AUTHORITY BY \$1,013,000.00 FROM \$2,079,000.00 TO \$3,092,019.00, AND EXTEND TERMINATION DATE FROM 12-31-14 TO 12-31-16 TO COMPLETE TECHNICAL SUPPORT AND FINAL DESIGN OF PROJECT.11-14-11: COMPLETE ENVIRONMENTAL PHASE (NEPA) AND PRELIMINARY ENGINEERING DESIGN ON SR 160, CLARK COUNTY. NV B/L#: NV20081407877	Design
C015	12705	2005	00	02	PARSONS TRANSPORTATION GROUP	01/14/05	12/31/10	\$ 3,076,878.00	\$ -	AMD 2: EXTEND TIME-FRAME TO DEVELOP TRANSPORTATION ALTERNATIVES AND PERFORM NEPA ALONG I-15 FROM DESERT INN TO SLOAN IN LAS VEGAS, CLARK COUNTY. AMD 1: EXTEND TIME-FRAME TO DEVELOP TRANSPORTATION ALTERNATIVES AND PERFORM NEPA ALONG I-15 FROM DESERT INN TO SLOAN IN LAS VEGAS, CLARK COUNTY.DEVELOP TRANSPORTATION ALTERNATIVES AND PERFORM NEPA ALONG I-15 FROM DESERT INN TO SLOAN IN LAS VEGAS, CLARK COUNTY.	Design
C015	15511	2011	00	02	THE LOUIS BERGER GROUP INC	04/11/11	01/28/16	\$ 2,963,531.00	\$ -	AMD 2 12-13-13: EXTEND TERMINATION DATE FROM 01-10-14 TO 01-28-16 TO COMPLETE PROJECT. AMD 1 07-32-12: MODIFY FIXED FEE AND SCOPE OF SERVICES.04-11-11: COMPLETE PROJECT DESIGN OF THE INTERCHANGE ON I-15 AT CACTUS AVENUE, CLARK COUNTY. NV B/L#: NV20071158193	Design
C015	00407	2007	00	06	ATKINS NORTH AMERICA, INC.	01/05/07	12/31/14	\$ 2,856,800.00	\$ -	AMD 6 05-19-11: EXTEND TERMINATION DATE FROM 12-31-10 TO 12-31-14.AMD 5 10-14-10: CORRECTION OF FIXED FEE AMOUNT FOR THE SCOPE OF WORK IN AMENDMENT 3 AND AMENDMENT SERVICES.AMD 4 06-28-10: INCREASE AUTHORITY BY \$160,000.00 FROM \$2,696,800.00 TO \$2,856,800.00.AMD 3 04-23-10: INCREASE AUTHORITY BY \$460,800.00 FROM \$2,236,000.00 TO \$2,696,800.00.AMD 2 01-05-07: EXTEND TERMINATION DATE FROM 12-31-09 TO 12-31-1 DUE TO DELAYS IN FUNDING.AMD 1 04-08-08: INCREASE AUTHORITY BY \$19,500.00 FROM \$2,216,500.00 TO \$2,236,000.00, AND EXTEND TERMINATION DATE FROM 06-01-08 TO 12-31-09.01-05-07: FINAL DESIGN OF HOV FLYOVER ON US 95 TO SUMMERLIN PARKWAY, CLARK COUNTY. NV B/L#: NV20101012149	Design
C015	07711	2011	00	03	JACOBS ENGINEERING GROUP	04/04/11	12/31/14	\$ 2,400,000.00	\$ -	AMD 3 11-12-13: EXTEND TERMINATION DATE FROM 12-31-13 TO 12-31-14 DUE TO THE NEED FOR EXTENDED SERVICES.AMD 2 10-24-12: EXTEND TERMINATION DATE FROM 12-28-12 TO 12-31-13 DUE TO THE NEED FOR EXTENDED SERVICES.AMD 1 08-23-11: ADD TASK ORDER LANGUAGE TO AGREEMENT; UPDATE INDIRECT COST RATE, AND UPDATE LANGUAGE FOR REIMBURSEMENT COSTS.04-04-11: PROGRAM MANAGER TO ASSIST PROJECT MANAGEMENT WITH SCOPING AND DESIGN TEAMS, STATEWIDE. NV B/L#: NV20081035082	Other
C110	34114	2014	00	01	PARSONS BRINCKERHOFF	02/12/15	03/31/16	\$ 2,058,667.00	\$ -	AMD 1 05-29-15: INCREASE AUTHORITY BY \$95,534.00 FROM \$1,963,133.00 TO \$2,058,667.00 DUE TO THE NEED FOR ADDITIONAL TRAFFIC ENGINEERING SERVICES.02-12-15: PROJECT SCOPING AND PROJECT MANAGEMENT ASSISTANCE FOR THE I-15 NORTH, PHASE 4, SYSTEM TO SYSTEM INTERCHANGE, CLARK COUNTY. NV B/L#: NV19911025871-R	Other
C015	18310	2010	00	02	JACOBS ENGINEERING GROUP	07/09/10	12/31/13	\$ 1,928,355.14	\$ -	AMD 2 06-06-13: EXTEND TERMINATION DATE FROM 06-30-13 TO 12-31-13 TO COMPLETE PROJECT.AMD 1 05-23-11: INCREASE AUTHORITY BY \$1,178,670.93 FROM \$749,684.21 TO \$1,928,355.14, AND EXTEND TERMINATION DATE FROM 12-30-11 TO 06-30-13.07-09-10: ASSIST THE DEPARTMENT WITH ENGINEERING AND DESIGN-BUILD ADMINISTRATION OF THE I-15 INTELLIGENT TRAFFIC SYSTEMS (ITS) PROJECT, CLARK COUNTY. NV B/L#: NV20081035082	CMAR, ICE, Design/Build
C015	19406	2006	00	01	SONOMA TECHNOLOGY, INC	05/17/06	12/31/08	\$ 1,450,000.00	\$ -	AMD 1: INCREASE FUNDING TO PROVIDE SERVICES FOR THE US 95SETTLEMENT - MSAT STUDY IN CLARK COUNTY.PROVIDE SERVICES FOR THE US 95 SETTLEMENT - MSAT STUDY IN CLARK COUNTY.	Other
C015	42913	2013	00	01	CA GROUP, INC.	03/19/14	12/31/15	\$ 1,305,793.00	\$ -	AMD 1 06-11-15: PROVIDE ADDITIONAL TRAFFIC SERVICES TO COMPLETE FORECASTING AND OPERATIONAL ANALYSIS FOR AN EXPANDED MODELING AREA.04-14-14: PREPARE I-15/TROPICANA AVENUE INTERCHANGE FEASIBILITY STUDY REPORT, CLARK COUNTY. NV B/L#: NV20081407877-R	Other

C015	04911	2011	00	02	CH2M HILL	08/17/11	08/30/13	\$ 1,227,000.00	\$ -	AMD 2 08-17-11: ADDITIONAL SCOPE OF SERVICES WORK FOR THE US 93 CORRIDOR IMPROVEMENTS; PROVIDE ALL CONSTRUCTION SUPPORT SERVICES DURING CONSTRUCTION OF PROJECT, INCLUDING PRE-CONSTRUCTION AND PROGRESS MEETINGS, SUBMITTAL/SHOP DRAWING REVIEW, RESPONSE TO RFI'S, ADDITIONAL DESIGN AND SURVEYING AS NEEDED.AMD 1 03-24-11: ADDITIONAL SCOPE OF SERVICES WORK FOR THE US 93 CORRIDOR IMPROVEMENTS. 02-10-11: PROVIDE ENGINEERING SUPPORT ON AN AS-NEEDED BASIS FOR THE WIDENING OF US 93 IN BOULDER CITY FROM BUCHANAN BOULEVARD TO THE HOOVER DAM INTERCHANGE, CLARK COUNTY. NV B/L#: NV19931065492	Other
C015	53411	2011	00	01	GRANITE CONSTRUCTION	03/09/12	12/31/13	\$ 1,109,873.58	\$ -	AMD 1 06-25-12: AGREEMENT TO INCREASE AUTHORITY BY \$774,713.09 TO \$1,109,873.58 TO ALLOW THE CMAR TO PROCUREMENT LONG LEAD TIME MATERIALS AND CONDUCT ADDITIONAL PUBLIC OUTREACH.03-09-12: PRECONSTRUCTION SERVICES FOR THE MOANA DIVERGING DIAMOND INTERCHANGE CMAR PROJECT, WASHOE COUNTY. NV B/L#: NV19631001612	CMAR, ICE, Design/Build
C015	29806	2006	00	00	RENO RETAIL COMPANY LLC	08/18/06	12/31/06	\$ 1,000,000.00	\$ -	REIMBURSE THE DEVELOPER FOR ROADWAY IMPROVEMENT COSTS INCURRED AT THE I-580 - MOUNT ROSE INTERCHANGE IN WASHOE COUNTY.	Other
C015	14805	2005	01	02	JACOBS ENGINEERING GROUP	07/31/06	09/30/09	\$ 886,058.00	\$ -	EXTEND THE DATE TO ALLOW THE FINAL PAYMENT OF THE INVOICE.	Other
C015	21906	2006	00	01	SIERRA NEVADA CONSTRUCTION	07/01/06	12/30/08	\$ 848,007.00	\$ -	AMD 1: EXTEND TIME-FRAME TO PROVIDE SECURITY AND CONSTRUCTION SITE BEST MANAGEMENT PRACTICES UNTIL CONTRACT 3292 COMMENCES IN WASHOE COUNTY.PROVIDE SECURITY AND CONSTRUCTION SITE BEST MANAGEMENT PRACTICES UNTIL CONTRACT 3292 COMMENCES IN WASHOE COUNTY.	Other
C015	29814	2014	00	00	KIMLEY-HORN AND ASSOCIATES INC	09/08/14	12/31/18	\$ 837,000.00	\$ -	09-08-14: UPDATE CENTRAL SYSTEM SOFTWARE IN ORDER TO SUPPORT THE DEPLOYMENT OF THE ACTIVE TRAFFIC MANAGEMENT SYSTEM FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV19911015458	Other
C110	39413	2013	00	01	WHITING-TURNER CONTRACTING	04/11/14	12/31/17	\$ 826,911.00	\$ -	AMD 1 08-05-15: INCREASE AUTHORITY BY \$537,000.00 FROM \$289,911.00 TO\$826,911.00 TO COVER ADDITIONAL SCOPE OF SERVICES.04-11-14: PRE-CONSTRUCTION AND CONSTRUCTION SERVICES FOR THE PEDESTRIAN BRIDGE ESCALATOR REPLACEMENT PROJECT, LOCATED AT THE TROPICANA AVENUE/LAS VEGAS BOULEVARD SOUTH INTERSECTION; IMPROVE EXISTING PEDESTRIAN BRIDGES AND ELEVATORS AND REPLACE SIXTEEN EXISTING INTERNAL/BUILDING ESCALATORS WITH NEW AMERICAN PUBLIC TRANSPORTATION ASSOCIATION-COMPLIANT, EXTERNAL TYPE, TRANSIT-GRADE DESIGN UNITS, CLARK COUNTY. NV B/L#: NV19821000674-R	Other
C015	13213	2013	01	02	JACOBS ENGINEERING GROUP	07/19/13	12/31/15	\$ 799,186.01	\$ -	AMD 2 12-19-14: EXTEND TERMINATION DATE FROM 12-31-14 TO 12-31-15 TO VALIDATE THE RTC MODEL, EVALUATE THE PHASE 1 SYSTEM NEAR TERM PRIORITIES FOR PROJECT NEON AND ON I-15, UPDATE THE HOV PLAN, AND CONDUCT WORKSHOPS AND PROVIDE PUBLIC OUTREACH FOR THE HOV PLAN.AMD 1 05-16-14: EXTEND TERMINATION DATE FROM 06-30-14 TO 12-31-14 TO ALLOW FOR THE COMPLETION OF PUBLIC OUTREACH EFFORTS.07-19-13: UPDATE THE 2007 SOUTHERN NEVADA HOV STUDY, CLARK COUNTY. NV B/L#: NV20081035082	Other
C015	25105	2005	01	01	POST BUCKLEY SCHUH & JERNIGAN	05/16/06	06/30/10	\$ 774,282.00	\$ -	AMD 1: TIME EXTENSION TO PROVIDE DESIGN SERVICES AND 100% PLANS AND ESTIMATED FOR THE US395 3R PROJECTS IN LYON COUNTY.PROVIDE DESIGN SERVICES AND 100% PLANS AND ESTIMATED FOR THE US395 3R PROJECTS IN LYON COUNTY.	Design
C015	80415	2015	00	00	BALDWIN DEVELOPMENT	04/23/15	12/31/25	\$ 676,676.00	\$ -	4-23-15: DEMOLITION, ASBESTOS, HAZARDOUS MATERIALS ABATEMENT FOR 11 PARCELS & REMOVAL OF CONCRETE FOUNDATIONS FOR 14 PARCELS ALONG THE I-15 CORRIDOR FOR PROJECT NEON PHASE 1, CLARK COUNTY. NV B/L: NV20071228213	Other

C015	06410	2010	00	02	PBS&J	03/01/10	12/31/11	\$ 659,914.00	\$ -	AMENDMENT 2: MODIFICATION TO DISTRIBUTION OF ADDITIONAL DOLLARS. ADJUSTED TO APPROPRIATELY DISTRIBUTE BETWEEN THE DIRECT COSTS AND FIXED FEES. AMENDMENT 1: ADDITIONAL ENGINEERING EFFORT REQUIRED AS A RESULT OF THE SCOPE ADDITIONS APPROVED BY NDOT DURING THE PDFS. WASHOE AND LYON COUNTIES. ENGINEERING SERVICES FOR RESURFACING, RESTORATION AND REHABILITATION (3R) PROJECT ON I-80 FROM 1.41 MILE EAST OF THE PAINTED ROCK INTERCHANGE TO 0.42 MILE EAST OF THE FERNLEY GRADE SEPARATION WA 41.5 TO LY 5.84, WASHOE AND LYON COUNTIES.	Other
C015	25005	2005	01	00	PARSONS TRANSPORTATION GROUP	02/01/06	12/31/07	\$ 646,786.00	\$ -	PROVIDE PLANS AND ESTIMATES FOR THE I-515 3R PROJECT IN CLARK COUNTY.	Design
C015	08511	2011	00	01	ATKINS NORTH AMERICA, INC.	03/02/11	12/31/15	\$ 641,100.00	\$ -	AMD 1 12-12-14: EXTEND TERMINATION DATE FROM 12-31-14 TO 12-31-15 DUE TO DELAYS IN THE OVERALL PROJECT. 03-02-11: PROVIDE LANDSCAPE ARCHITECT SERVICES FOR THE DESIGN OF THE US 95/CC-215 INTERCHANGE, CLARK COUNTY. NV B/L#: NV19981347315	Other
C015	80614	2014	00	00	AGGREGATE INDUSTRIES SWR INC	04/10/14	12/31/20	\$ 586,962.40	\$ -	09-03-14: INCREASED PAYABLE AMOUNT BY \$41,962.40 TO ACCOMMODATE CHANGE ORDER #2. 04-10-14: CONSTRUCT TWO 60" DRILLED SHAFTS, AND PERFORM OSTERBERG LOAD CELL (O-CELL) TEST; US 95 NW CORRIDOR PHASE 111 AT MILEPOST 88, CLARK COUNTY. NV B/L#: NV197010007347	Other
C015	28010	2010	00	00	LAS VEGAS PAVING	09/29/10	12/31/10	\$ 474,000.00	\$ -	INTERSECTION IMPROVEMENTS AT BUCHANAN BOULEVARD AND US 93 (PAVEMENT REHABILITATION, CHANNELIZATION, REPLACING/ UPDATING PERMANENT SIGNS, RESTRIPING AND TRAFFIC SIGNAL MODIFICATIONS AT THE INTERSECTION OF BUCHANAN BOULEVARD AND VETERAN'S MEMORIAL (MP CL-7.99 TO 8.24 AND CL-9.43), CLARK COUNTY	Other
C015	07110	2010	00	01	HDR ENGINEERING INC	04/06/10	12/31/11	\$ 448,541.00	\$ -	AMD 1: AMEND TO RESTRUCTURE PAYMENT TERMS FOR PRODUCTION OF PLANS, SPECIFICATIONS AND ESTIMATES FOR THE US 95 3R (ES 11.996 TO ES 32.880) PROJECT AT GOLDFIELD, ESERALDA COUNTY. PRODUCTION OF PLANS, SPECIFICATIONS AND ESTIMATES FOR THE US 95 3R (ES 11.996 TO ES 32.880) PROJECT AT GOLDFIELD, ESERALDA COUNTY.	Other
C015	32807	2007	01	02	STANTEC CONSULTING INC	03/20/08	06/30/13	\$ 404,163.00	\$ -	AMD 2 06-21-12: TO EXTEND THE TERMINATION DATE FROM 06-30-12 TO 06-30-13 DUE TO THE TIME FROM BEGINNING DESIGN TO THE END OF CONSTRUCTION HAS GONE BEYOND THE ORIGINALLY PLANNED DATE. AMD 1 05-04-09: ADDITIONAL DESIGN REQUIRED DUE TO CHANGES MADE BY THE NDOT TEAM AFTER CONSULTANT COMPLETED HIS PLANS ACCORDING TO THE PROJECT SUBMITTAL DATES. 03-20-08: LANDSCAPE & AESTHETICS DESIGN AND CONSTRUCTION SUPPORT ON US 95 FROM RAINBOW BLVD TO ANN ROAD (PACKAGE 1), CLARK COUNTY. NV B/L#: NV20101021081 EA 73013	Other
C015	29711	2011	02	00	JACOBS ENGINEERING GROUP	07/18/12	12/31/13	\$ 400,000.00	\$ -	TASK ORDER #2 IS NEEDED TO RELEASE THE REMAINING BALANCE TO CONTINUE TO SUPPORT THE CMAR PROGRAM, STATEWIDE. NV B/L#: NV20081035082	CMAR, ICE, Design/Build
C015	29711	2011	01	00	JACOBS ENGINEERING GROUP	09/01/11	12/31/13	\$ 400,000.00	\$ -	TASK ORDER IS NEEDED TO RELEASE THE REMAINING BALANCE TO CONTINUE TO SUPPORT THE CMAR PROGRAM, STATEWIDE. NV B/L#: NV20081035082	CMAR, ICE, Design/Build
C015	02415	2015	00	00	GRANITE CONSTRUCTION	05/27/15	12/31/17	\$ 398,300.00	\$ -	05-27-15: PERFORM CONSTRUCTION MANAGER AT RISK (CMAR) SERVICES FOR I-80 AT TRUCKEE RIVER NEAR VERDI PROJECT. CARSON CITY AND WASHOE COUNTIES. NV B/L#: NV19631001612	CMAR, ICE, Design/Build
C015	03005	2005	01	00	WOOD RODGERS	10/24/06	04/30/08	\$ 300,000.00	\$ -	ON-CALL FOR STATEWIDE SERVICES.	Other
C110	39513	2013	00	01	ATKINS NORTH AMERICA, INC.	04/29/14	06/30/16	\$ 296,467.64	\$ -	08-10-15: INCREASE AUTHORITY BY \$86,491.00 FROM \$209,976.64 TO \$296,467.64 AND EXTEND TERMINATION DATE TO COVER ADDITIONAL SCOPE OF SERVICES. 04-29-14: PROVIDE SERVICES AS AN INDEPENDENT COST ESTIMATOR TO ASSIST IN THE DEVELOPMENT OF TRANSPORTATION IMPROVEMENT PROJECTS INCLUDING PEDESTRIAN BRIDGES, ELEVATORS, AND SIXTEEN ESCALATORS ON TROPICANA AVENUE AND LAS VEGAS BOULEVARD, CLARK COUNTY. NV B/L#: NV19981347315	CMAR, ICE, Design/Build
C015	12514	2014	00	01	JACOBS ENGINEERING GROUP	07/14/14	06/30/15	\$ 290,417.75	\$ -	AMD 1 12-31-14: EXTEND TERMINATION DATE FROM 12-31-14 TO 06-30-15 DUE TO CONTINUED SUPPORT THROUGH EXTENDED ADVERTISEMENT PERIOD FOR CONTACT 3579/3580. 07-14-14: PERFORM DESIGN, CONSTRUCTABILITY REVIEW, AND PLAN PREPARATION FOR US 93 BOULDER CITY BYPASS PART 1, PACKAGE 3, CLARK COUNTY. NV B/L#: NV20081035082-R	Other

C015	34907	2007	00	02	EMPIRE CONTRACTORS LLC	06/02/07	06/30/08	\$ 285,745.28	\$ -	-	AMENDMENT 2: INCREASE FUNDING AND EXTEND TIME-FRAME FOR DEMOLITION AND SEEDING ALONG US 395 FROM TAHOE JUNCTION TO 1 MILE NORTH OF ARROWHEAD IN CARSON CITY. AMENDMENT 1: INCREASE FUNDING FOR TWO ADDITIONAL STRUCTURES FOR DEMOLITION AND SEEDING ALONG US 395 FROM TAHOE JUNCTION TO 1 MILE NORTH OF ARROWHEAD IN CARSON CITY. DEMOLITION OF BUILDING AND SEEDING ALONG US 395 FROM TAHOE JUNCTION TO 1 MILE NORTH OF ARROWHEAD IN CARSON CITY.	Other
C015	29711	2011	03	01	JACOBS ENGINEERING GROUP	11/27/12	12/31/14	\$ 285,000.00	\$ -	-	AMD 1 12-03-13: AMEND THE TERMINATION DATE OF TASK ORDER 3 FROM 12-31-13 TO 12-31-14. 11-27-12: SUPPORT ADDITIONAL CMAR PROJECTS, STATEWIDE. NV B/L#: NV20081035082	CMAR, ICE, Design/Build
C015	10007	2007	01	03	POST BUCKLEY SCHUH & JERNIGAN	12/10/07	07/31/10	\$ 276,068.00	\$ -	-	AMENDMENT 3: TIME EXTENSION DUE TO COMMENTS RECEIVED FROM FHWA AND STTAC AND SUBSEQUENT UPDATES TO GUIDELINES. AMENDMENT 2: TIME EXTENSION DUE TO ADDITIONAL TIME REQUIRED FOR COST ESTIMATE, RISK ASSESSMENT AND PROBABILITY TRAINING AND UPDATES TO THE GUIDELINES. AMENDMENT 1: EXTEND TIME-FRAME FOR FEASIBILITY STUDIES (ROADWAYS) LINKING PLANNING AND NEPA STATEWIDE. FEASIBILITY STUDIES (ROADWAYS) LINKING PLANNING AND NEPA STATEWIDE.	Other
C015	09013	2013	00	00	Q & D CONSTRUCTION CO, INC.	06/10/13	12/31/15	\$ 275,800.00	\$ -	-	06-11-13: CONSTRUCTION MANAGER AT RISK FOR SR 207 KINGSBURY GRADE PAVEMENT RECONSTRUCTION PROJECT, DOUGLAS COUNTY. NV B/L#: NV19671000639	CMAR, ICE, Design/Build
C015	51214	2014	00	00	CDM SMITH	11/14/14	05/31/15	\$ 250,000.00	\$ -	-	11-14-14: TO PERFORM SERVICES FOR DEVELOPMENT OF MITIGATION FOR NATURALLY OCCURRING ASBESTOS (NOA) ON US-93 BC BYPASS PART 1, PHASE 3, CLARK COUNTY. NV B/L# NV19771008410-S	Other
C015	14405	2005	01	00	WASHINGTON GROUP INTERNATIONAL	04/27/06	06/30/08	\$ 242,669.00	\$ -	-	DESIGN SERVICES FOR BARRIER RAIL ON SR 429 (BOWERS MANSION ROAD) IN WASHOE COUNTY.	Design
C015	30912	2012	01	00	Q & D CONSTRUCTION CO, INC.	12/10/12	11/01/14	\$ 240,500.00	\$ -	-	12-10-12: PROVIDE PRE-CONSTRUCTION SERVICES FOR THE I-80 CARLIN TUNNELS CMAR PROJECT, ELKO COUNTY. NV B/L#: NV19671000639	CMAR, ICE, Design/Build
C015	00305	2005	01	00	PARSONS TRANSPORTATION GROUP	01/31/06	12/31/07	\$ 236,965.00	\$ -	-	PROVIDE PLANS AND ESTIMATES FOR AN OVERLAY ON CRAIG ROAD, FROM US95 TO DECATUR BLVD IN CLARK COUNTY.	Design
C015	02315	2015	01	00	STANLEY CONSULTANTS	06/19/15	12/31/17	\$ 235,019.00	\$ -	-	06-23-15: PERFORM INDEPENDENT COST ESTIMATOR (ICE) SERVICES FOR THE I-80 AT TRUCKEE RIVER NEAR VERDI CMAR PROJECT, CARSON CITY AND WASHOE COUNTY. NV B/L#: NV19931032584	CMAR, ICE, Design/Build
C015	14305	2005	01	00	CARTER & BURGESS INC	01/12/06	10/31/07	\$ 213,618.00	\$ -	-	PROVIDE DESIGN SERVICES AND PREPARE CONSTRUCTION PLANS FOR A COLD MILL AND PAVING JOB ON SR289 IN HUMBOLDT COUNTY.	Design
C015	30812	2012	01	00	STANLEY CONSULTANTS	11/26/12	11/01/14	\$ 209,000.00	\$ -	-	11-26-12: INDEPENDENT COST ESTIMATOR FOR THE I-80 CARLIN TUNNELS PROJECT, ELKO COUNTY. NV B/L#: NV19931032584 EA 73684	CMAR, ICE, Design/Build
C015	55511	2011	00	01	STANLEY CONSULTANTS	03/09/12	12/31/13	\$ 193,100.00	\$ -	-	AMD 1 08-15-12: REMOVE THE USE OF TASK ORDERS TO RELEASE WORK TO THE SERVICE PROVIDER FROM THE AGREEMENT PROCESS. 03-09-12: INDEPENDENT COST ESTIMATOR(ICE) SERVICES FOR THE MOANA INTERCHANGE CONSTRUCTION MANAGER AT RISK (CMAR) PROGRAM PRECONSTRUCTION SERVICES, WASHOE COUNTY. NV B/L#: NV19931032584 EA 73657	CMAR, ICE, Design/Build
C015	00405	2005	01	00	CH2M HILL	08/11/05	07/31/07	\$ 182,841.00	\$ -	-	DESIGN SERVICES FOR KIETZKE LANE AND VICTORIAN AVENUE IN WASHOE COUNTY.	Design
C015	22612	2012	01	00	ATKINS NORTH AMERICA, INC.	09/26/12	11/01/14	\$ 172,220.00	\$ -	-	09-26-12: INDEPENDENT COST ESTIMATOR (ICE) SERVICES FOR THE STATELINE TO STATELINE BIKEWAY PROJECT PHASE 1C CONSTRUCTION MANAGER AT RISK (CMAR) PROGRAM PRECONSTRUCTION SERVICES, DOUGLAS COUNTY. NV B/L#: NV19981347315	CMAR, ICE, Design/Build
C015	07212	2012	01	00	Q & D CONSTRUCTION CO, INC.	10/08/12	11/01/14	\$ 168,400.00	\$ -	-	10-08-12: PRECONSTRUCTION SERVICES FOR THE STATELINE TO STATELINE BIKEWAY PROJECT PHASE 1C CMAR PROJECT, DOUGLAS COUNTY. NV B/L#: NV19671000639	CMAR, ICE, Design/Build
C015	02313	2013	00	00	SONOMA TECHNOLOGY, INC	01/17/13	12/31/14	\$ 163,881.00	\$ -	-	01-17-13: SONOMA TECHNOLOGY, INC., PERFORMED THE ORIGINAL MOBILE SOURCE AIR TOXICS (MSAT) STUDY; THE SIERRA CLUB SETTLEMENT AGREEMENT REQUIRES THE DEPARTMENT TO MONITOR FOR MSATS AT THREE SCHOOLS (FYFE ELEMENTARY, ADCOCK ELEMENTARY, AND WESTERN HIGH SCHOOL) NEAR US 95, AND THE FILTRATION OF MSATS INSIDE THOSE SCHOOLS, CLARK COUNTY. NV B/L#: NV20031256749	Other

C110	25111	2011	04	02	HDR ENGINEERING INC	12/05/11	12/31/12	\$ 157,230.01	\$ -	AMD 2: INCREASING AUTHORITY BY \$7,335.81 FROM \$149,894.20 BRINGING THE TOTAL AMOUNT TO \$157,230.01 AMD 1: EXTEND END DATE FROM 02/29/12 TO 12/31/12 TO UPDATE THE PROJECT MANAGEMENT AND FINANCIAL PLANS FOR THE US 95 NORTHWEST CORRIDOR AND THE BOULDER CITY BYPASS PROJECTS TO COMPLY WITH DEPARTMENT AND FHWA POLICIES, PROCEDURES, AND GUIDELINES RELATING TO PROJECT DELIVERY OF MAJOR PROJECTS. STATEWIDE. NV B/L#: NV19851010291	Other
C110	53914	2014	00	00	LAGE DESIGN	04/28/15	07/31/18	\$ 150,000.00	\$ -	04-28-15: LANDSCAPE ARCHITECTURAL SERVICES FOR THE I-15, CRAIG ROAD TO SPEEDWAY BOULEVARD, CLARK COUNTY. NV B/L#: NV20061655934	Design
C015	23714	2014	00	00	FITCH RATINGS INC	11/13/13	11/30/15	\$ 150,000.00	\$ -	11-13-13: INDICATIVE RATING OF PROJECT NEON. CLARK COUNTY. NV B/L#: EXEMPT	Other
C015	65705	2005	00	02	ENVIRONMENTAL HEALTH & ENGR INC	09/19/05	12/31/07	\$ 145,000.00	\$ -	AMENDMENT 2: INCREASE FUNDING TO THE US 95 SETTLEMENT - WESTERN HS DESIGN REVIEW IN CLARK COUNTY. AMENDMENT 1: INCREASE FUNDING TO ADD TWO ADDITIONAL SCHOOLS TO THE US 95 SETTLEMENT - WESTERN HS DESIGN REVIEW IN CLARK COUNTY. US 95 SETTLEMENT - WESTERN HS DESIGN REVIEW IN CLARK COUNTY.	Other
C015	13707	2007	01	01	HDR ENGINEERING INC	07/16/07	06/30/09	\$ 143,627.00	\$ -	AMENDMENT 1: INCREASE FUNDING AND EXTEND TIME-FRAME TO PROVIDE WATERLINE RELOCATION DESIGN OF SR 160 FROM DURANGO DRIVE TO RED ROCK CANYON ROAD IN CLARK COUNTY. PROVIDE WATERLINE RELOCATION DESIGN OF SR 160 FROM DURANGO DRIVE TO RED ROCK CANYON ROAD IN CLARK COUNTY.	Other
C015	08913	2013	00	00	CONSULTANT ENGINEERING INC	06/20/13	12/31/16	\$ 141,902.00	\$ -	ICE FOR SR 207 KINGSBURY GRADE	CMAR, ICE, Design/Build
C015	08911	2011	04	01	ATKINS NORTH AMERICA, INC.	04/26/12	02/28/13	\$ 135,840.00	\$ -	AMD 1 12-19-2012: EXTEND TERMINATION DATE FROM 12/31/2012 TO 02/28/2013. 04-18-11: PREPARATION OF PROJECT SCOPING REPORT FOR I-580 MOANA LANE TO I-80, PROJECT 2030, IS NECESSARY FOR STANDARD ROAD MAINTENANCE AND SAFETY. WASHOE COUNTY NV B/L#: NV19981341315	Other
C015	25111	2011	01	00	HDR ENGINEERING INC	09/20/11	06/28/13	\$ 109,069.03	\$ -	COST ESTIMATING AND RISK MANAGEMENT GUIDANCE AND TRAINING NECESSARY TO COMPLY WITH DEPARTMENT AND FHWA POLICIES, PROCEDURES, AND GUIDELINES RELATING TO PROJECT DELIVERY OF MAJOR PROJECTS. STATEWIDE.	Other
C015	08711	2011	01	00	CH2M HILL	09/22/11	12/31/12	\$ 107,034.12	\$ -	09-22-11: PREPARATION OF PROJECT SCOPING REPORTS / TASK ORDER BASIS ON PROJECT 2024 - US 50 CARSON CITY FROM MP 0.00 TO MP 7.60. CARSON CITY. NV B/L#: NV19931065492.	Other
C015	41913	2013	03	02	HDR ENGINEERING INC	02/26/14	04/30/15	\$ 99,608.26	\$ -	AMD 2 12-17-14: INCREASE AUTHORITY BY \$3,780.39 FROM \$95,827.87 TO \$99,608.26, AND EXTEND TERMINATION DATE FROM 12-31-14 TO 04-30-15 TO PERFORM ANOTHER FINANCIAL PLAN ANNUAL UPDATE. AMD 1 06-30-14: EXTEND TERMINATION DATE FROM 06-30-14 TO 12-31-14 TO PROVIDE PROJECT MANAGEMENT ASSISTANCE. 02-26-14: UPDATE FINANCIAL PLANS (2012 AND 2013), PROJECT MANAGEMENT PLAN, AND CRA; DEVELOP A RISK MANAGEMENT PLAN FOR THE I-15 SOUTH CORRIDOR, CLARK COUNTY. NV B/L#: NV19851010291-R	Other
C110	46814	2014	03	00	HDR ENGINEERING INC	07/29/15	05/27/16	\$ 93,664.42	\$ -	07-29-15: PERFORM RISK ANALYSIS UPDATE, PROJECT MANAGEMENT PLAN UPDATE AND FINANCIAL PLAN ANNUAL UPDATE FOR THE US95NW CORRIDOR, CARSON CITY, CLAK AND WASHOE COUNTIES. NV B/L#: NVF19851010291	Other
C015	17511	2011	01	00	MANHARD CONSULTING LTD	09/30/11	12/31/12	\$ 90,424.37	\$ -	PREPARE AND PROVIDE FINAL DESINGS AND CONTRACT DOCUMENTS FOR PROJECT #2018, WASHOE COUNTY. NV B/L#: NV20031370660	Design
C110	46814	2014	04	00	HDR ENGINEERING INC	07/29/15	05/27/16	\$ 87,140.89	\$ -	08-06-15: PERFORM A RISK ANALYSIS UPDATE, PROJECT MANAGEMENT PLAN UPDATE AND FINANCIAL PLAN ANNUAL UPDATE FOR THE I-15 SOUTH CORRIDOR, CARSON CITY, WASHOE AND CLARK COUNTIES. NV B/L#: NVF19851010291	Other
C015	08711	2011	04	00	CH2M HILL	05/17/12	12/31/12	\$ 83,564.22	\$ -	05-17-12: PREPARATION OF PROJECT SCOPING REPORT FOR ELY STORM DRAINAGE, PROJECT 2031 - "US 50 FROM WP MP 66.09 TO WP MP 67.38" IS NECESSARY FOR STANDARD ROAD AND STORM DRAINAGE MAINTENANCE AND SAFETY. LOCATED IN WHITE PINE COUNTY. NV B/L: NV19931065492	Other
C015	16811	2011	01	00	CH2M HILL	05/09/11	05/20/11	\$ 78,686.24	\$ -	FINAL DESIGN AND PREPARATION OF PS&E PACKAGES FOR MULTIPLE PROJECTS AS PART OF THE PROGRAM MANAGEMENT PLAN, STATEWIDE.	Design



C015	06606	2006	00	00	GRADEX CONSTRUCTION COMPANY	03/13/06	08/31/06	\$ 78,221.00	\$ -	REMOVE BULIDINGS, SEPTIC TANKS, FENCES AND TREE, AND PERFORM HYDRO-SEEDING, AND ABANDON WATER SERVICE AND WELLS ON PROPERTY FOR THE CARSON CITY FREEWAY.	Other
C015	17111	2011	01	00	G.C. WALLACE, INC.	06/06/11	12/31/12	\$ 76,100.00	\$ -	06-06-11: PROGRAM MANAGER - PREPARATION OF FINAL DESIGN (STATEWIDE). NV B/L#: NV19721004148	Design
C015	25111	2011	06	01	HDR ENGINEERING INC	03/30/12	12/31/12	\$ 73,341.41	\$ -	AMD 1: EXTEND THE TASK ORDER END DATE FROM 09/21/12 TO 12/31/12 TO COMPLETE THE TASK. COST RISK ASSESSMENT WORKSHOP FOR THE I-15 SOUTH PROJECTS. THE WORKSHOP WILL BE FOR THE STARR AVENUE INTERCHANGE & FOR THE REMAINING CONCEPTUAL LEVEL PROJECTS ALONG THE CORRIDOR, STATEWIDE. NV B/L#: NV19931069904	Other
C015	08711	2011	02	00	CH2M HILL	12/05/11	12/31/12	\$ 72,927.52	\$ -	12-05-11: PREPARATION OF PROJECT SCOPING REPORT FOR SR 593 TROPICANA AVENUE. PROJECT 2026 - "SR 593 CL MP 3.50 TO CL MP 10.85," IS NECESSARYFOR STANDARD ROAD MAINTENANCE. THE SCOPING SERVICES TO BE PERFORMED ARE TO ENABLE COMPLETION OF THE PROJECT. CLARK COUNTY. NV19931065492	Other
C015	17611	2011	01	00	ORTH-RODGERS & ASSOCIATES, INC	10/11/11	12/31/12	\$ 72,841.32	\$ -	10-11-11: ORTH-RODGERS & ASSOCIATES WILL PREPARE AND PROVIDE FINAL DESIGN AND CONTRACT DOCUMENTS FOR PROJECT #2017 - US 50 FROM CH 21.10 TO CH 31.38, CHURCHILL COUNTY. NV B/L#: NV20001460282	Design
C015	17211	2011	01	00	HDR ENGINEERING INC	05/12/11	05/26/11	\$ 71,028.50	\$ -	05-10-11: PREPARATION OF FINAL DESIGN AND CONTRACT PREPARATION FOR PROJECTS #2005 AND #2007 - SR306, AND SR 306 IN LANDER AND EUREKA COUNTIES. NV B/L#: NV19851010291	Design
C015	17211	2011	02	01	HDR ENGINEERING INC	05/11/11	09/30/13	\$ 70,208.13	\$ -	AMD 1 11-27-12: TIME EXTENSION FROM 12-21-12 TO 09-30-13 TO COVER POST DESIGN SERVICES.05-11-11: PREPARATION OF FINAL DESIGN. PERFORM ADDITIONAL FINAL DESIGN AND POST DESIGN WORK FOR PROJECTS #2008 AND #2007 - "SR 306, LA MP 2.31 TO EU MP 0.48" AND "SR 306, EU MP 0.48 TO EU MP 14.78". LANDER AND EUREKA COUNTIES. NV B/L#: NV19851010291	Design
C015	08811	2011	02	00	HDR ENGINEERING INC	04/19/12	12/31/12	\$ 69,993.00	\$ -	04-19-12: PREPARATION OF PROJECT SCOPING REPORT FOR SR 147 - I15 TO LOS FELIZ FOR STANDARD ROAD MAINTENANCE AND SAFETY. AGREEMENT TOTAL = \$500,000.00;TASK ORDER #1 TOTAL = \$44,997.00; TASK ORDER #2 TOTAL = \$69,993.00. CLARK COUNTY. NV B/L#: NV19851010291	Other
C015	17311	2011	01	00	KIMLEY-HORN AND ASSOCIATES INC	09/22/11	12/31/12	\$ 69,173.01	\$ -	PREPARATION OF FINAL DESIGN - TASK ORDER NO.1. SR 157 FROM MILEPOST 0.00 TO 12.30. CLARK COUNTY. NV B/L#: NV19911015458	Design
C015	17811	2011	01	00	PB AMERICAS, INC.	06/06/11	12/31/12	\$ 67,685.44	\$ -	TASK ORDER 1 - PROGRAM MANAGER - PREPARATION OF FINAL DESIGN. STATEWIDE.	Design
C015	17011	2011	01	00	ATKINS NORTH AMERICA, INC.	05/19/11	06/16/11	\$ 66,400.00	\$ -	PREPARATION OF FINAL DESIGN FOR PROGAM MANAGER.	Design
C015	25111	2011	02	01	HDR ENGINEERING INC	09/20/11	09/28/12	\$ 66,313.99	\$ -	AMENDING THE TASK ORDER END DATE FROM 3/31/12 TO 9/28/12. STATEWIDE.	Other
C015	17311	2011	02	00	KIMLEY-HORN AND ASSOCIATES INC	12/13/11	12/31/12	\$ 65,699.81	\$ -	PREPARATION OF FINAL DESIGN OF PROJECT 2008 - US 95 CH MP 37.87 TO CH MP 55.88. CHURCHILL COUNTY.	Design
C015	41913	2013	06	00	HDR ENGINEERING INC	06/17/14	12/31/14	\$ 62,457.43	\$ -	06-17-14: COST RISK ASSESSMENT ON I-15/CC 215 NORTHERN INTERCHANGE, CLARK COUNTY. NV B/L#: NV19851010291	Other
C015	16911	2011	01	00	CA GROUP, INC.	06/09/11	12/31/12	\$ 58,089.77	\$ -	PREPARATION OF FINAL DESIGN - TASK ORDER NO. 1, ELKO COUNTY.	Design
C015	17711	2011	01	00	PARSONS TRANSPORTATION GROUP	05/10/11	05/27/11	\$ 54,428.93	\$ -	TO1 - PREPARATION OF FINAL DESIGN. STATEWIDE.	Design
C015	17411	2011	01	00	THE LOUIS BERGER GROUP INC	05/10/11	05/27/11	\$ 50,626.96	\$ -	TO1 - PREPARATION OF FINAL DESIGN. STATEWIDE.	Design
C015	25111	2011	05	01	HDR ENGINEERING INC	03/19/12	06/28/13	\$ 50,136.03	\$ -	AMD 1 10-24-12: EXTEND TERMINATION DATE FROM 12-20-2012 TO 06-28-2013. 3-19-12: PERFORMING RISK MANAGEMENT FOR MOANA LANE DIVERGING DIAMOND INTERCHANGE AND THE TAHOE BIKE PROJECTS. STATEWIDE. NV B/L#: NV19851010291	Other
C015	08911	2011	02	00	ATKINS NORTH AMERICA, INC.	11/02/11	12/31/12	\$ 48,360.00	\$ -	11-02-11: MILEPOST PROJECT SCOPING / IMPLEMENTATION PLAN. PROJECT 2013- "IR515 / US 95 MILEPOSTS AND EXIT SIGNAGE". CLARK COUNTY. NV B/L#: NV19981347315	Other
C015	17511	2011	02	00	MANHARD CONSULTING LTD	01/04/12	12/31/12	\$ 47,834.65	\$ -	PREPARATION OF FINAL DESIGN - FINAL DESIGN SERVICES FOR PROJECT 2018 -SR 443 BETWEEN WA MP 0.60 AND WA MP 3.60 TO ENABLE COMPLETION OF THE PROJECT. WASHOE COUNTY.	Design
C015	08811	2011	01	00	HDR ENGINEERING INC	04/19/12	12/31/12	\$ 44,997.00	\$ -	04-19-12: PREPARATION OF PROJECT SCOPING REPORT FOR SR 147 - MP CL 34.0 - 42.0 FOR STANDARD ROAD MAINTENANCE AND SAFETY. AGREEMENT TOTAL = \$500,000.00 TASK ORDER #1 TOTAL = \$44,997.00. CLARK COUNTY. NV B/L#: NV19851010291	Other

C015	25111	2011	03	00	HDR ENGINEERING INC	10/05/11	03/31/12	\$ 41,281.15	\$ -	COST RISK ASSESSMENT (CRA) FOR PHASE 2 & 5 OF US-95 NORTHWEST PROJECTS ARE NEEDED TO PREPARE THE ASSOCIATED PROJECT MANAGEMENT & FINANCIAL PLANS NEEDED AS PER NDOT & FHWA REQUIREMENTS. STATEWIDE.	Other
C110	46814	2014	02	01	HDR ENGINEERING INC	04/28/15	08/31/15	\$ 40,966.25	\$ -	AMD 1 07-29-15: INCREASE AUTHORITY BY \$5,649.86 FROM \$35,316.39 TO \$40,966.25 AND EXTEND TERMINATION DATE FROM 7-31-15 TO 8-31-15 DUE TO CHANGING THE REVIEW AND COMMENT ADDRESSING PROCESS FROM A SINGLE-STEP PROCESS TO A MULTIPLE-STEP PROCESS.04-28-15: PERFORM COST RISK ASSESSMENTS AND FINANCIAL PLAN ANNUAL UPDATES ON THE BOULDER CITY BYPASS PHASE 1 AND PHASE 2, CARSON CITY, CLARK, AND WASHOE COUNTIES. NV B/L#: NVF19851010291	CMAR, ICE, Design/Build
C015	13213	2013	02	01	JACOBS ENGINEERING GROUP	10/09/14	12/31/15	\$ 40,560.70	\$ -	AMD 1 12-19-14: EXTEND TERMINATION DATE FROM 12-31-14 TO 12-31-15 TO PROVIDE SERVICES REQUIRED TO ENHANCE AGENCY AND STAKEHOLDER OUTREACH ACTIVITIES AND PROVIDE A BRIEF MEMORANDUM THAT ADDRESSES THE ELIGIBILITY OF HOV SYSTEM IMPROVEMENTS FOR CMAQ FUNDING.10-09-15: UPDATES TO THE 2007 SOUTHERN NEVADA HOV PLAN AND THE EVALUATION OF PHASE 1 HOV SHORT TERM PRIORITIES FOR IMPLEMENTATION IN PROJECT NEON, CLARK COUNTY. NV B/L#: NV20081035082	Other
C015	41913	2013	07	01	HDR ENGINEERING INC	11/18/14	03/31/15	\$ 36,999.54	\$ -	AMD 1 03-11-15: ADJUSTMENT OF LANGUAGE CONTAINED IN ARTICLE III, PARAGRAPH 3.11-18-14: COST RISK ASSESSMENT FOR I-15 NORTH PHASE 2, CARSON CITY, CLARK, AND WASHOE COUNTIES. NV B/L#: NV19851010291	Other
C015	08911	2011	01	00	ATKINS NORTH AMERICA, INC.	11/02/11	12/31/12	\$ 35,260.00	\$ -	11-02-11: PREPARATION OF PROJECT SCOPING REPORT FOR SR 648. PROJECT 2025 - "SR 348 FROM WA MP 0.36 TO WA MP 3.02". WASHOE COUNTY. NV B/L#: NV19981347315	Other
C015	20409	2009	00	00	PBS&J	08/03/09	11/30/09	\$ 35,000.00	\$ -	08-03-09: COMPLETE ARRA DISCRETIONARY GRANT APPLICATIONS, WASHOE COUNTY. NV B/L#: NV19981347315	Other
C015	41913	2013	01	01	HDR ENGINEERING INC	11/22/13	05/30/14	\$ 31,914.84	\$ -	02-21-14: EXTEND THE TERMINATION DATE FROM 02-28-14 TO 05-30-14 DUE TO THE NEED FOR MORE TIME TO COMPLETE THE FINANCIAL PLAN THAN ORIGINALLY ANTICIPATED.11-22-13: UPDATE THE PROJECT MANAGEMENT AND FINANCIAL PLANS FOR THE US95 NORTHWEST PROJECT, CLARK COUNTY. NV B/L#: NV19851010291-R	Other
C015	30812	2012	03	00	STANLEY CONSULTANTS	05/29/13	11/01/14	\$ 31,400.00	\$ -	05-29-13: ICE SERVICES DURING CONSTRUCTION, ELKO COUNTY. NV B/L#: NV1991032584	CMAR, ICE, Design/Build
C015	08711	2011	03	00	CH2M HILL	05/17/12	12/31/12	\$ 31,399.86	\$ -	05-17-12: PREPARATION OF PROJECT SCOPING REPORT FOR MCGILL STORM DRAINAGE, PROJECT 2027 - "US 93 FROM WP MP 65.03 TO WP MP 66.18" IS NECESSARY FOR STANDARD ROAD AND STORM DRAINAGE MAINTENANCE AND SAFETY. LOCATED IN WHITE PINE COUNTY. NV B/L#: NV19931065492	Other
C015	30812	2012	02	00	STANLEY CONSULTANTS	03/28/13	11/01/14	\$ 31,300.00	\$ -	03-28-13: TO PROVIDE ICE SERVICES FOR OPCC #3 AND GMP #2, ELKO COUNTY. NV B/L#: NV19931032584	CMAR, ICE, Design/Build
C015	41913	2013	02	01	HDR ENGINEERING INC	01/24/14	12/31/14	\$ 30,228.36	\$ -	AMD 1 06-30-14: EXTEND TERMINATION DATE FROM 06-30-14 TO 12-31-14 TO PROVIDE PROJECT MANAGEMENT ASSISTANCE.01-24-14: UPDATE THE COST RISK ASSESSMENT AND ANALYSIS FOR BOULDER CITY PHASE 1 TO PROVIDE INFORMATION NEEDED FOR THE FINANCIAL PLAN UPDATE, CLARK COUNTY. NV B/L#: NV19851010291-R	Other
C015	08911	2011	03	00	ATKINS NORTH AMERICA, INC.	11/02/11	12/31/12	\$ 25,400.00	\$ -	11-02-11: NDOT COST ESTIMATING WIZARD MODIFICATIONS FOR PROJECT SCOPING. CARSON CITY. NV B/L#: NV19981347315	Other
C015	12312	2012	00	00	UPRR	05/07/12	12/31/12	\$ 25,000.00	\$ -	05-07-12: ENGINEERING SUPPORT SERVICES FOR THE DESIGN AND CONSTRUCTION OF A NEW GRADE SEPARATION, AND SAFETY UPGRADES TO AN EXISTING GRADE CROSSING, CLARK COUNTY. NV B/L#: NV19691003146	CMAR, ICE, Design/Build
C015	38307	2007	00	00	NORTHERN NEVADA TITLE COMPANY	05/30/07	12/31/12	\$ 20,000.00	\$ -	05-30-07: PROVIDE SECURE STORAGE OF PROPOSAL DOCUMENTATION FOR THE I15 NORTH DESIGN BUILD, CARSON CITY. NV B/L#: NV19791012293	CMAR, ICE, Design/Build
C110	41913	2013	05	00	HDR ENGINEERING INC	07/16/14	09/14/14	\$ 19,656.32	\$ -	07-16-14: PERFORM THE VALUE ENGINEERING STUDY FOR THE CLARK COUNTY I-215 AIRPORT CONNECTOR PHASE 2 PROJECT TO SATISFY FHWA REQUIREMENTS, CLARK COUNTY. NV B/L#: NV19851010291	Other

C015	41913	2013	04	01	HDR ENGINEERING INC	02/26/14	12/31/14	\$ 17,898.72	\$ -	AMD 1 06-30-14: EXTEND TERMINATION DATE FROM 06-30-14 TO 12-31-14 TO PROVIDE PROJECT MANAGEMENT ASSISTANCE.03-04-14: RISK ANALYSIS UPDATE FOR BOULDER CITY BYPASS PHASE 2 AND FINANCIAL PLAN UPDATE FOR BOULDER CITY BYPASS PROJECT, CLARK COUNTY. NV B/L#: NV19851010291-R	Other
C015	17411	2011	02	00	THE LOUIS BERGER GROUP INC	05/25/11	06/30/11	\$ 17,548.02	\$ -	CONDUCT A BOTANICAL STUDY ALONG HIGHWAY US 95 FROM 0.613 MILES NORTH OF SR 160, PAHRUMP VALLEY ROAD, TO 1.3 MILES SOUTH OF AMARGOSA VALLEY JUNCTION IN CLARK COUNTY	Other
C110	46814	2014	01	00	HDR ENGINEERING INC	02/19/15	04/30/15	\$ 16,985.91	\$ -	02-19-15: UPDATE COST RISK ASSESSMENT ON STARR INTERCHANGE, AND UPDATE THE ASSOCIATED FINANCIAL PLAN ANNUAL UPDATE ON THE I-15 SOUTH CORRIDOR, CLARK COUNTY. NV B/L#: NV19851010291	CMAR, ICE, Design/Build
C015	57013	2013	00	00	CASCADE DRILLING LP	11/19/13	12/31/14	\$ 11,580.00	\$ -	11-19-13: TO PROVIDE GEOTECHNICAL DRILLING SERVICES, Q0-002-14, CLARK COUNTY. NV B/L#: NV20091335471	Other
C110	37306	2006	00	00	STANTEC CONSULTING INC	10/19/06	12/31/06	\$ 9,410.00	\$ -	TO PERFORM A PDFS ON US 95 IN NYE COUNTY FOR REHABILITATION (OVERLAY) WORK, NYE COUNTY, NEVADA.	Other
C015	02809	2009	00	00	FHWA-CFL	02/10/09	12/31/10	\$ 1.00	\$ -	REPLACEMENT OF THE SR-157 KYLE CANYON BRIDGE. CLARK COUNTY.	Other
C015	30307	2007	00	00	FISHER SAND AND GRAVEL, INC.	03/19/07	12/31/11	\$ -	\$ -	03-19-07: CONSTRUCTION OF PACKAGE B OF I-580 FREEWAY EXTENSION, WASHOE COUNTY.	Other
C015	31509	2009	00	00	NORTH CARSON CROSSING LLC	10/01/09	07/01/10	\$ -	\$ 20,000.00	REMOVAL OF A PORTION OF A SOUNDWALL ON THE CARSON CITY FREEWAY NEAR COLLEGE PARKWAY IN CARSON CITY.	Other
C015	28412	2012	00	00	GLOBAL ASSETS INTEGRATED, LLC	07/25/12	10/15/12	\$ -	\$ -	07-25-12: TO PROVIDE USE OF THE LANDMARK BUILDING FOR THE TRAINING OF LAW ENFORCEMENT PERSONNEL, CARSON CITY. NV B/L#: NV20051605483	Other
C015	23012	2012	00	00	GRANITE CONSTRUCTION	05/31/12	12/31/12	\$ -	\$ -	05-31-12: TO ESTABLISH A DISPUTES REVIEW TEAM (DRT) TO ASSIST IN THE RESOLUTION OF ANY DISPUTES ARISING OUT OF THE I 90 DESIGN BUILD PROJECT, WASHOE COUNTY. NV B/L#: NV19631001612	CMAR, ICE, Design/Build
C110	55005	2005	00	00	SOUTHERN HIGHLANDS DEV CORP	03/18/05	12/31/05	\$ -	\$ 610,214.00	TO ACCELERATE THE DESIGN OF THE ST. ROSE PARKWAY PHASE 2A IN CLARK COUNTY.	Design

<input checked="" type="checkbox"/>				SUBJECT	STATUS	DUE DATE	MIN FOLDER	
<input type="checkbox"/>				Item 01: Contractor Prequalification (September and Ma...	In Progress	Mon 9/14/2015	1N...	
<input type="checkbox"/>				Item 02: New Construction Agreements (June and Dece...	In Progress	Mon 12/14/2015	1N...	
<input type="checkbox"/>				Item 03: NDOT DBE Process	In Progress	Mon 9/14/2015	1N...	
<input type="checkbox"/>				Item 04: Change orders CMAR Projects	In Progress	Mon 9/14/2015	2N...	
<input type="checkbox"/>				Item 05: As-Builts	In Progress	Mon 9/14/2015	1N...	
<input type="checkbox"/>				Item 07: Unbalanced Bidding	In Progress	Mon 9/14/2015	2N...	

## NDOT Contractor Prequalification

A contractor is qualified to bid on Nevada Department of Transportation (NDOT) advertised work based on the contractor's financial status and ability to perform the work. The NDOT prequalification process was developed based on the following Applicable Codes, Statutes and Policies:

- 23 CFR, Chapter I, Subchapter G, Part 635
- NRS 408.333
- TP 1-2-6, revised August 8, 2012

### Determination of Bidding Capacity

Bidding capacity is determined through an evaluation of the contractor's financial condition, at the time of application; company experience; volume of business; and an average of the past three year NDOT Confidential Past Performance reports.

1. Financial Condition computation:  
current assets – current liabilities + letters of credit + other cash or other considerations as indicated on a financial statement.
2. Company Experience (not to exceed 4 points):  
1.0 point for each year of experience as a company in this field  
0.5 point for each year of related occupations  
0.5 point for each year of experience under another business name
3. Volume of Business (not to exceed 3 points)  
0.5 point for each million dollars of business conducted in the past 5 years
4. Past Performance Rating (range from minimum of -7 points to maximum of 3 points)  
-7 points for an average rating between 0 and 49  
-6 points for an average rating between 50 and 55  
-5 points for an average rating between 56 and 59  
-4 points for an average rating between 60 and 65  
0 points for an average rating between 66 and 70  
1 point for an average rating between 71 and 80  
2 points for an average rating between 81 and 90  
3 points for an average rating between 91 and 100

### Bidding Capacity Calculation:

Prequalification base (1. Financial Condition) multiplied by an increase factor (sum of 2. Company Experience, 3. Volume of Business and 4. Past Performance Rating – not to exceed a total of 10 points).

For example:

Prequalification Base		\$2,200,000.00
Increase Factor:		
15 years of Experience	4 points	
\$6 million in volume	3 points	
Average Past Performance Rating 90%	3 points	
		x 10
Total Bidding Capacity:		\$22,000,000.00

### Factors for Disqualification

- Material Breach of Contract for a Public Work over \$25,000,000.00
- An average NDOT past performance rating of 65% or less for the last three years (at the discretion of the Director)
- Debarment or Suspension
- Suspension of the Nevada State Contractor's License

Contractor Prequalification Process  
Steering Committee Minutes  
August 17, 2015

Present: Jenny Eyerly, Thor Dyson, Sharon Foerschler, Mary Gore and Reid Kaiser

At the request of the Construction Working Group, a Contractor Prequalification Steering Committee has been established to review the program to see if it is need of revision. The current process was formalized by a Transportation Policy (TP) signed by Director Martinovich dated August 8, 2012. The previous TP was signed by Rudy Mareno, NDOT's Assistant Director, Administration back on September 11, 1990.

Discussions at this meeting were as follows:

- This subject comes up periodically at the Resident Engineers (RE) Meeting, they are frustrated with the Contractor Past Performance Ratings and have requested they ask more relevant questions. It was agreed the steering committee would create new questions that the RE answers that are more applicable to the RE's interaction with the contractor. The suggested questions will deal with items such as: 1) safety, 2) stormwater, 3) timeliness of payroll submittal, 4) schedule, 5) quality, 6) performance.
- Due to the fact that this form does not affect subcontractors, prime contractors and subcontractors will be considered a team and rated together.
- Financial, company experience and volume of work are very important to this process and will not change.

Our next meeting is scheduled for Wednesday, October 7 at 2 pm.

# CFR: TITLE 23 HIGHWAYS

## §635.110 Licensing and qualification of contractors.

(a) The procedures and requirements a STD proposes to use for qualifying and licensing contractors, who may bid for, be awarded, or perform Federal-aid highway contracts, shall be submitted to the Division Administrator for advance approval. Only those procedures and requirements so approved shall be effective with respect to Federal-aid highway projects. Any changes in approved procedures and requirements shall likewise be subject to approval by the Division Administrator.

(b) No procedure or requirement for bonding, insurance, prequalification, qualification, or licensing of contractors shall be approved which, in the judgment of the Division Administrator, may operate to restrict competition, to prevent submission of a bid by, or to prohibit the consideration of a bid submitted by, any responsible contractor, whether resident or nonresident of the State wherein the work is to be performed.

(c) No contractor shall be required by law, regulation, or practice to obtain a license before submission of a bid or before the bid may be considered for award of a contract. This, however, is not intended to preclude requirements for the licensing of a contractor upon or subsequent to the award of the contract if such requirements are consistent with competitive bidding. Prequalification of contractors may be required as a condition for submission of a bid or award of contract only if the period between the date of issuing a call for bids and the date of opening of bids affords sufficient time to enable a bidder to obtain the required prequalification rating.

(d) Requirements for the prequalification, qualification or licensing of contractors, that operate to govern the amount of work that may be bid upon by, or may be awarded to, a contractor, shall be approved only if based upon a full and appropriate evaluation of the contractor's capability to perform the work.

(e) Contractors who are currently suspended, debarred or voluntarily excluded under 49 CFR part 29 or otherwise determined to be ineligible, shall be prohibited from participating in the Federal-aid highway program.

(f) In the case of a design-build project, the STDs may use their own bonding, insurance, licensing, qualification or prequalification procedure for any phase of design-build procurement.

(1) The STDs may not impose statutory or administrative requirements which provide an in-State or local geographical preference in the solicitation, licensing, qualification, pre-qualification, short listing or selection process. The geographic location of a firm's office may not be one of the selection criteria. However, the STDs may require the successful design-builder to establish a local office after the award of contract.

(2) If required by State statute, local statute, or administrative policy, the STDs may require prequalification for construction contractors. The STDs may require offerors to demonstrate the ability of their engineering staff to become licensed in that State as a condition of responsiveness; however, licensing procedures may not serve as a barrier for the consideration of otherwise responsive proposals. The STDs may require compliance with appropriate State or local licensing practices as a condition of contract award.

[56 FR 37004, Aug. 2, 1991, as amended at 67 FR 75925, Dec. 10, 2002]

**NRS 408.333 Bids and bidders: Experience and financial ability; disqualification; hearing upon disqualification; appeal of decision.** Except as otherwise provided in NRS 408.367 or 408.3875 to 408.3887, inclusive:

1. Before furnishing any person proposing to bid on any advertised work with the plans and specifications for such work, the Director shall require from the person a statement, verified under oath, in the form of answers to questions contained in a standard form of questionnaire and financial statement, which must include a complete statement of the person's financial ability and experience in performing public work and any other comparable experience.

2. Such statements must be filed with the Director in ample time to permit the Department to verify the information contained therein in advance of furnishing proposal forms, plans and specifications to any person proposing to bid on the advertised public work, in accordance with the regulations of the Department.

3. Whenever the Director is not satisfied with the sufficiency of the answers contained in the questionnaire and financial statement, the Director may refuse to furnish the person with plans and specifications and the official proposal forms on the advertised project. If the Director determines that the person has, within the preceding year, materially breached a contract for a public work for which the cost exceeds \$25,000,000, the Director shall refuse to furnish the person with plans and specifications and the official proposal forms on the advertised project. Any bid of any person to whom plans and specifications and the official proposal forms have not been issued in accordance with this section must be disregarded, and the certified check, cash or undertaking of such a bidder returned forthwith.

4. Any person who is disqualified by the Director, in accordance with the provisions of this section, may request, in writing, a hearing before the Director and present again the person's check, cash or undertaking and such further evidence with respect to the person's financial responsibility, organization, plant and equipment, or experience, as might tend to justify, in his or her opinion, issuance to him or her of the plans and specifications for the work.

5. Such a person may appeal the decision of the Director to the Board no later than 5 days before the opening of the bids on the project. If the appeal is sustained by the Board, the person must be granted the rights and privileges of all other bidders.

(Added to NRS by 1957, 682; A 1979, 1772; 1987, 1805; 1989, 1304; 1999, 3488; 2001, 2022; 2003, 119; 2011, 53; 2013, 564, 1398)



**STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION**

**CONFIDENTIAL PAST PERFORMANCE REPORT  
CONTRACTORS AND SUBCONTRACTORS**

**INSTRUCTIONS:** Upon completion of a contract this form must be filled out by the Resident Engineer and the District Engineer and then forwarded directly to the Construction Office. In the event there is a change of personnel (RE or DE), fill out this form and submit it as indicated above.

Check One:

PRIME CONTRACTOR       SUBCONTRACTOR       SPECIALTY CONTRACTOR

Date of Report: \_\_\_\_\_ Directors Acceptance Date: \_\_\_\_\_

Contract No.: \_\_\_\_\_ Project No.: \_\_\_\_\_

Description: \_\_\_\_\_

Contractor: \_\_\_\_\_

Address: \_\_\_\_\_

Amount of Work: \$ \_\_\_\_\_ Type of Work: \_\_\_\_\_

**ANSWER ALL QUESTIONS 1 THROUGH 13 USING THE FOLLOWING PERCENTAGES:**

- |                 |                    |                                       |
|-----------------|--------------------|---------------------------------------|
| Poor.....0-60%  | Average.....71-80% | Very good or<br>excellent.....91-100% |
| Fair.....61-70% | Good.....81-90%    |                                       |

**GROUP 1- COOPERATION**

Note: Each question has a maximum value of 100 percent. Group 1 Rating is the average of total values.

To what degree was the contractor cooperative with:

- |  |       |   |
|--|-------|---|
| 1. The Department?.....  | _____ | % |
| 2. County and Municipal Officials?.....  | _____ | % |
| 3. Adjacent property owners, considerate of their rights (ingress & egress, noise & dust)? | _____ | % |
| 4. Providing protection for the public?.....   | _____ | % |
| 5. Equal employment opportunity requirement?.....  | _____ | % |
| 6. Safety requirement?.....  | _____ | % |
| 7. Others?.....  | _____ | % |
| (a) .....  | _____ | % |
| <b>GROUP 1 RATING (Maximum 100 %)</b> ...  | _____ | % |

**GROUP 2 - FURNISHING AND ORGANIZING THE JOB**

Note: Each question has a maximum value of 100 percent. Group 2 Rating is the average of total values.

To what degree was the contractor:

- |  |       |   |
|--|-------|---|
| 8. Properly supervising the job?.....                | _____ | % |
| 9. Properly manning the job?.....                    | _____ | % |
| 10. Properly equipping the job?.....                 | _____ | % |
| 11. Maintaining consistent progress on the job?..... | _____ | % |
| Organizing the job?.....                             | _____ | % |
| 12. Others?.....                                     | _____ | % |
| (a).....   | _____ | % |
| <b>GROUP 2 RATING (Maximum 100 %)</b> ...            | _____ | % |

**GROUP 3 - QUALITY OF WORK**

Note: Each question has a maximum value of 100 percent. Group 3 Rating is the average of total values.

To what degree was the contractor:

13. Maintaining the quality of work?..... \_\_\_\_\_ %  
GROUP 3 RATING (Maximum 100%)... \_\_\_\_\_ %

RE REMARKS (Mandatory) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

AVERAGE OF TOTAL VALUES (GROUPS 1, 2, AND 3 MAXIMUM 100 PERCENT) \_\_\_\_\_ %

\_\_\_\_\_  
RESIDENT ENGINEER

DATE \_\_\_\_\_

DISTRICT REMARKS \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
DISTRICT ENGINEER

DATE \_\_\_\_\_

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

August 8, 2012

TP 1-2-6

Approved



CONTRACTOR PREQUALIFICATION

1. PURPOSE

To establish procedures for qualifying contractors to bid on Department of Transportation contracts which have an estimated engineer's estimate of \$250,000 or more.

2. POLICY

Pursuant to NRS 408.333 the Department of Transportation prior to furnishing plans and specifications to any contractor proposing to bid on any duly advertised work will determine the contractor's financial ability and experience in performing work of a similar nature.

3. SCOPE

This TP is applicable to prime contractors who wish to bid for work involving construction or maintenance of the highways and facilities of the Department of Transportation. Contractors supplying materials only are excluded from this requirement.

4. RESPONSIBILITY

- a. The Administrative Services Division is responsible for:
  - (1) Initiation and revision of this TP.
  - (2) Providing administrative support to accomplish the prequalification process.
- b. The Accounting Division is responsible for providing accounting support to accomplish the prequalification process.
- c. The District and Resident Engineers are responsible for completing the Confidential Past Performance Report.

5. DEFINITIONS

- a. Prequalification                      The determinations that a contractor is qualified to bid on Department of Transportation advertised work, based on the contractor's financial status and ability to perform the work.
- b. Bidding Capacity                      The dollar amount of contract work that the Department of Transportation considers a contractor to be capable of performing.

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

August 8, 2012

TP 1-2-6

6. BASIC REQUIREMENTS

- a. Contractors will be required to provide only that information needed for prequalification.
- b. The standard forms will provide for verification under oath of the answers to questions contained therein.
- c. A contractor shall be qualified for a specified dollar amount of bidding capacity, a specified type of work, and a specific period of time.
- d. A contractor whose bidding capacity is in excess of \$25,000,000 will be classified as having "unlimited" bidding capacity for prequalification purposes.
- e. Since equipment may be rented, leased, or borrowed from a variety of sources, the capability for performing contracts will not be based solely on ownership of required equipment or current full-use of owned equipment. The contractor will be required to list only the following in relation to equipment:
  - (1) General description and capacity
  - (2) Quantity
  - (3) Book Value

7. PROCEDURE

- a. The Administrative Services Officer will:
  - (1) Pursuant to NRS 408.333 develop a standard questionnaire and financial statement that a potential bidder may use to present the firm's experience and financial status.
  - (2) Make the standard prequalification form readily available to all prospective bidders.
  - (3) Ensure that prequalification statements and related financial information are not more than nine months old on the date of filing of the statements.
  - (4) Ensure that the duration of any qualification does not exceed one year plus the time to the end of that fiscal quarter. Extension of prequalification may be granted up to ninety days beyond the above limit.
  - (5) If notified that two or more contractors want to bid on a joint venture basis, provide the contractors with Form NDOT 070-037 "Statement of Joint Venture."

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

August 8, 2012

TP 1-2-6

- (6) Ensure that the Contractor's Statement of Experience and Financial Condition Form NDOT 070-005 is properly notarized.
- (7) Return the Contractor's Statement of Experience and Financial Condition Form NDOT 070-005 to the originator if it is incomplete or improperly prepared.
- (8) Maintain Evaluation Form NDOT 070-020 "Contractor Prequalification" contain the following information:
  - (a) NDOT past performance ratings for the current year and the last two years.
  - (b) Average past performance ratings for the last three years:

An average rating of 65% or less by the Resident Engineer and the District Engineer may disqualify a contractor from prequalification for bidding on future jobs as a prime contractor.

When the average past performance ratings are 65% or less, the prequalification application will be referred to the Director for review.
- (9) Compute the increase factor which will be based upon company experience, volume of business in the past five years, and average past performance rating for the last three years as follows:
  - (a) Company experience not to exceed four points.

1.0 point - for each year's experience as a company in this field.

0.5 point - for each year of related occupations.

0.5 point - for each year of experience under another business name.
  - (b) Volume of business not to exceed three points.

0.5 point - for each million dollars of business conducted in the past five years.
  - (c) Average of past three year performance rating not to exceed three points.

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

August 8, 2012

TP 1-2-6

For average rating between:	0 and 49	-7 points
	50 and 55	-6 points
	56 and 59	-5 points
	60 and 65	-4 points
	66 and 70	0 point
	71 and 80	1 point
	81 and 90	2 points
	91 and 100	3 points

The total number of points creditable to a contractor will be the increase factor.

- (10) Enter onto Form NDOT 070-020 NDOT bidding capacities for the company for the two years previous to the current year, if available.
- (11) Route Form NDOT 070-020 with current financial statements of the contractor to the Chief Accountant for completion of the form.
- (12) Advise prospective bidders in writing of prequalification or non-qualification as soon as possible. If time is of the essence, initial notification may be by telephone. The written notification of prequalification will include:
  - (a) The type of work the applicant is eligible to bid on.
  - (b) The dollar amount of the contractor's bidding capacity and that the contractor can bid up to the top of the contract cost range the bidding capacity falls within.
  - (c) The expiration date of prequalification.
- (13) Ensure the list of qualified bidders who purchased Plans, Specifications and Proposal forms for bidding purposes does not contain:
  - (a) A Contractor who is not prequalified.
  - (b) A Contractor whose bidding capacity is not within or above the contract cost range of the forthcoming contract.
- (14) Not accept a bid from a contractor whose bidding capacity is below the advertised contract cost range of the forthcoming contract.
- (15) Establish a revised bidding capacity for a contractor when there is a significant change because of new Performance Reports, new financial information, new Notice of Credit Accommodations, or other relevant material. Notify the contractor whose bidding capacity is changed and

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

August 8, 2012

TP 1-2-6

include the reasons for the changed bidding capacity and the new bidding capacity.

- (16) Maintain a file that includes up to five years of the following documentation for each contractor who applies for prequalification.
  - (a) Incoming correspondence and forms relative to prequalification.
  - (b) Outgoing correspondence and forms relative to prequalification.
  - (c) Completed Form NDOT 070-020, Contractor Prequalification.
- (17) Submit prequalification applications that are questionable to the Assistant Director, Administration, for prior approval.

b. The Chief Accountant will:

- (1) Summarize the contractor's financial information and compute the current bidding capacity by input into an electronic system using Form NDOT 070-020 and "Notice of Credit Accommodations" Form NDOT 070-033.

Proposed or actual lines of credit will only be accepted on "Notice of Credit Accommodations" Form NDOT 070-033.

- (2) Compute bidding capacity as follows:
  - (a) Current assets - current liabilities + letters of credit + other cash or other considerations as indicated on financial statement = prequalification base.
  - (b) Prequalification base X increase factor = contractor bidding capacity.
- (3) Compute the bidding capacity of a joint venture by adding the prequalified amounts of all prime contractors involved in the joint venture.
- (4) Return the completed Form NDOT 070-020 and associated material to the Administrative Services Officer for further processing.

c. The Resident Engineer of the job and the District Engineer of the District in which the job is done will:

- (1) Prepare the Confidential Past Performance Reports Forms 040-044 taking into consideration the following aspects of the contractor's performance:
  - (a) Completing work within contract period.

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

August 8, 2012

TP 1-2-6

- (b) Quality of work.
  - (c) Cooperation with the Department of Transportation, County and Municipal Officials and others.
  - (d) Relations with the public.
  - (e) Labor relations and minority compliance.
  - (f) Compliant with safety and other regulations.
  - (g) Availability of equipment.
- (2) Rate prime contractor. Subcontractors performing at least 1% or \$50,000.00 of the original contract amount of work on the contract will also be rated.
- (2) Mark "Privileged Information" or "Confidential" on the envelope and mail all Past Performance Reports directly to the Construction Engineer, Headquarters, Carson City. The Construction Engineer will forward the reports to Administrative Services for further processing.
- (3) Ensure that all Past Performance Reports are mailed to Headquarters no later than two weeks after the contract acceptance date.

END



## Kaiser, Reid G

---

**From:** Gore, Mary  
**Sent:** Friday, August 21, 2015 3:42 PM  
**To:** Kaiser, Reid G; Eyerly, Jennifer L; Dyson, Thor A; Foerschler, Sharon L  
**Subject:** Contractor Prequalification Steering Committee - TP 1-2-6  
**Attachments:** TP 1-2-6 dated 9-11-90.pdf

Good Afternoon,

As a follow up to the meeting earlier this week on Contractor Prequalification, attached is an older version of TP 1-2-6 dated 9/11/90. I'm still searching for others, but in the meantime, attached is the version from 1990.

Thanks,  
Mary Gore  
Administrative Services Officer  
Nevada Department of Transportation  
1263 S. Stewart St., #101  
Carson City, NV 89712  
Ph (775) 888-7458



STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

September 11, 1990

TP 1-2-6

Approved  CONTRACTOR PREQUALIFICATION

1. PURPOSE

To establish procedures for qualifying contractors to bid on Department of Transportation contracts.

2. POLICY OR STATUTORY REQUIREMENT

Pursuant to NRS 408.333 and FHWA Federal-aid Highway Program Manual Vol. 6, Chapter 4, Section 1, Subsection 6, Paragraph 8, the Department of Transportation prior to furnishing plans and specifications to any contractor proposing to bid on any duly advertised work will determine the contractor's financial ability and experience in performing work of a similar nature.

3. SCOPE

This TP is applicable to prime contractors who wish to bid for work involving construction or maintenance of the highways and facilities of the Department of Transportation. Contractors supplying materials only are excluded from this requirement.

4. RESPONSIBILITY

- a. The Administrative Services Division is responsible for:
  - (1) Initiation and revision of this TP.
  - (2) Providing administrative support to accomplish the prequalification process.
- b. The Accounting Division is responsible for providing accounting support to accomplish the prequalification process.
- c. The District and Resident Engineers are responsible for completing the Confidential Past Performance Report.

5. DEFINITIONS

- a. Prequalification - The determinations that a contractor is qualified to bid on Department of Transportation advertised work, based on the contractor's financial status and ability to perform the work.
- b. Bidding Capacity - The dollar amount of contract work that the Department of Transportation considers a contractor to be capable of performing.

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

September 11, 1990

TP 1-2-6

6. BASIC REQUIREMENTS

- a. Contractors will be required to provide only that information needed for prequalification.
- b. The standard forms will provide for verification under oath of the answers to questions contained therein.
- c. A contractor shall be qualified for a specified dollar amount of bidding capacity, a specified type of work, and a specific period of time.
- d. A contractor whose bidding capacity is in excess of \$25,000,000 will be classified as having "unlimited" bidding capacity for prequalification purposes.
- e. Since equipment may be rented, leased, or borrowed from a variety of sources, the capability for performing contracts will not be based solely on ownership of required equipment or current full-use of owned equipment. The contractor will be required to list only the following in relation to equipment:
  - (1) General description and capacity
  - (2) Quantity
  - (3) Book Value

7. PROCEDURES

- a. The Administrative Services Officer will:
  - (1) Pursuant to NRS 408.333 and FHWA Federal-aid Highway Program Manual Vol. 6, Chapter 4, Section 1, Subsection 6, Paragraph 8, develop a standard questionnaire and financial statement that a potential bidder may use to present the firm's experience and financial status.
  - (2) Make the standard prequalification form readily available to all prospective bidders.
  - (3) Insure that prequalification statements and related financial information are not more than nine months old on the date of filing of the statements.
  - (4) Insure that the duration of any qualification does not exceed one year plus the time to the end of that fiscal quarter. Extension of prequalification may be granted up to ninety days beyond the above limit.

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

September 11, 1990

TP 1-2-6

- (5) If notified that two or more contractors want to bid on a joint venture basis, provide the contractors with Form NDOT 070-037 "Statement of Joint Venture."
- (6) Insure that the Contractor's Statement of Experience and Financial Condition Form NDOT 070-005 is properly notarized.
- (7) Return the Contractor's Statement of Experience and Financial Condition Form NDOT 070-005 to the originator if it is incomplete or improperly prepared.
- (8) Evaluation Form NDOT 070-020 "Contractor Prequalification" must contain the following information:
  - (a) NDOT past performance ratings for the current year and the last four years.
  - (b) Average past performance ratings for the last five years:

An average rating of 65% or less by the Resident Engineer and the District Engineer may disqualify a contractor from prequalification for bidding on future jobs as a prime contractor.

When the average past performance ratings are 65% or less, the prequalification application will be referred to the Director for review.
- (9) Compute the increase factor which will be based upon company experience, volume of business in the past five years, and average past performance rating for the last five years as follows:
  - a) Company experience not to exceed four points.
    - 1.0 point - for each year's experience as a company in this field.
    - 0.5 point - for each year of related occupations.
    - 0.5 point - for each year of experience under another business name.
  - b) Volume of business not to exceed three points.
    - 0.5 point - for each million dollars of business conducted in the past five years.

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

September 11, 1990

TP 1-2-6

- c) Average of past 5-year performance rating not to exceed three points.

For average rating between:	0 and 49	-7 points
	50 and 55	-6 points
	56 and 59	-5 points
	60 and 65	-4 points
	66 and 70	0 point
	71 and 80	1 point
	81 and 90	2 points
	91 and 100	3 points

The total number of points creditable to a contractor will be the increase factor.

- (10) Enter onto Form NDOT 070-020 NDOT bidding capacities for the company for the four years previous to the current year, if available.
- (11) Route Form NDOT 070-020 with current financial statements of the contractor to the Chief Accountant for completion of the form.
- (12) Advise prospective bidders in writing of prequalification or non-qualification as soon as possible. If time is of the essence, initial notification may be by telephone. The written notification of prequalification will include:
- (a) The type of work the applicant is eligible to bid on.
  - (b) The dollar amount of the contractor's bidding capacity.
  - (c) The expiration date of prequalification.
- (13) Insure that Plans, Specifications and Proposal forms for bidding purposes are not provided to:
- (a) Contractors who are not prequalified.
  - (b) Contractors whose bidding capacity is less than the engineer's estimate of the forthcoming contract.
- (14) Not accept bids from contractors whose bidding capacity is less than the engineer's estimate of the forthcoming contract.
- (15) Insure that a "Notice to Contractors" is mailed to each contractor that is currently on the prequalified list each time an announcement is made that bid proposals will be received by the Department of Transportation.

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

September 11, 1990

TP 1-2-6

- (16) Establish a revised bidding capacity for a contractor when there is a significant change because of new Performance Reports, new financial information, new Notice of Credit Accommodations, or other relevant material. Notify the contractor whose bidding capacity is changed and include the reasons for the changed bidding capacity and the new bidding capacity.
  - (17) Maintain a file that includes the following for each contractor who applies for prequalification.
    - (a) All original incoming correspondence and forms relative to prequalification.
    - (b) A copy of all outgoing correspondence and forms relative to prequalification.
    - (c) Completed Form NDOT 070-020, Contractor Prequalification.
  - (18) Submit prequalification applications that are questionable to the Assistant Director, Administration, for prior approval.
  - (19) Submit a monthly report of prequalification actions to the Director.
- b. The Chief Accountant will:
- (1) Summarize the contractor's financial information and compute the current bidding capacity using Form NDOT 070-020 and "Notice of Credit Accommodations" Form NDOT 070-033.

Proposed or actual lines of credit will only be accepted on "Notice of Credit Accommodations" Form NDOT 070-033.
  - (2) Compute bidding capacity as follows:
    - (a) Current assets - current liabilities + letters of credit + other cash or other considerations as indicated on financial statement = prequalification base.
    - (b) Prequalification base X increase factor = contractor bidding capacity.
  - (3) Compute the bidding capacity of a joint venture by adding the prequalified amounts of all prime contractors involved in the joint venture.
  - (4) Return the completed Form NDOT 070-020 and associated material to the Administrative Services Officer for further processing.

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

September 11, 1990

TP 1-2-6

- c. The Resident Engineer of the job and the District Engineer of the District in which the job is done will:
- (1) Prepare the Confidential Past Performance Reports Forms NDOT 040-043 and 040-044 taking into consideration the following aspects of the contractor's performance:
    - (a) Completing work within contract period.
    - (b) Quality of work.
    - (c) Cooperation with the Department of Transportation.
    - (d) Relations with the public.
    - (e) Labor relations and minority compliance.
    - (f) Cooperation.
    - (g) Availability of equipment.
  - (2) Prepare ratings independently of each other. None of the raters will be at liberty to review other ratings.
  - (3) Rate prime contractor. Subcontractors performing at least 15% or \$50,000.00 of the original contract amount of work on the contract will also be rated.
  - (4) Mark "Privileged Information" on the envelope and mail all Past Performance Reports directly to the Construction Engineer, Headquarters, Carson City. The Construction Engineer will forward the reports to Administrative Services for further processing.
  - (5) Insure that all Past Performance Reports are mailed to Headquarters no later than two weeks after the contract acceptance date.

END

## Kaiser, Reid G

---

**Subject:** Item 04: Change orders CMAR Projects  
**Start Date:** Monday, March 02, 2015  
**Due Date:** Monday, September 14, 2015

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

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

**Owner:** Kaiser, Reid G

September 14, 2015:

Below is a list of all the active CMAR contracts. There have been no change orders in the last 3 months on NDOT's CMAR Projects.

CMAR contracts

3614 - Verdi Bridges

EA73824 - Tropicana Escalators



**NDOT/Industry Liaison Meeting**  
**10:00 a.m. – 12:00 p.m., Tuesday, June 16, 2015**  
**AGC Office – 5400 Mill Street, Reno**

**AGENDA**

1. Introductions
2. Review of minutes from the March 3, 2015 meeting
3. Labor Commissioner – Shannon Chambers
  - a. Owner/operator issues
  - b. Service Providers
4. Legislative Recap
5. Future Projects
  - a. Federal Funding
  - b. State Funding
    - i. GST Revenue
6. EPA/Stormwater Update
  - a. Stormwater Advisory Committee
7. NOA/Erionilite
8. Southern Nevada NDOT Industry Meeting Update
9. Staff Update
10. Confirm Meeting Dates
  - a. 10:00 a.m., Tuesday, September 8, 2015 – AGC Office
  - b. 10:00 a.m., Tuesday, December 8, 2015 – AGC Office
11. Open Discussion
12. Adjourn

Rich Buenting Co-Chair  
Reid Kaiser Co-Chair  
Jeanette Belz  
Thor Dyson  
Scott Hiatt  
Bill Hoffman

Kyle Larkin  
Kevin Lee  
Rudy Malfabon  
Marc Markwell  
Mary Martini  
John Madole

Lance Semenko  
John Terry  
Tracy Larkin-Thomason  
Bill Wellman

**NDOT/Industry Liaison Meeting**  
**12:00-1:30 p.m., Tuesday, March 3, 2015**  
**AGC Office – 5400 Mill Street, Reno**

**DRAFT MINUTES**

1. Meeting was called to order by Co-Chairs Rich Buenting and Reid Kaiser at 12:02 p.m. Those present introduced themselves, which included, Tracy Larkin-Thomason, John Terry, Reid Kaiser, Scott Hiatt, Rich Buenting, Bill Wellman, Jeanette Belz, Lance Semenko, Kevin Linderman, Marc Markwell, John Madole and Craig Madole.
2. The minutes from the December 9, 2014 meeting were reviewed, corrected and approved.
3. Mr. Kaiser provided an update on NDOT's partnering program. The 2014 specifications have language for use of Dispute Resolution Teams (DRT). All projects over \$10 million will be professionally mediated. The Dispute Resolution Board in Seattle has agreed to provide training to NDOT DRT participants. NDOT is currently reaching out to the industry to identify members to participate. NDOT is still determining how panels are to be established.
4. Mr. Kaiser provided an update on the Materials Working Group. NDOT is studying Percent within Limits (PWL). The construction division is working with the University of Nevada, Reno to define a process for materials. The process would allow the Resident Engineer decision making authority. The PWL will take three items into consideration: oil content, degradation and density. NDOT is planning on implementing this process into one project in each district within the next two years. Draft specifications are anticipated for review in April. The specifications will be distributed to both the Materials Working Group and AGC for review. The AGC/Materials Working Group met last month. Warm mix asphalt will be placed in test sections in Washoe Valley to determine the benefit of warm mix design. NDOT is looking to set a price for millings. The price will be set per ton for all districts to sell excess millings. Contracts will define grindings used on specific projects.
5. Ms. Larkin-Thomason provided an update on future projects and funding. Currently, federal funding expires in May without Congressional action. NDOT is anticipating a short term solution. Fuel tax revenues have increased 1.25% in a year over year comparison in Nevada. NDOT has approximately \$27 million still to be committed in 2015. Approximately \$100 million is still available for Project NEON right of way acquisition. Collectively, \$120 million is projected to be spent on projects. Mr. Terry reviewed the list of projects for Northern Nevada. NDOT will pursue allowing printouts of electronic bids under exceptional

circumstances. A brief discussion was held on electronic bidding and potential downtime impact on the system. Prior to bids being released, NDOT will continue to ensure the electronic bid system is robust enough.

6. Mr. Kaiser provided an update on the 2015 Legislative Session. NDOT is currently tracking 44 bills. NDOT will oppose introduced legislation to raise the speed limit.
7. Mr. Kaiser updated the committee on EPA/Stormwater compliance issues. NDOT has received a consent decree from the EPA. Current plans are to have stormwater addressed on all NDOT projects. Contractors will assign a water pollution control manager and be allowed to control the position internally. Training will be required after May 1, 2015 for contractors. Reciprocity will not be allowed from other states offering similar training.
8. Ms. Larkin-Thomason provided an update on the Contract Compliance/DBE Task Force. All states have the same good faith effort requirements. Non-attainment of DBE Goals may cause NDOT to withhold 10% of the DBE commitment. Other penalties may also be enforced for lack of DBE attainment. NDOT will be holding a DBE working group meeting to cover changes and penalties of the DBE program. A recent Labor Commissioner ruling stated that owner operators of trucking companies must report certified payroll. The federal government does not have this requirement. NDOT is working on forms to assist owner/operators to report prevailing wage on projects. Copies of the draft forms were provided to those in attendance.
9. Those in attendance were reminded of the following meeting dates:
  - a. 10:00 a.m., Tuesday, June 9, 2015 – AGC Office
  - b. 10:00 a.m., Tuesday, September 8, 2015 – AGC Office
  - c. 10:00 a.m., Tuesday, December 8, 2015 – AGC Office
10. There being no further business, the meeting was adjourned at 1:30 p.m.

Rich Buenting Co-Chair  
Reid Kaiser Co-Chair  
Jeanette Belz  
Thor Dyson  
Scott Hiatt  
Bill Hoffman  
Kyle Larkin

Kevin Lee  
Rudy Malfabon  
Marc Markwell  
Mary Martini  
John Madole  
Lance Semenko  
John Terry

Tracy Larkin-Thomason  
Bill Wellman

Also Present:  
Craig Madole  
John Madole



## PUBLIC WORKS

1120 Airport Rd., Bldg. F-2, Minden, Nevada 89423

Carl Ruschmeyer, P.E.  
DIRECTOR

775-783-6480

FAX: 775-782-6268

website: [www.douglascountynv.gov](http://www.douglascountynv.gov)

Water/Sewer Utility  
Road Maintenance  
Bldg. & Fleet Services

May 20, 2014

Dave Bristol  
KG Walters Construction Company  
9945 N. Virginia St  
Reno, NV 89506

**RE: Zephyr Water Utility District UV Disinfection Upgrades PWP-DO-2013-179  
Davis-Bacon/Nevada Prevailing Wage Compliance**

Dear Mr. Bristol:

After reviewing 29 CFR §3, 5, and 541; NRS 338; and the contract documents, it has been determined KG Walters has not demonstrated compliance with the Davis-Bacon Act and Nevada's Prevailing Wage requirements due to the following deficiencies:

1. Certified payroll reports, including non-performance reports, have not been submitted on a weekly basis for those workers<sup>1</sup> engaged in covered work, specifically those employed by TESCO Controls.

Covered work includes any work completed by "workers whose duties are manual or physical in nature (including those workers who use tools or who are performing the work of a trade" [29 CFR §5.2(m)]. Based on observations at the site of work, employee(s) of TESCO Controls were engaged in manual or physical work. As a result, these periods of work are required to be documented through certified payroll records and the employees engaged in the work must be paid the higher of either Davis-Bacon wages or Nevada prevailing wages.

Please provide the necessary payroll reports to Douglas County Public Works, attention Nick Charles, within 10 business days. Failure to submit the required reports could lead to penalties of \$50.00 per day for each report that is in violation of NRS chapter 338 and/or suspension of future payments per 29 CFR §5.9.

MAILING ADDRESS: P.O. Box 218, Minden, Nevada 89423

If you have further questions please contact me at 775-782-6274 or ncharles@co.douglas.nv.us. You may also contact the Nevada Office of the Labor Commissioner at (775) 687-4850 or the US Department of Labor at (775) 827-9970 if you have any questions regarding your company's reporting requirements.

Sincerely,



Nicholas Charles, PE  
Douglas County Public Works

Cc: Doug Ritchie – Douglas County Chief Civil Deputy District Attorney  
Michelle Stamates – NDEP-Office of Financial Assistance  
File (electronic)

---

<sup>1</sup> See, NRS 338.010(25).



9945 N. Virginia St., Reno, NV 89506  
P-(775) 677-7220  
F-(775) 677-7889  
[davebackman@kgwalters.com](mailto:davebackman@kgwalters.com)  
Cell-(775) 741-3460

May 20, 2014

Nicholas Charles, PE  
Douglas County Public Works  
P.O. Box 218  
Minden, NV 89423

**RE: Z.W.U.D. U.V. Disinfection Upgrades PWP-DO2013-179 (Davis-Bacon/NV Prevailing Wage Compliance)**

Dear Nick,

We are in receipt of your letter dated May 20, 2014 regarding your determination/interpretation as related to K.G. Walters' efforts to date to maintain compliance to the projects' prevailing wage reporting requirements. As was discussed with you earlier today, we are in the process of requiring TESCO to submit prevailing wage reports to at least be able to close this project out as you've requested. I do however; strongly disagree that we are presently or have been previously non-compliant during the course of this project nor in violation of NRS 338 statutes. Our willingness to provide you with the requested documentation should in no way be considered as an agreement that this current interpretation requiring prevailing wage documentation is accurate in regards to services provided by I&C suppliers such as TESCO. In fact this interpretation is contrary to decades of past precedence already in place from the perspective of public owners (including Douglas County prior to this) as well as contracting firms here in NV as well as CA. This seems to be a new/recent interpretation for which we are now faced with and have agreed to oblige your request at this time. We do plan to investigate further in an attempt to assure full understanding and gain a consensus with appropriate stakeholders so as to avoid this dilemma in the future. We appreciate your willingness to discuss and will have this resolved on your project shortly to be able to work towards project final completion.

Thank you,

Dave Backman  
Sr. V.P./Principal  
K.G. Walters Const. Co. Inc.

Cc: KGW Santa Rosa, Project File, NV AGC

**AGC/NDOT/RTCSNV Liaison Meeting**  
**10:30am, Tuesday, July 7, 2015**  
**RTC, 600 S. Grand Central Parkway Rm. 108, Las Vegas**  
**10:30 a.m. to 12:00 p.m.**

**AGENDA**

1. Self-Introductions
2. Review minutes of previous meeting dated March XX 2015
3. Legislative Session Recap
4. Federal Funding – Impact to Construction Program
5. Projects
  - a. RTC – Fuel Revenue Indexing
  - b. NDOT- Five Year Project List
6. NDOT Stormwater Compliance Division
  - a. Stormwater Management Update
  - b. Stormwater Training
7. Naturally Occurring Asbestos/Erionite
8. Partnering Program Update
  - a. Dispute Resolution Teams
  - b. Upcoming Training
9. Labor Commissioner Office Issues
  - a. Owner/Operator
  - b. Service Providers
10. Certified Payroll
11. E-Docs/Field Manager
12. DBE Program Update
13. Electronic Bidding Upgrade
14. Construction Updates
  - a. NDOT Pavement Smoothness Specifications
  - b. NDOT Percent Within Limits Specifications
  - c. Hot Plant Calibration Changes
15. Open discussion
16. Adjourn

The Nevada Department of Transportation (NDOT) is implementing revised Specifications for Temporary Pollution Control for use on all contracts from this date forward. This has been discussed with Associated General Contractors (AGC), North and South, and is in accordance with regulations as defined by the United States Environmental Protection Agency's "Clean Water Act" for NDOT and the contracting community who perform work on NDOT contracts. The NDOT regards compliance with the Clean Water Act seriously and appreciates the cooperation by all contractors.

To learn more about the Clean Water Act: <http://www2.epa.gov/laws-regulations/summary-clean-water-act>

Please see revised Specifications below:

#### **SECTION 108 - PROSECUTION AND PROGRESS**

##### **108.09 Failure to Complete the Work on Time.**

Liquidated damages of \$4,500.00 per day will be assessed for failure to clean track out areas as specified in Subsection 107.07.

Liquidated damages of \$4,500.00 per day will be assessed for failure to maintain temporary pollution control as specified in Subsection 637.03.01.

#### **SECTION 637 - TEMPORARY POLLUTION CONTROL**

**637.01.01 General.** The last three paragraphs of this Subsection of the Standard Specifications are hereby deleted and the following substituted therefore:

Pursuant to NRS Chapter 625, a Nevada Registered Civil Professional Engineer (PE) shall design and/or review and stamp plans that require engineered calculations. BMPs requiring sizing shall be designed and/or reviewed and approved by a qualified Professional Civil Engineer, registered in the State of Nevada. Refer to the Stormwater General Permit NVR100000, Construction General Permit (CGP), and the Manual for determining when designed BMPs are required.

A Storm Water Pollution Prevention Plan (SWPPP) shall be developed and implemented, and documented stormwater inspections shall be performed once every 7 days and within 24 hours of storm events 0.5 inch or greater, regardless of stormwater permit procurements.

**As Applicable:** This project is located within the Lake Tahoe Basin and all pollution control measures shall satisfy the requirements of the Tahoe Regional Planning Agency (TRPA) permit. On-site inspection by TRPA staff of installed BMPs is required prior to any construction or grading activity. Notify the TRPA when contract and Stormwater Pollution Prevention Plan BMPs have been installed. Schedule a pre-grade inspection with TRPA at least 48 hours prior to construction commencement to ensure BMP installations abide by the TRPA permit.

**637.01.02 Water Pollution Control Manager.** This Subsection of the Standard Specifications is hereby deleted and the following substituted therefore:



Designate a Water Pollution Control Manager (WPCM) who has successfully completed the two-day (16-hour) "Water Pollution Control Manager" training class provided by the Associated General Contractors/Nevada Contractors Association. To register for this class please contact the Education and Training Director of the Associated General Contractors/Nevada Contractors Association Las Vegas. Provide certificates demonstrating successful completion of the training course to the Notice to Proceed. Certification is good for three years from the date of issuance. The WPCM shall maintain current standing with the training from the Notice to Proceed until project acceptance.

The WPCM shall be knowledgeable in the principles and practices of construction site water pollution control and possess the skills to assess conditions at the site that could impact stormwater quality, including the identification of illicit discharges and illicit connections to the storm sewer system. The WPCM shall be capable of identifying existing and predictable effects of the contractor's operations, and shall have complete authority to direct the contractor's personnel and equipment to implement the requirements described herein.

Bear all risks and liabilities for the failure to properly implement contract permits and the specifications herein.

The WPCM shall be responsible for the preparation of the Stormwater General Permit NVR100000 NOI, CGP NOI, Temporary Working in Waterways Permit, and discharge permit applications including their required modifications and amendments. The WPCM shall be responsible for developing and implementing the SWPPP. The WPCM shall be responsible for installing, inspecting, maintaining, and removing all temporary pollution control BMPs shown on the SWPPP, in accordance with the stormwater requirements and as directed. The WPCM shall serve as the primary contact for issues related to the SWPPP, permits or their implementation and shall be available 24 hours a day from the first day of activities until relief of maintenance has been granted and the Notice of Termination (NOT) has been filed to close out stormwater permits.

The WPCM shall be responsible for reporting to the Engineer any illicit discharges (40 CFR § 122.26(b)(2)) or illicit connections to the storm sewer system found within the project limits no later than 24 hours of discovery.

**637.01.03 Permits.** In the third sentence of the first paragraph of this Subsection of the Standard Specifications, "7 days" is hereby deleted and "14 days" substituted therefore.

Submit copies of permits procured and their associated documentation.

Contact the Environmental Protection Agency (EPA) a minimum of 7 days prior to the preconstruction conference to determine if coverage under the CGP or other temporary discharge permits are required for construction activities on Tribal Lands or right-of-way located within Tribal Lands.

Construction activities may require simultaneous coverage under the CGP and the Stormwater General Permit NVR100000. Develop and implement one SWPPP that satisfies the requirements of both permits.

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

(a) Stormwater General Permit NVR100000. Prepare a Storm Water Pollution Prevention Plan (SWPPP) prior to submittal of the Notice of Intent (NOI). File an NOI a minimum of 14 days prior to commencement of construction with NDEP with appropriate filing fee to obtain coverage under the Stormwater General Permit NVR100000. Reference the Engineer's name as the appropriate Owner (NDOT) contact of the NOI. Ensure billing information of the NOI reflects the Operator (Contractor) is to receive the invoice for annual permit renewal. Ensure NDOT's Contract Number is referenced in the Site Name of the NOI.

Provide a copy of the Contractor signed NOI Certification Statement prior to commencing work.

In the fifth paragraph on page 458 of the Standard Specifications, "Section II.A" is hereby deleted and "Section 6.0" substituted therefore.

The first sentence of the sixth paragraph on page 458 of the Standard Specifications is hereby deleted.

File the Notice of Termination upon being granted relief of maintenance. Continue to adhere to all requirements until the Notice of Termination has been filed with NDEP.

The tenth paragraph on page 458 of the Standard Specifications is hereby deleted and the following substituted therefore:

(c) Temporary Discharge Permit. Discharges not covered under the De Minimis General Permit NVG201000 may require coverage under an Individual Temporary Discharge Permit. Upon receipt of the permit application package, NDEP or the EPA may require several months to issue the Individual Temporary Discharge Permit. Review Manual fact sheet NS-2 of Section 6 for specific requirements.

(e) Construction General Permit. This permit authorizes earth disturbing or land disturbing activities associated with construction activities on Tribal Lands or right-of-way located within Tribal Lands. File the NOI at [www.epa.gov/npdes/stormwater/cgpnoiseearch](http://www.epa.gov/npdes/stormwater/cgpnoiseearch) at least 14 days prior to the commencement of construction. Ensure the NOI references NDOT as the Owner, the Contractor as the Operator, and NDOT's contract number in the Site Name. Provide documentation from the EPA stating that coverage under the CGP has been approved.

Refer to Section 9.6.5 of the CGP for permit requirements specific to Tribal Lands.

The CGP covers stormwater discharges from Department-furnished material sources for general fill material, aggregate and/or staging a temporary asphalt or concrete batch plant operation dedicated solely to this contract. Address temporary pollution control BMPs for these areas in the SWPPP.

File the Notice of Termination upon being granted relief of maintenance. Continue to adhere to all requirements until the Notice of Termination has been filed with the EPA.

**637.03.01 General.** Submit a copy of the SWPPP prior to commencing work.

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

Repairs and/or placement of temporary pollution control BMPs shall begin within 24 hours of notification of a deficiency and shall be completed within 7 days. Submit a remediation plan within 24 hours of notice of documented deficiencies. Correct deficiencies and achieve full compliance

within 7 days of the date deficiencies are documented. Liquidated damages will be assessed in accordance with Subsection 108.09 for failure to meet these requirements. Failure to achieve full compliance within 10 days of the date of documented deficiencies will result in the ceasing of all operations not related to achieving compliance and maintaining public safety. Working days will continue to be counted. Liquidated damages will continue to be assessed in accordance with Subsection 108.09.

Failure to achieve full compliance with the approved SWPPP within 10 days of the date of a documented deficiency may result in the termination of the contract in accordance with Subsection 108.10.

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

Do not remove BMPs until the areas subjected to, or receiving stormwater runoff from, earth or land disturbing activities being protected achieve final stabilization as required. This may require BMPs be left in-place following the completion of construction activities. Properly maintain such BMPs, specified in the Manual, until relief of maintenance is granted.

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

File a separate NOI with NDEP or EPA to apply for coverage under the Stormwater General Permit NVR100000 or CGP, respectively, for land and earth disturbance areas outside of NDOT right-of-way and not displayed on the plans.

**637.05.01 Payment.** The fourth and fifth sentences of the third paragraph of this Subsection of the Standard Specifications are hereby deleted.

The word "original" in four places (two in each paragraph) in the fourth and fifth paragraphs of this Subsection of the Standard Specifications is hereby deleted.

**402.05.02 Plantmix Progress Payment Adjustment.** The Progress Payment Adjustment (PPA) specifications described herein will be used to adjust the progress payment based on testing results of dense-graded plantmix bituminous surfaces.

Percent Within Limits (PWL) will be used as project control for bitumen ratio, aggregate gradation, and in-place density for sublots and lots of dense-graded plantmix bituminous surfaces.

PWL for bitumen ratio and aggregate gradation will be based upon a subplot of 1,000 tons or end of day, whichever comes first for the duration of the project with the following exceptions:

1. If the amount of plantmix bituminous material produced after the last full size subplot of a given day is less than 500 tons, the material will be added to the last subplot of the day.
2. If the amount of plantmix bituminous material produced after the last full size subplot of a given day is 500 tons or more, the material will be tested as a separate subplot.

The number of in-place density tests for each subplot will be determined according to Subsection 402.03.06.

The size of a lot will be 5,000 tons or five sublots, whichever comes first for bitumen ratio and aggregate gradation and the corresponding number of in-place density tests for the duration of the project with the following exceptions:

1. If the number of sublots is less than 3 and the production of the plantmix bituminous material is interrupted for more than one day or the JMF is changed, the material will not be included in the PWL calculations.
2. If the number of sublots is 3 or 4 and the production of the plantmix bituminous material is interrupted for more than one day or the JMF is changed, it will be considered 1 lot.
3. If the number of sublots exceeds 5 but less than 8 and the production of the plantmix bituminous material is interrupted for more than one day or the JMF is changed, the size of the lot will be increased to accommodate the additional sublots.

The Percentage of Lot Within Limits (PWL<sub>T</sub>) for statistical acceptance of bituminous pavement is defined by the following:

$$PWL_T = PWL_L + PWL_U - 100$$

Where: PWL<sub>T</sub> = Percent within the upper and lower specification limits.  
 PWL<sub>L</sub> = Percent above the lower specification limit (based on Q<sub>L</sub>).  
 PWL<sub>U</sub> = Percent below the upper specification limit (based on Q<sub>U</sub>).

The Quality Indexes are defined by the following:

$$Q_L = \frac{X_m - LSL}{s} \quad Q_U = \frac{USL - X_m}{s}$$

Where: Q<sub>L</sub> = Quality Index relative to the lower specification limit.  
 Q<sub>U</sub> = Quality Index relative to the upper specification limit.  
 LSL = Lower Specification Limit.  
 USL = Upper Specification Limit.  
 X<sub>m</sub> = Sample Mean for the lot and is defined as follows:

$$X_m = \frac{X_1 + X_2 + \dots + X_n}{n} = \frac{\sum X_i}{n}$$

Where: X<sub>i</sub> = Each individual value.  
 n = Number of samples in the lot.

s = Sample Standard Deviation for the lot and is defined as follows:

$$s = \sqrt{\frac{\sum (X_i - X_m)^2}{n-1}}$$

Where: X<sub>m</sub>, X<sub>i</sub>, and n are defined above.

PWL<sub>L</sub> and PWL<sub>U</sub> values will be determined from the following tables:

**PWL Estimation Table for Sample Size  $n = 3$**

$Q_L$ or $Q_U$	0.00	0.01	0.02	0.03	0.04	0.05	0.06	0.07	0.08	0.09
0.0	50.00	50.28	50.55	50.83	51.10	51.38	51.65	51.93	52.21	52.48
0.1	52.76	53.04	53.31	53.59	53.87	54.15	54.42	54.70	54.98	55.26
0.2	55.54	55.82	56.10	56.38	56.66	56.95	57.23	57.51	57.80	58.08
0.3	58.37	58.65	58.94	59.23	59.51	59.80	60.09	60.38	60.67	60.97
0.4	61.26	61.55	61.85	62.15	62.44	62.74	63.04	63.34	63.65	63.95
0.5	64.25	64.56	64.87	65.18	65.49	65.80	66.12	66.43	66.75	67.07
0.6	67.39	67.72	68.04	68.37	68.70	69.03	69.37	69.70	70.04	70.39
0.7	70.73	71.08	71.43	71.78	72.14	72.50	72.87	73.24	73.61	73.98
0.8	74.36	74.75	75.14	75.53	75.93	76.33	76.74	77.16	77.58	78.01
0.9	78.45	78.89	79.34	79.81	80.27	80.75	81.25	81.75	82.26	82.79
1.0	83.33	83.89	84.47	85.07	85.69	86.34	87.02	87.73	88.49	89.29
1.1	90.16	91.11	92.18	93.40	94.92	97.13	100.00	100.00	100.00	100.00
1.2 to 1.7	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

**PWL Estimation Table for Sample Size  $n = 4$**

$Q_L$ or $Q_U$	0.00	0.01	0.02	0.03	0.04	0.05	0.06	0.07	0.08	0.09
0.0	50.00	50.33	50.67	51.00	51.33	51.67	52.00	52.33	52.67	53.00
0.1	53.33	53.67	54.00	54.33	54.67	55.00	55.33	55.67	56.00	56.33
0.2	56.67	57.00	57.33	57.67	58.00	58.33	58.67	59.00	59.33	59.67
0.3	60.00	60.33	60.67	61.00	61.33	61.67	62.00	62.33	62.67	63.00
0.4	63.33	63.67	64.00	64.33	64.67	65.00	65.33	65.67	66.00	66.33
0.5	66.67	67.00	67.33	67.67	68.00	68.33	68.67	69.00	69.33	69.67
0.6	70.00	70.33	70.67	71.00	71.33	71.67	72.00	72.33	72.67	73.00
0.7	73.33	73.67	74.00	74.33	74.67	75.00	75.33	75.67	76.00	76.33
0.8	76.67	77.00	77.33	77.67	78.00	78.33	78.67	79.00	79.33	79.67
0.9	80.00	80.33	80.67	81.00	81.33	81.67	82.00	82.33	82.67	83.00
1.0	83.33	83.67	84.00	84.33	84.67	85.00	85.33	85.67	86.00	86.33
1.1	86.67	87.00	87.33	87.67	88.00	88.33	88.67	89.00	89.33	89.67
1.2	90.00	90.33	90.67	91.00	91.33	91.67	92.00	92.33	92.67	93.00
1.3	93.33	93.67	94.00	94.33	94.67	95.00	95.33	95.67	96.00	96.33
1.4	96.67	97.00	97.33	97.67	98.00	98.33	98.67	99.00	99.33	99.67
1.5 to 1.7	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

**PWL Estimation Table for Sample Size  $n = 5$**

$Q_L$ or $Q_U$	0.00	0.01	0.02	0.03	0.04	0.05	0.06	0.07	0.08	0.09
0.0	50.00	50.36	50.71	51.07	51.42	51.78	52.13	52.49	52.85	53.20
0.1	53.56	53.91	54.27	54.62	54.98	55.33	55.69	56.04	56.39	56.75
0.2	57.10	57.46	57.81	58.16	58.52	58.87	59.22	59.57	59.92	60.28
0.3	60.63	60.98	61.33	61.68	62.03	62.38	62.72	63.07	63.42	63.77
0.4	64.12	64.46	64.81	65.15	65.50	65.84	66.19	66.53	66.87	67.22
0.5	67.56	67.90	68.24	68.58	68.92	69.26	69.60	69.94	70.27	70.61
0.6	70.95	71.28	71.61	71.95	72.28	72.61	72.94	73.27	73.60	73.93
0.7	74.26	74.59	74.91	75.24	75.56	75.89	76.21	76.53	76.85	77.17
0.8	77.49	77.81	78.13	78.44	78.76	79.07	79.38	79.69	80.00	80.31
0.9	80.62	80.93	81.23	81.54	81.84	82.14	82.45	82.74	83.04	83.34
1.0	83.64	83.93	84.22	84.52	84.81	85.09	85.38	85.67	85.95	86.24
1.1	86.52	86.80	87.07	87.35	87.63	87.90	88.17	88.44	88.71	88.98
1.2	89.24	89.50	89.77	90.03	90.28	90.54	90.79	91.04	91.29	91.54
1.3	91.79	92.03	92.27	92.51	92.75	92.98	93.21	93.44	93.67	93.90
1.4	94.12	94.34	94.56	94.77	94.98	95.19	95.40	95.61	95.81	96.01
1.5	96.20	96.39	96.58	96.77	96.95	97.13	97.31	97.48	97.65	97.81
1.6	97.97	98.13	98.28	98.43	98.58	98.72	98.85	98.98	99.11	99.23
1.7	99.34	99.45	99.55	99.64	99.73	99.81	99.88	99.94	99.98	100.00

**PWL Estimation Table for Sample Size  $n = 6$**

$Q_L$ or $Q_U$	0.00	0.01	0.02	0.03	0.04	0.05	0.06	0.07	0.08	0.09
0.0	50.00	50.37	50.73	51.10	51.47	51.84	52.20	52.57	52.94	53.30
0.1	53.67	54.04	54.40	54.77	55.14	55.50	55.87	56.23	56.60	56.96
0.2	57.32	57.69	58.05	58.41	58.78	59.14	59.50	59.86	60.22	60.58
0.3	60.94	61.30	61.66	62.02	62.38	62.73	63.09	63.45	63.80	64.16
0.4	64.51	64.86	65.21	65.57	65.92	66.27	66.62	66.96	67.31	67.66
0.5	68.00	68.35	68.69	69.04	69.38	69.72	70.06	70.40	70.74	71.07
0.6	71.41	71.75	72.08	72.41	72.74	73.08	73.40	73.73	74.06	74.39
0.7	74.71	75.04	75.36	75.68	76.00	76.32	76.63	76.95	77.26	77.58
0.8	77.89	78.20	78.51	78.82	79.12	79.43	79.73	80.03	80.33	80.63
0.9	80.93	81.22	81.51	81.81	82.10	82.39	82.67	82.96	83.24	83.52
1.0	83.80	84.08	84.36	84.63	84.91	85.18	85.45	85.71	85.98	86.24
1.1	86.50	86.76	87.02	87.28	87.53	87.78	88.03	88.28	88.53	88.77
1.2	89.01	89.25	89.49	89.72	89.96	90.19	90.42	90.64	90.87	91.09
1.3	91.31	91.52	91.74	91.95	92.16	92.37	92.58	92.78	92.98	93.18
1.4	93.37	93.57	93.76	93.95	94.13	94.32	94.50	94.67	94.85	95.02
1.5	95.19	95.36	95.53	95.69	95.85	96.00	96.16	96.31	96.46	96.60
1.6	96.75	96.89	97.03	97.16	97.29	97.42	97.55	97.67	97.79	97.91
1.7	98.02	98.13	98.24	98.34	98.45	98.55	98.64	98.73	98.82	98.91

**PWL Estimation Table for Sample Size  $n = 7$**

$Q_L$ or $Q_U$	0.00	0.01	0.02	0.03	0.04	0.05	0.06	0.07	0.08	0.09
0.0	50.00	50.37	50.75	51.12	51.50	51.87	52.24	52.62	52.99	53.37
0.1	53.74	54.11	54.49	54.86	55.23	55.60	55.97	56.35	56.72	57.09
0.2	57.46	57.83	58.20	58.56	58.93	59.30	59.67	60.03	60.40	60.77
0.3	61.13	61.50	61.86	62.22	62.58	62.94	63.31	63.67	64.02	64.38
0.4	64.74	65.10	65.45	65.81	66.16	66.51	66.87	67.22	67.57	67.92
0.5	68.26	68.61	68.96	69.30	69.64	69.99	70.33	70.67	71.01	71.34
0.6	71.68	72.02	72.35	72.68	73.01	73.34	73.67	74.00	74.32	74.65
0.7	74.97	75.29	75.61	75.93	76.25	76.56	76.88	77.19	77.50	77.81
0.8	78.12	78.42	78.73	79.03	79.33	79.63	79.93	80.22	80.52	80.81
0.9	81.10	81.39	81.67	81.96	82.24	82.52	82.80	83.08	83.35	83.63
1.0	83.90	84.17	84.44	84.70	84.97	85.23	85.49	85.74	86.00	86.25
1.1	86.51	86.75	87.00	87.25	87.49	87.73	87.97	88.21	88.44	88.67
1.2	88.90	89.13	89.35	89.58	89.80	90.02	90.23	90.45	90.66	90.87
1.3	91.07	91.28	91.48	91.68	91.88	92.08	92.27	92.46	92.65	92.83
1.4	93.02	93.20	93.38	93.55	93.73	93.90	94.07	94.23	94.40	94.56
1.5	94.72	94.87	95.03	95.18	95.33	95.48	95.62	95.76	95.90	96.04
1.6	96.17	96.31	96.43	96.56	96.69	96.81	96.93	97.05	97.16	97.27
1.7	97.38	97.49	97.59	97.70	97.80	97.89	97.99	98.08	98.17	98.26

The following weigh factors will be used when calculating the Gradation Percentage Within Limits (PWL<sub>Gradation</sub>) value for the aggregate gradation for each lot of plantmix bituminous material:

Sieve Size	Weigh Factor
1/2 inch for Type 2C .....	10%
3/8 inch for Type 2 .....	10%
No. 4 .....	35%
No. 10 .....	35%
No. 200 .....	20%

The PWL<sub>Gradation</sub> will be determined by the following:

$$\text{PWL}_{\text{Gradation}} = 0.10 \times \text{PWL}_{1/2} + 0.35 \times \text{PWL}_{3/8} + 0.35 \times \text{PWL}_{\#10} + 0.20 \times \text{PWL}_{\#200}$$

$$\text{PWL}_{\text{Gradation}} = 0.10 \times \text{PWL}_{3/8} + 0.35 \times \text{PWL}_{\#4} + 0.35 \times \text{PWL}_{\#10} + 0.20 \times \text{PWL}_{\#200}$$

- Where:
- PWL<sub>1/2</sub> = Percentage of Lot Within Limits value for the percentage of aggregate passing the 1/2 inch sieve.
  - PWL<sub>3/8</sub> = Percentage of Lot Within Limits value for the percentage of aggregate passing the 3/8 inch sieve.
  - PWL<sub>#4</sub> = Percentage of Lot within Limits value for the percentage of aggregate passing the No. 4 sieve.
  - PWL<sub>#10</sub> = Percentage of Lot within Limits value for the percentage of aggregate passing the No. 10 sieve.
  - PWL<sub>#200</sub> = Percentage of Lot within Limits value for the percentage of aggregate passing the No. 200 sieve.

The following weigh factors will be used when calculating the Overall Percentage Within Limits (PWL<sub>Overall</sub>) for each lot of plantmix bituminous material:

Plantmix Property	Weigh Factor
Aggregate Gradation .....	25%
Bitumen Ratio .....	33%
In-Place Density .....	42%

The PWL<sub>Overall</sub> will be determined by the following:

$$PWL_{Overall} = 0.25 \times PWL_{Gradation} + 0.33 \times PWL_{Bitumen\ Ratio} + 0.42 \times PWL_{In-Place\ Density}$$

Where: PWL<sub>Gradation</sub> = Percentage of Lot within Limits value for the aggregate gradation.  
 PWL<sub>Bitumen Ratio</sub> = Percentage of Lot within Limits value for the bitumen ratio.  
 PWL<sub>In-Place Density</sub> = Percentage of Lot within Limits value for the in-place density.

Cease production if the PWL for two consecutive lots is less than 50 for any one of the measured properties. Evaluate available information and determine the likely cause or causes of the problem and propose a change. Approval will not be given if the proposed change will be a detriment to other properties of the mix. Do not resume production until proposed changes have been approved. A new mix design may be required.

The Pay Factor (PF) for each lot of plantmix bituminous material will be determined as defined below and will be a minimum of 90% to a maximum of 105%. Remove and replace material having a PF less than 90%. At the option of the Engineer, material having a PF less than 90% may remain in place with a PF of 90%. Remove and replace material at own expense.

$$PF = 65 + (0.5 \times PWL_{Overall})$$

The Progress Payment Adjustment (PPA) for each lot will be the dollar amount (rounded to the nearest dollar), positive or negative, and will be determined by the following:

$$PPA = \left( \frac{PF - 100}{100} \right) \times L \times C$$

Where: PF = Pay Factor for each lot of plantmix bituminous material.  
 L = Tonnage amount per lot.  
 C = Bid price per ton of plantmix bituminous material.

The adjustment to the progress payment will be the algebraic sum of the dollar amounts as computed above for the lots completed during the progress payment period.

State of Nevada  
Department of Transportation  
Materials Division

**METHOD OF TEST FOR EVALUATION OF PAVEMENT RIDE QUALITY USING  
INERTIAL PROFILING SYSTEMS**

**SCOPE**

This test method describes the procedure used for determination and verification of the ride quality of a pavement surface using an inertial profiler and Mean Roughness Index (MRI) as the quality measure and by using the International Roughness Index (IRI) to determine areas of Localized Roughness.

**EQUIPMENT**

An Inertial Profiling System shall meet the requirements and specifications of the Standard Specifications for Road and Bridge Construction.

**EQUIPMENT CALIBRATION**

The Inertial profiler equipment and host vehicle should be “warmed up” or stabilized in accordance with the manufacturer’s recommendations before beginning the calibration tests. The tires on the host vehicle should be inflated to the tire manufacturer’s specifications.

Calibrate the inertial profiling system according to the manufacturer’s recommendations at the intervals specified in the operator’s manual for the inertial profiler that is furnished or at any time the Engineer deems necessary. In the event of a lack of manufacturer’s recommended procedures, the following will be performed on a daily basis:



## ACCELEROMETER CALIBRATION

The accelerometer calibration is performed by placing the inertial profiler on a relatively level surface and allowing the accelerometer(s) to stabilize. Next follow the steps of rotating the accelerometer(s) from level to upside down to sideways and back to level as directed by the profiler's operating system. The profiler's operating system software will determine whether the calibration was successful or not successful.

## LONGITUDINAL DISTANCE CALIBRATION

The longitudinal distance calibration is performed by operating the inertial profiler at a speed as recommended by the profiler manufacturer on a straight and relatively level section of the roadway measuring at least 0.1 km (0.1 mi) in length. The actual length of the test section will be measured using a temperature-compensated steel survey measurement tape, electronic survey instrument or other method as approved by the Engineer. The distance shown by the computer display shall be within 150 mm (0.5 ft) of the actual length of the test section. If the distance measured is out of specification tolerance, adjust the inertial profiler's distance measurement subsystem in accordance with the manufacturer's specifications and perform the calibration test again.

## VERTICAL HEIGHT VERIFICATION

The vertical height verification is performed by placing the inertial profiler on a relatively level surface and placing first, a reference plate(s), then a series of blocks or plates of known thickness under the vertical height sensor. The reference plate(s) and blocks are to be provided by the inertial profiler manufacturer or as approved by the Engineer. Complete the verification procedure by completing the following steps:

- a) Position the manufacturer's provided reference plate(s) under the height sensor of the inertial profiler and allow the system to determine an elevation for the reference plate. Check to see that the reference plate rests solidly on the pavement surface without any wobble before obtaining measurements.
- b) Position a 6 mm (0.25 in.) thickness block or plate on top of the reference plate under the height sensor and allow the system to determine an elevation to the top of the block or plate.

c) Remove the 6 mm (0.25 in.) thickness block or plate from the reference plate and replace with a 13 mm (0.50 in.) thickness block or plate and allow the system to determine an elevation to the top of the block or plate. Repeat this procedure using the manufacturers provided 25 mm (1.00 in.) and 50 mm (2 in.) block(s) or plate(s). The block(s) or plate(s) may be stacked vertically to achieve a desired height.

If the inertial profiler is equipped with multiple vertical height sensors, this test will be repeated for each sensor.

Determine the absolute values of the difference between the measured thickness and the block known thickness. The average of the absolute differences for each block shall be less than or equal to 0.25 mm (0.01 in.) If the average of the absolute differences for each block exceeds specification tolerance, adjust the inertial profiler's height measurement subsystem in accordance with the manufacturer's recommendations and perform the test again.

If directed to perform a check test, complete the vertical height calibration using only the reference plate along with the 25 mm (1.00 in.) and 50 mm (2.00 in.) blocks. If the average of the absolute differences for each block exceeds specification tolerance after performing this check test, perform the full vertical height verification test as described in this test method.

## ACCELEROMETER VERIFICATION

The accelerometer verification, also known as the "Bounce Test" is performed by placing the inertial profiler in a relatively level area, ensuring that the surface being referenced is smooth and free of significant defects or irregularities. If a smooth surface is not obtainable, reference plates may be placed in the sensor paths. Initiate a data collection run using the inertial profiler's normal data collection software operating at a simulated travel speed equivalent to approximately the midpoint of the profiler manufacturer's recommended range for acceptable data collection. The simulated collection run will be performed over a simulated distance of 666 m (2,184 ft). Once the simulated collection run is initiated, allow the inertial profiler to collect a static profile over a simulated distance of 253 m (828 ft) with the host vehicle as motionless as possible. Next, move the sensors approximately 25-50 mm (1-2 in.) vertically by "bouncing" the host vehicle up and down for a simulated distance of 160 m (528 ft). Every effort should be made to limit forward/backward movement of the vehicle and to keep the sensors as close to perpendicular as possible during the vertical movement. Finally, allow the host vehicle to return to a motionless state and collect a static profile for the remaining 253 m (828 ft) of simulated distance.

Once the simulated run is completed, save and analyze the collected data using the inertial profiler software for each profile. Ensure that the static portions of the simulated run result in an

International Roughness Index of less than 47 mm/km (3 in./mi) and the dynamic or bounce portion of the simulated run is less than 126 mm/km (8 in./mi).

## TEST PROCEDURE

### PREPARATION FOR MEASUREMENT

Clean the roadway path to be measured of all debris and loose material.

Locate and mark any line breaks, station equations, or exceptions (bridge deck, cattleguard, etc.). Ensure that all line breaks, station equations, or exceptions are accounted for prior to beginning the measurement process.

Mark the location of the beginning of the lead-in section and the location of the beginning of the measurement run. A lead-in section length of roadway surface of up to 135 m (450 ft) may be required to allow the filters on the inertial profiler to stabilize before measurement begins so that the accuracy of the first 0.1 km (0.1 mi) is consistent with the rest of the measured section. The lead-in section should be at least 90 m (300 ft) in length and located immediately before the first section of pavement to be measured. The operator should carefully consider the safety of the starting location when marking the beginning of the lead-in section.

Mark the location of the end of the measurement run and the end of the lead-out section. A lead-out section length of roadway surface of up to 135 m (450 ft) may be required to allow the operator of the inertial profiler to maintain a constant speed at the point where the measurement ends, so that the accuracy of the last 0.1 km (0.1 mi) is consistent with the rest of the measured section. The lead-out section should be at least 90 m (300 ft) in length and located immediately after the first section of pavement to be measured. The operator should carefully consider the ability to stop the inertial profiler safely when marking the end of the lead-out section.

Set Analysis Parameters to report in Mean Roughness Index (MRI).

Input the segment length to 160 m (528 ft)

Input a reporting interval of less than or equal to 25 mm (1 in.) for each measurement run.

Input filter settings as "None".

Set Localized Roughness to read bump and dip defect data in International Roughness (IRI) with the threshold as determined by the Special Provisions and a base length of 7.6 m (25 ft).

Collect Global Positioning System (GPS) data for each measurement run of the inertial profiler.

Input the beginning station of the measurement run.

Select appropriate “up” or “down” setting for distance measurement.

#### LIMITATION OF MEASUREMENT

When the new pavement surface elevation is the same as the existing pavement surface elevation, mark the beginning of the measured section at least 10 m (30 ft) before the new section of pavement and mark the end of measured section at least 10 m (30 ft) past the new section of pavement. This measured section is intended to include the take-off and/or landing joints in the evaluation of ride quality.

When the new pavement surface elevation does not match the existing pavement surface elevation, mark the beginning of the measured section at least 10 m (30 ft) past the beginning of the new section of pavement and mark the end of the measured section at least 10 m (30 ft) before the end of the new section of pavement. This measurement is intended to exclude the takeoff and/or landing joints in evaluation of ride quality due to the disparity in elevation.

#### MEASUREMENT

Move the inertial profiler to the beginning of the measurement section. Proceed with measurement as directed by the inertial profiler manufacturer. Measurement data shall be obtained in the same direction as the normal flow of traffic.

Stop measurement at any line breaks, station equations, or exceptions. Resume measurement using the correct stationing as indicated on the other end of the line break, station equation, or exception. Repeat this process as needed to complete the measurement run.

Re-measure any pavement segment where the travel speed of the profiler is outside of the manufacturer’s recommended operational speed at any point during the measurement, or if any operator and/or equipment errors are encountered during the measurement.

Upon completion of measurement, move the inertial profiler to a safe location, then save any relevant data to a file using an approved unfiltered electronic format that can be easily retrieved for review and submittal.

Submit the saved profile data in an approved unfiltered electronic format to the Engineer within 24 hours of the completion of the measurement.

Include the following within the submitted electronic profile data:

- Raw profile data for each lane measured.
- Ride quality analysis report of MRI for overall run of each lane measured.
- Localized Roughness report for each wheel path of each lane measured.
- GPS data file for each lane measured.
- Current calibration and verification test results.

In addition to the electronic format file, a printout of the report of calibration for the profiler, the results of a measurement run and evaluation, and a printed summary report shall be provided to the Engineer within 24 hours of the completion of a measurement run. The printed report shall be in a .pdf format.

The printed report shall include but not be limited to the following information:

- Name of data file.
- Contract or Project No.
- County.
- Contractor.
- Surface being tested.
- Date of placement.
- Date of testing.
- Direction of traffic (northbound, eastbound, southbound, westbound).
- Direction of placement (northbound, eastbound, southbound, westbound).
- Lane designation (1, 2, 3...Inside, Outside, Middle, etc.).
- Name of Tester.
- Calibration results.
- Filter settings.
- Localized Roughness settings.
- Summary Report of Mean Roughness Index for each 0.1 km (0.1 mi) segment.
- Certification of the report by the profiler operator.
- The title of the person certifying the report.

The following information shall be submitted with the report of any Areas of IRI - Localized Roughness Including:

- A list of "leave-out" or exception sections.
- A station-to-station list of any defective areas including high points.

- A station to station list of the IRI - Localized Roughness for each 0.1 km (0.1 mi) segment.

## **EVALUATION OF PROFILES**

Evaluate the entire length of the profile measurement section for compliance with MRI requirements found in the Special Provisions for the pavement being measured with the following exceptions:

Do not evaluate any measurements obtained within the lead-in and lead-out sections.

Do not evaluate any measurements obtained within 10 m (30 ft) of a cattleguard or some other break in the continuous pavement surface.

Do not evaluate any measurements obtained within 10 m (30 ft) of a concrete bridge deck (including approach slabs) unless the bridge deck also is to be overlaid with a new riding surface.

## **EVALUATION FOR AREAS OF LOCALIZED ROUGHNESS**

Analyze the submitted profile data to determine any areas of IRI - Localized Roughness in excess of specification tolerances found in the Special Provisions for the pavement surface being measured.

Create a summarized list of areas that are in excess of the limits for IRI – Localized Roughness. Upon request, submit the summarized list to the Contractor for their review and determination of the best method of correction for the defective areas.

## **REPORTING**

Measurements are to be reported using project stationing, including any line breaks or station equations, or mileposts as appropriate. A list of line breaks and station equations will be provided on the project plans.

Report mm / 0.1 km (0.1 in / 0.1 mi) to the nearest 1 mm (0.01 in).

Report each 0.1 km / (0.1 mi) section to the nearest 0.001 km (0.001 mi).

DRAFT

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION  
CONSTRUCTION DIVISION

**PROPOSED SPECIFICATION FOR USE OF THE INERTIAL PROFILER FOR DETERMINING  
PAVEMENT RIDE QUALITY**

**402.03.03 Equipment.** Furnish and operate a pavement core drilling machine for coring samples of compacted bituminous mixtures for density testing. Bring the pavement core drilling machine on the job-site 5 working days before paving operations. The core drilling machine shall conform to the following requirements:

- (a) Trailer mounted (equip trailer with leveling devices).
- (b) Sliding base to allow for minor location changes.
- (c) Core size shall be 100 mm (4 in.).
- (d) Capable of producing a non-distorted core.
- (e) Pressurized water system.
- (f) Include diamond circular bits

~~Furnish and operate a California type profilograph for checking riding tolerances at the time and date ordered. Equip the profilograph with a 7.6 m (25 ft) wheel base and the following features:~~

~~(a) 3 Unit Frame Assembly.~~

- ~~1. All welded construction of lightweight aluminum square tubing.~~
- ~~2. Index frame connections by 4 steel locating pins and secured by 4 quick acting clamps rated at 3.6 kN (800 lb) each.~~

~~(b) Multiple Wheel Assemblies.~~

- ~~1. Wheel supports of square steel tubing and all welded construction.~~
- ~~2. Secure connections by quick acting clamps.~~
- ~~3. Wheels with cast aluminum hubs, ball bearings and cushion rubber tires.~~
- ~~4. Bearing support caster wheel assemblies.~~
- ~~5. Steerable front wheels from the center of the machine.~~
- ~~6. Rear wheels with a quick setting manual adjustment for turning in a short radius, moving sideways, and to prevent rear end crabbing on superelevations.~~



~~(c) Recording Wheel Assembly:~~

- ~~1. Frame of all welded construction of light weight rectangular aluminum tubing.~~
- ~~2. Light weight 600 mm (24 in.) minimum diameter recording wheel with heavy duty spokes for maximum rigidity, with a pneumatic tire maintained at 170 kPa (25 psi) air pressure unless otherwise specified by the manufacturer.~~

~~(d) Recorders (computerized required):~~

- ~~1. A high resolution printer capable of printing the profile trace to the specified scale and automatic positioning and marking of the specified "blanking band" and "must grind" bumps. It shall also be capable of printing station numbers, distances, and comments entered by the operator via keypad while measuring the profiles.~~
- ~~2. It shall also calculate the profile index in mm per km (in. per mi) per each 0.1 km (0.1 mi) section without hand calculations or data reduction.~~
- ~~3. A display screen for instant visual observation of the road profile and "must grind" areas while measurements are being taken.~~
- ~~4. The horizontal chart scale shall be 25 mm (1 in.) equals 7.6 m (25 ft) and the vertical scale shall be 25 mm (1 in.) equals 25 mm (1 in.). The recorder shall have an adjustment feature to calibrate the scales to these parameters. Calibrate the profilograph before usage to be accurate within 0.1 m in 100 m (0.5 ft in 500 ft) longitudinally.~~
- ~~5. Battery backed up memory shall retain control parameters when the system is powered down.~~
- ~~6. Capable of accurate operation in ambient temperatures from 7°C to 49°C (45°F to 120°F).~~

Furnish and operate a vehicle mounted inertial profiling system meeting the applicable requirements of AASHTO M 328 and Test Method No. Nev. T448.

A minimum of 7 working days prior to beginning collection of profile data, submit to the Engineer, documentation that the inertial profiler and operator are certified according to the requirements of AASHTO R 56 or other equivalent Department accepted certification program. The profiler operator shall be certified to operate the actual profiler that is to be used.

A minimum of 7 working days prior to beginning collection of profile data, submit to the Engineer, a copy of the operator's manual for the profiler that is to be used.

Calibrate the inertial profiling system according to the manufacturer's recommendations at the intervals specified in the operator's manual for the inertial profiler that is furnished or at any time the Engineer deems necessary:

1. Accelerometer Calibration (if specified by the manufacturer) or Accelerometer Verification.
2. Longitudinal Distance Calibration or DMI Calibration Test.
3. Vertical Height Calibration (if specified by the manufacturer) or Vertical Height Verification.
4. Any other test as recommended by the manufacturer of the inertial profiler.

If calibration requirements are not indicated by the manufacturer, calibrate according to the requirements of Test Method No. Nev. T448.

The calibration shall be observed by and approved at the discretion of the Engineer.

Use an inertial profiling system that is capable of measuring the left and right wheel paths of a travel lane and determining the smoothness of the pavement surface using the International Roughness Index (IRI) format. The measurement of each wheel path will be combined and averaged in order to determine the Mean Roughness Index (MRI) for the measured section of pavement.

The inertial profiling system shall have a printer capable of providing the calculated IRI for each wheel path and MRI in mm per km (in. per mi) per each 0.1 km (0.1 mi) section. The printer shall also be capable of printing station numbers, distances, and comments entered by the operator via keypad while measuring the profiles.

The laser height referencing transducer may consist of a single point or spot laser, or a wide footprint laser when measuring the plantmix bituminous surface.

Alternative equipment may be allowed upon approval. As part of the approval process, provide all calibration information for review. Refer to Test Method No. Nev. ~~T446~~ T448 for calibration procedure.

DRAFT

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION  
CONSTRUCTION DIVISION

**PROPOSED SPECIFICATION FOR USE OF THE INERTIAL PROFILER FOR DETERMINING  
PAVEMENT RIDE QUALITY OF OPEN-GRADED PLANTMIX**

**403.03.04 Surface Tolerances.** Produce completed surfacing which meets the straightedge and **profilegraph inertial profiler** requirements of Subsection 402.03.05 with the following additions and exceptions to the **profilegraph inertial profiler** measurement.

**The pavement smoothness type (Type A, B, or C) will be specified in the Special Provisions.**

Furnish an **profilegraph inertial profiler** meeting the requirements of Subsection 402.03.03 and operate the **profilegraph inertial profiler** as specified in Subsection 402.03.05. Painted marks on the open-graded surface, as specified in Subsection 402.03.05, shall not exceed 20 cm<sup>2</sup> (4 in.<sup>2</sup>).

Include 10 m (30 ft) of the existing pavement on each end of the project in the profile determination. Make construction joints with the existing pavement meet the requirements of this Subsection.

Do not include in the profile determination, any pavement within 10 m (30ft) of a concrete bridge deck (including approach slabs) unless the bridge deck also is to be overlaid with a new riding surface.

A Mean Roughness Index (MRI) will be calculated for each 0.1 km (0.1 mi) of traffic lane measured according to Test Method No. Nev. T448.

Submit the measured profile data in an approved unfiltered electronic format to the Engineer within 24 hours of the completion of the measurement as specified in Subsection 402.03.05.

Profile data will be evaluated to determine acceptance.

Profile data will be evaluated as Specified in Subsection 402.03.05 for any areas of localized roughness with an International Roughness Index (IRI) in excess of specification requirements for the designated pavement surface type as determined in this Subsection.

The pavement smoothness type (Type A, B, or C) will be specified in the Special Provisions. The maximum allowable MRI for each 0.1 km (0.1 mi) section for the specified pavement type shall be as follows:

**MEAN ROUGHNESS INDEX**

Pavement Smoothness Type	mm/km (in./mi)
Type A	800 (50)
Type B	950 (60)
Type C	1250 (80)

The maximum allowable International Roughness Index (IRI) for each area of localized roughness for the specified pavement type shall be as follows:

**INTERNATIONAL ROUGHNESS INDEX****LOCALIZED ROUGHNESS**

Pavement Smoothness Type	mm/km (in./mi)
Type A	1175 (75)
Type B	1425 (90)
Type C	1900 (120)

Repair or remove and replace all areas exceeding the ~~profile index~~ inertial profiler requirements and areas ~~representing high points on the profiles~~ having deviations in excess of ~~10 mm (0.4 in.)~~ 6 mm (0.25 in.) as measured according to Test Method No. Nev. ~~T446. T448. Remeasure repaired or replaced areas for conformance with the profile index and for no high points in excess of 10 mm (0.4 in.)~~

Grinding may be utilized for repair to the open-graded surface when approved. Limit grind areas to 7.6 m (25 ft) in length. The grinder and grinding operation shall conform to Subsection 402.03.05.

Perform additional grinding as necessary to extend the ground area laterally to the nearest lane line or edge of pavement and longitudinally to lines normal to the pavement centerline.

Re-measure repaired, replaced or corrected areas for conformance with the IRI – Localized Roughness requirements and for high points not exceeding 6 mm (0.25 in).

Upon completion of corrective work the profile data and related printed summary are to be submitted to the Engineer within 24 hours of completion of corrective work and will indicate that the data was a measure of corrective work that was performed.

Apply a seal coat to ground areas after the surface tolerance specifications have been met. Apply the seal coat according to Section 407.

DRAFT



# **Naturally Occurring Asbestos (NOA) in Southern Nevada**

**July 7, 2015**

**Mary Martini**

**NDOT District 1 Engineer**



[nevadadot.com](http://nevadadot.com)



# Presentation Purpose

- Provide NOA Background
- NOA Mitigation Measures
- Best NOA Handling Practices
- Examine Future Sand & Gravel Use





## What is Naturally Occurring Asbestos?

- NOA occurs in rocks and soil as opposed to commercially mined asbestos or that used in building insulation, fireproofing and brake pads.
- Natural weathering and human activities may disturb NOA-bearing rock or soil and release mineral fibers in the air, thereby posing a potential exposure risk through inhalation.

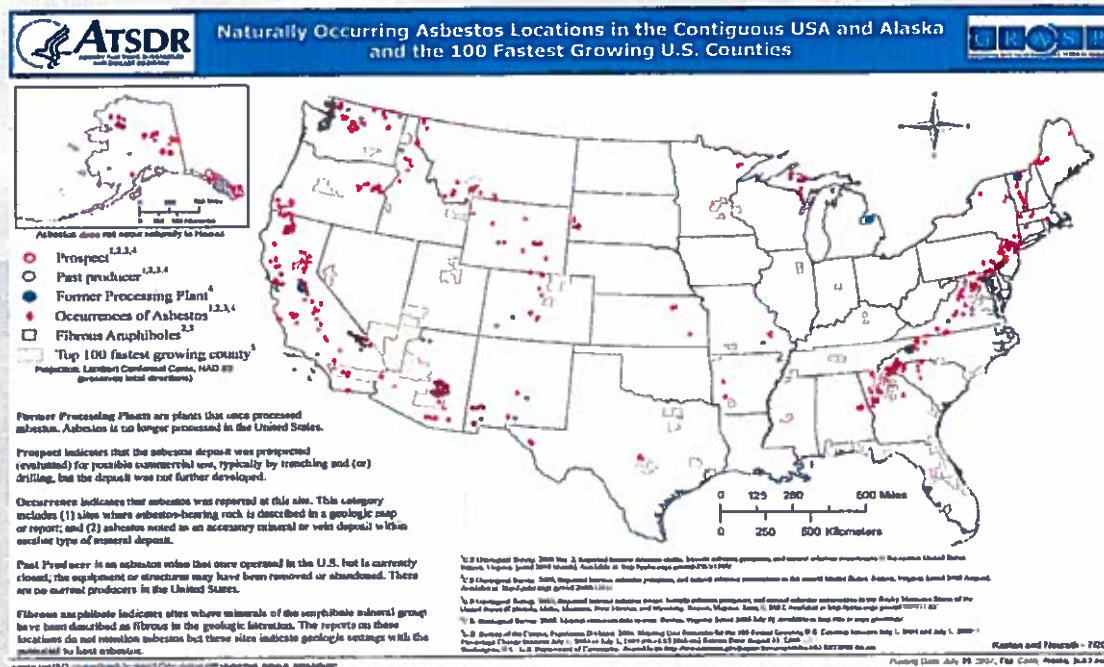






# NOA Locations Nationwide

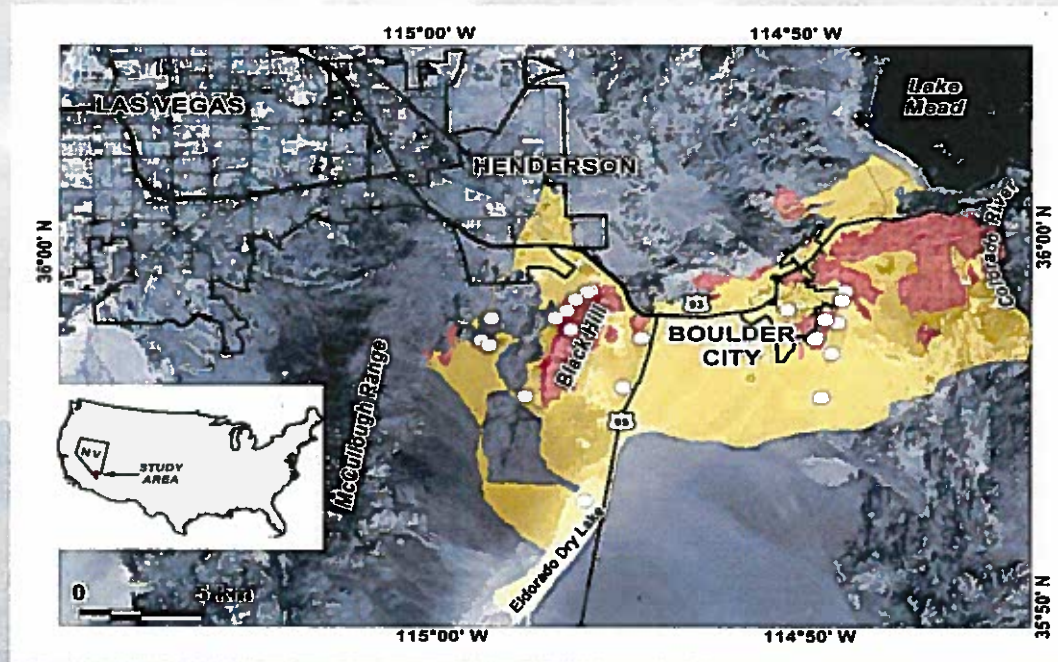
- Occurs in at least 35 States
- 44 out of 58 counties in California have documented occurrences of NOA





# UNLV Study

- 2013 study identified the presence of NOA at various locations in and around Boulder City.



Potential naturally occurring asbestos rock outcrops (red) and potential NOA bearing soils (yellow). White circles are sample locations (taken from Buck et al. 2013: Figure 2).



# NOA Regulations

- **EPA:** Regulates asbestos under three laws but none pertain to NOA
- **OSHA:** Regulates asbestos for worker safety
- **State of Nevada:** No statutes or regulations specifically for NOA
- **Southern Nevada Health District :** Regulates transport of asbestos greater than 1 percent by weight
- **Clark County Department of Air Quality:** Regulates only dust





# NOA Mitigation Measures

- Agencies Referenced
  - California Air Resource Board (CARB)
  - Caltrans (California DOT)
- Mitigation measure outcome
  - Modeled measures after California regulations (CARB) and best practices





# NOA Mitigation Measures

- Thoroughly wet work areas and unpaved road surfaces using water trucks, hoses, spray systems or sprinklers
- Reduce vehicle driving speeds in the work area to limit dust generation
- Reduce drilling and excavating speeds
- Excavate and blast during periods of calm or low wind speeds





# NOA Mitigation Measures

- Avoid overloading trucks to prevent “spill out”
- Clean equipment and vehicles to prevent tracking soil out of the project work area
- Limit NOA concentration to less than 0.25 percent for surfacing material (topsoil, landscaping, etc.)
- Monitoring to get baseline measurements





# NOA Mitigation Measures

- NOA Education & Training
- Use Personal Protection Equipment, including respirators in high concentration areas
- Clean work clothes with HEPA vacuum
- Rinse works boots
- Thoroughly clean body parts exposed to NOA





# Mitigation Compliance

- Clark County Air Quality Permit
- Following Regulations for NOA
- Cover or capping NOA material with soil or rock meeting CARB Standards for Surfacing Applications
- Implementation of NOA Management Plan
  - Describes the managerial approach, strategy, characterization, and quality procedures to achieve all of the requirements for NOA mitigation







# NOA in Southern Nevada

- We Are Establishing Certified NOA Lab for Source Acceptance
- Existing NDOT labs not set up to handle NOA





# Current NOA Contracts

- Flamingo Road Bus Rapid Transit Project
- US-95/215 Project
  - Tetra- Tech contract amendment allows for up to 5 sites to test stockpile sources for landscape rock bid into the current contracts. Must first pass Quality Control testing prior to placement.
  - The contractor/commercial pit will stockpile material for landscaping rock that has been tested for surface use
  - NDOT environmental division through Tetra Tech has provided the testing methods and frequency requirements to be utilized for quality assurance in creating the source stockpiles for the landscaping rock.





# Upcoming NOA Contracts

- NDOT will include language in the specifications/contract requiring the contractor to provide certification that any material to be placed within 6" of the project surface is either non-detect\* the presence of NOA and Erionite.





# Long-Term NOA Process

- NDOT will require testing and certification of any surface rock (rock to be placed within 6” of surface) sources located:
  - Within the UNLV map boundaries indicating the presence of NOA and the Center for Disease Control (CDC) information on erionite.
  - Adjacent to the areas indicated the presence of NOA and Erionite





# Long-Term NOA Process

- NDOT environmental is putting out a \$1 million contract to map pits, and material sites and NDOT right-of-way across the state for the presence of NOA and Erionite.
  - Looking to identify rock formations/geological configurations that are indicators of these minerals.
  - NDOT will provide a geologist to work with the independent geologist to increase knowledge.
  - Expected timeline to completion is 12-18 months.





# Naturally Occurring Asbestos in Southern Nevada

## Questions?



[nevadadot.com](http://nevadadot.com)



**Mary Martini**  
**NDOT District 1 Engineer**

**(702) 385-6501**

**[mmartini@dot.state.nv.us](mailto:mmartini@dot.state.nv.us)**



**[nevadadot.com](http://nevadadot.com)**

**AGC/NDOT COMMITTEE**  
**12:00 p.m., Friday, August 21, 2015**  
**AGC Building – NAM Training Room**

**AGENDA**

1. Self-Introductions
2. Review minutes of previous meeting dated Friday, May 29, 2015
3. NDOT Stormwater Division Update – Bill Hoffman
  - a. Nevada Department of Environmental Protection
  - b. Stormwater Training – Upcoming Classes
4. Federal Funding Update – Bill Hoffman
  - a. 2015 Fuel Tax Revenue
5. Twelve Month Project List – Sharon Foerschler
  - a. Future Alternative Procurement Projects
6. Materials Update– Darin Tedford
7. E-Docs/Field Manager – Megan Sizelove
8. B2G Software Update – Jenni Eyerly
9. Partnering Program Update – Lisa Schettler
  - a. Dispute Resolution Teams
  - b. DRT Contract Working Group
10. Electronic Bidding Upgrade – Jenni Eyerly
11. District(s) Update – Thor Dyson
12. Personnel Changes – Bill Hoffman
13. Project Closeout – Sharon Foerschler
14. Upcoming AGC Events
  - a. AGC Fall Golf Tournament – 7:30 a.m., Friday, September 11, 2015 – Wolf Run Golf Course
  - b. Storm Water Pollution for Construction – 7:00 a.m., Tuesday, October 6, 2015 and 7:00 a.m., Wednesday, October 7, 2015 – AGC Office
  - c. Construction Leadership Council Tailgate – 1:00 p.m., Saturday, October 10, 2015
  - d. AGC Christmas Party – 6:00 p.m., Friday, December 11, 2015 – Atlantis Casino
15. Other
16. Next meeting tentatively scheduled for 12:00 noon, Friday, November 20, 2015 at the AGC.

cc: Justin Ivory, President  
Will Hellickson, Chair  
Dan LeBlance, Vice Chair  
Ross Brown  
Chris Burke  
Jack Byrom  
Jim Cain  
Daniel Caldwell  
Sergio Callegari  
Mark Casey  
Matt Cates  
Jason Clack  
Keith Compbel  
Fred Courier  
Marty Crew  
Emma Crossman  
Randy Cunningham  
Bill Darnell

Jon Del Santo  
Michele Dennis  
Jim Dodson  
Ruedy Edgington  
Jeff Freeman  
Jason Fritz  
Robert Gelu  
Maverick Gibbons  
Louis Ginocchio  
Shane Glenn  
Dan Gotta  
Matt Gotta  
Mike Grock  
Kevin Hamilton  
Buzz Harris  
Tom Herschbach  
Craig Holt  
George Jordy

Kyle Larkin  
Verdie Legg  
Kevin Linderman  
Tom Massaro  
Barry McKeegan  
Doug Olsen  
Jonathan Pease  
Dan Peterson  
Pam Pierce  
Taylor Polan  
Cale Pressey  
Max Ravazzolo  
Randi Reed  
Brian Roll  
Mike Rooley  
Jeff Shapiro  
Paul Shogren  
Randi Shover

Lee Smithson  
Art Sperber  
Shawn St. Jacques  
Jesse Steverman  
Rich Stoltz  
Dean Stone  
Gregg Sutton  
Ray Taft  
Dave Titzel  
Brian Wacker  
Ron Weber  
Dean Weitzel  
Marc Wheeler



**AGC/NDOT COMMITTEE**  
**12:00 p.m., Friday, May 29, 2015**  
**J.A. Nugget – Genoa Ballroom**

**DRAFT MINUTES**

1. The meeting was called to order at 12:03 by Chair Hellickson and those present introduced themselves.
2. Minutes of previous meeting dated Friday, February 20, 2015 were reviewed and accepted as presented.
3. James Murphy from NDOT provided committee members an update on Stormwater Compliance. An escalator will be in all construction contracts after June 1, 2015 for non-compliance of stormwater management. Stormwater training will be required for all contracts after June 1. Each contractor will be required to designate a stormwater manager for every contract. Training will be required for the contractor's designee. The training is valid for three years and reciprocity will not be accepted from other states.
4. NDOT Director Rudy Malfabon provided an update on the federal highway trust fund training. Congress recently passed legislation authorizing funding through July 31. Director Malfabon does not anticipate an impact to the NDOT construction budget this season. Reimbursements to NDOT may be delayed due to the short-term funding measure, however.
5. NDOT Assistant Director John Terry provided committee members both the twelve month and five year project list. Mr. Terry anticipates the twelve month list to be advertised on the projected dates. It was noted that the five year list is subject to funding.
6. Sharon Foerschler covered the new NDOT pavement smoothness specifications with the committee. NDOT is moving to a new index. Contractor comments were collected and responded to by NDOT on these specifications.
7. Sharon Foerschler discussed the new NDOT percent within limits program. It is anticipated that there will be a 2017 implementation. Three projects will test the program during the next year and one will occur in each district.
8. Sharon Foerschler discussed the new Hot Plant Calibration Changes required by NDOT. Approval will be needed by NDOT for calibration prior to production at a hot plant. NDOT will assist contractors on calibration and will be onsite during the initial calibrations.
9. Megan Sizelove provided committee members an update on E-Docs/Field Manager. All NDOT contracts after 3576 require the use of E-Docs/Field Manager. A web based version of the software is currently in beta testing. Software available for contractors is available for purchase at an approximate cost of \$1000 per license.
10. Lisa Schettler provided an update on the NDOT Partnering Program. An executive steering committee has been formed to implement the new partnering requirements. Several contractors and AGC will be represented on the committee. Training for members of the dispute resolution teams will occur at NDOT in the month of June.
11. NDOT Deputy Director Tracy Larkin-Thomason provided an update on certified payroll requirements. The levied requirement for owner/operators of trucking companies to report certified payroll has been problematic. Contractors in every area of the state have had difficulties fulfilling this requirement. A meeting between the Labor Commissioner, NDOT and AGC has been scheduled to determine if a administrative solution is available to address this issue. Training is being offered on certified payroll by NDOT and is being offered through AGC.

AGC/NDOT COMMITTEE

12:00 p.m., Friday, May 29, 2015

Draft Minutes, Page 2

12. Tracy Larkin-Thomason provided an update on the DBE Program. The backlog has been addressed on DBE issues. Vacant positions within NDOT have been hired and filled. NDOT is going to base DBE goals on the regional availability of DBE's serving a commercially useful function. Members were reminded that any goal during the bid process becomes a contractual requirement. Additionally, it was stressed to communicate with the project engineer if any portion of a DBE contract is not fulfilled.
13. John Terry discussed the implementation of the 2014 Silver Book. Pull sheets covering stormwater and dispute resolution teams are being developed.
14. Teresa Schlaffer addressed the new electronic bidding software with the committee. An update to the software is being completed for subcontractor reports. The fix is anticipated to be complete by June 9. Software enhancements will be delivered in July to the system.
15. Rudy Malfabon announced some recent personnel changes. Sharon Foerschler was recently promoted to lead the Construction Division at NDOT. Sonny Bray has been hired as the External Civil Rights Officer.
16. Sharon Foerschler updated the committee on project closeouts. Fourteen projects have been closed out in the past quarter. Members were encouraged to call Ms. Foerschler if there was concern on any specific contract.
17. Chair Hellickson reminded committee members of upcoming AGC Events.
18. There being no further business, the next meeting was tentatively scheduled for 12:00 noon, Friday, August 21, 2015 at the AGC.
19. The meeting was adjourned at 1:07 p.m.

cc: Justin Ivory, President

Will Hellickson, Chair

Ross Brown

Chris Burke

Jack Byrom

Jim Cain

Daniel Caldwell

Sergio Callegari

Mark Casey

Matt Cates

Jason Clack

Keith Compel

Fred Courier

Marty Crew

Randy Cunningham

Bill Darnell

Jon Del Santo

Michele Dennis

Jim Dodson

Ruedy Edgington

Jeff Freeman

Jason Fritz

Robert Gelu

Maverick Gibbons

Louis Ginocchio

Shane Glenn

Dan Gotta

Matt Gotta

Mike Grock

Kevin Hamilton

Buzz Harris

Scott Hiatt

Tom Herschbach

Craig Holt

George Jordy

Kyle Larkin

Dan LeBlanc

Verdie Legg

Kevin Linderman

Tom Massaro

Barry McKeegan

Doug Olsen

Jonathan Pease

Dan Peterson

Pam Pierce

Taylor Polan

Cale Pressey

Max Ravazzolo

Randi Reed

Brian Roll

Mike Rooley

Paul Schneider

Jeff Shapiro

Paul Shogren

Randi Shover

Lee Smithson

Art Sperber

Shawn St. Jacques

Jesse Steverman

Rich Stoltz

Dean Stone

Gregg Sutton

Ray Taft

Dave Titzel

Brian Wacker

Ron Weber

Dean Weitzel

Marc Wheeler

NDOT:

Rick Bosch

Val Denos

Sharon Foerschler

Wendy Hill

Tracy Larkin-Thomason

Maria Maness

James Murphy

Lisa Schettler

Teresa Schlaffer

Megan Sizelove

Darin Tedord

John Terry

Also Present:

Mitch Burns

Craig Madole

John Madole

Ashley Stone

Trevor Thomassen

J.P. Woyton

## Upcoming NDOT Construction Projects

County	Location & Description	Contract Range and Cost
<b>AUGUST 2015</b>		
WA	<b>Location:</b> FRWA06, SPARKS, NUGGET AVE., PYRAMID TO MCCARRAN MP WA 0.22 TO MP WA 0.77 <b>Description:</b> EXCAVATE EXISTING ROADWAY, 10 INCH BASE, 6 INCH PBS.	R17 \$1,050,000.01 to \$1,300,000
WA	<b>Location:</b> MY 921, RENO MAINTENANCE YARD, SR 667 MP WA 26.3 <b>Description:</b> IMPROVE YARD DRAINAGE AT FUELING STATION, INSTALL NEW WASH STATION AND SANDER RACK	R18 \$1,300,000.01 to \$1,550,000
CL	<b>Location:</b> I 15, CLARK COUNTY, FROM CALIFORNIA STATE LINE TO NORTH OF THE I 215 INTG., MP CL 0.00 TO MP CL 35.00 <b>Description:</b> REPLACE FAULTY HIGH MAST LOWERING SYSTEM AND TO UPGRADE EXISTING HIGH PRESSURE SODIUM FIXTURES TO LED FIXTURES	R19 \$1,550,000.01 to \$1,850,000
EL	<b>Location:</b> I 80 FROM 0.05 MILES WEST OF THE WILLOW CREEK GRADE SEPARATION TO 0.82 MILES EAST OF THE EAST WELLS INTERCHANGE. MP EL 68.98 TO EL 74.86. <b>Description:</b> COLDMILL, RUBBLIZE AND OVERLAY WITH LEVELING COURSE, PLANTMIX BITUMINOUS SURFACE AND OPEN GRADED WEARING COURSE.	R32 \$16,500,000.01 to \$20,000,000
CL	<b>Location:</b> SR 160 BLUE DIAMOND ROAD, CLARK COUNTY, FROM SR 159 RED ROCK CANYON ROAD TO BEGINNING OF MOUNTAINOUS AREA MP CL 10.89 TO MP CL 16.63 <b>Description:</b> CONSTRUCTION NECESSARY TO WIDEN 2 TO 4 LANES. PHASE 1.	R33 \$20,000,000.01 to \$23,500,000
ES	<b>Location:</b> US 95 IN GOLDFIELD FROM COLUMBIA ST. TO 2ND ST. ES 19.12 TO ES 19.29 <b>Description:</b> CONSTRUCT GOLDFIELD VISITOR CENTER FACILITY, PEDESTRIAN ACCESS AND A PARKING LOT NORTH OF US 95	R16 \$890,000.01 to \$1,050,000
CL	<b>Location:</b> I 15 NB, SLOAN TRUCK INSPECTION STATION MP CL 23.854 TO 25.842 <b>Description:</b> REHABILITATE, REPAVE TRUCK INSPECTION STATION, CHECK STATION SIGN AND UPGRADE TO LED LIGHTING.	R16 \$890,000.01 to \$1,050,000
CL	<b>Location:</b> SR 604, LAS VEGAS BLVD, FROM E. CAREY AVE TO 0.240 MI NORTH OF CRAIG RD MP CL 32.997 TO CL 37.713 <b>Description:</b> ROADWAY REHABILITATION AND CONCRETE BUS LANES	R30 \$11,500,000.01 to \$13,500,000
<b>SEPTEMBER 2015</b>		
CL	<b>Location:</b> I 15 FROM UPRR SPUR NELLIS TO NORTH OF THE APEX INTERCHANGE. CL MP 51.498 TO 59.00. <b>Description:</b> INSTALL INFRASTRUCTURE, FAST PACKAGE H1.	R24 \$3,850,000.01 to \$4,600,000
EL	<b>Location:</b> I 80 AT THE PEQUOPS. MP EL 91 WS AND MP EL 97.45 ES <b>Description:</b> CONSTRUCT ANIMAL SAFETY OVER CROSSINGS	R30 \$11,500,000.01 to \$13,500,000
<b>NOVEMBER 2015</b>		
DO	<b>Location:</b> SR 757 MULLER LANE 0.34 MI EAST OF FOOTHILL RD. MP DO 0.34 <b>Description:</b> REPLACE STRUCTURE B-474	R17 \$1,050,000.01 to \$1,300,000
WA	<b>Location:</b> SR 648, GLENDALE AVENUE, FROM KIETZKE LANE TO MCCARRAN BOULEVARD. WA 2.70 TO WA 5.36. <b>Description:</b> RECONSTRUCT ROADWAY	R31 \$13,500,000.01 to \$16,500,000
NY	<b>Location:</b> SR 160, NYE COUNTY, FROM 0.465 MI NO E BASIN AVE TO 12.556 MI NO OF BELL VISTA AVE AT THE 2010 NUL OF PAHRUMP. MP NY 11.193 TO 26.363. <b>Description:</b> COLDMILL AND OVERLAY WITH PLANTMIX BITUMINOUS SURFACE AND OPEN GRADED WEARING COURSE.	R30 \$11,500,000.01 to \$13,500,000

## DECEMBER 2015

NY	<b>Location:</b> SR 372 AT PAHRUMP VALLEY RD <b>Description:</b> CONSTRUCT A ROUND ABOUT.	R21 \$2,200,000.01 to \$2,650,000
NY	<b>Location:</b> SR 372 AT BLAGG ROAD MP NY 6.06 <b>Description:</b> CONSTRUCT ROUNDABOUT	R20 \$1,850,000.01 to \$2,200,000
CL	<b>Location:</b> MULTIPLE INTERSECTIONS IN DISTRICT 1, CITY OF LAS VEGAS. SIGNAL SYSTEM PACKAGE 3 <b>Description:</b> SIGNAL SYSTEM MODIFICATION IN CITY OF LAS VEGAS, FLASHING YELLOW ARROWS. REMOVE AND REPLACE EXISTING PEDESTRIAN HEADS TO PEDESTRIAN COUNTDOWN TIMERS.	R15 \$745,000.01 to \$890,000
CL	<b>Location:</b> I 15 NORTH, LAS VEGAS, CRAIG RD TO SPEEDWAY BLVD PKG 2A. MP CL 48.43 TO 53.62 <b>Description:</b> REMOVE/REPLACE PCCP WITH ACP (CRAIG TO LAMB); ACP (LAMB TO SPEEDWAY); ROW FENCE REPLACEMENT; SEISMIC RETROFIT G-958 N/S AND G-961 N/S, WIDENING FROM 4 TO 6 LANES AND AUXILIARY LANE ADDITIONS.	R36 \$34,000,000.01 to \$41,000,000
NY	<b>Location:</b> SR 160, NYE COUNTY, FROM RAINBOW AVENUE TO CALVADA BLVD. MP NY 7.00 TO MP NY 8.50 <b>Description:</b> WIDEN FROM THE EXISTING 2 LANES TO A 4 LANE HIGHWAY	R24 \$3,850,000.01 to \$4,600,000
CL	<b>Location:</b> SR 589 SAHARA AVE FROM I 15 TO LAS VEGAS BLVD. MP CL 25.45 TO CL 26.27 <b>Description:</b> 3 3/4" COLDMILL AND 3" PBS W/ 3/4" OPEN GRADE	R11 \$360,000.01 to \$430,000
<b>JANUARY 2016</b>		
CL	<b>Location:</b> SR 160, CLARK COUNTY, BLUE DIAMOND HIGHWAY, AT FORT APACHE ROAD, MP CL 7.39 AND EL CAPITAN WAY, MP CL 6.86. PEDESTRIAN SAFETY PROJECT <b>Description:</b> INSTALL SIGNAL SYSTEM AND PEDESTRIAN FACILITIES.	R22 \$2,650,000.01 to \$3,200,000
WA	<b>Location:</b> SR 443, SUN VALLEY BLVD., @ 6TH ST., @ GEPFORD PKWY., AND @ SKAGGS CIRCLE. PEDESTRIAN SAFETY PROJECT FY15 <b>Description:</b> PEDESTRIAN, LIGHTING AND ADA IMPROVEMENTS ON SUN VALLEY BLVD.	R12 \$430,000.01 to \$515,000
CL	<b>Location:</b> SR 147, LAS VEGAS, FROM CIVIC CENTER DR. TO PECOS RD., MP CL 1.486 TO MP CL 2.485 PEDESTRIAN SAFETY PROJECT FY15 <b>Description:</b> PEDESTRIAN AND ADA IMPROVEMENTS	R24 \$3,850,000.01 to \$4,600,000
CL	<b>Location:</b> SR 159, CLARK COUNTY, FROM MARION DRIVE TO NELLIS BLVD., FROM HILLSIDE PLACE TO BURNHAM AVE., AND SR 582 BOULDER HIGHWAY AT SUN VALLEY DR. INTERSECTION. MP CL 30.524 TO MP CL 31.204, MP CL 27.032 TO MP CL 28.042, AND MP CL 9.929 TO MP CL 10.641 PEDESTRIAN SAFETY PROJECT FY15 <b>Description:</b> PEDESTRIAN AND ADA IMPROVEMENTS	R20 \$1,850,000.01 to \$2,200,000
CL	<b>Location:</b> SUMMERLIN PARKWAY, LAS VEGAS, FROM BUFFALO DRIVE TO CC 215. OFF SYSTEM <b>Description:</b> INSTALL CABLE BARRIER RAIL IN MEDIAN	R17 \$1,050,000.01 to \$1,300,000
WA	<b>Location:</b> SR 431, MT. ROSE HIGHWAY, MP 0.268 TO 0.651 <b>Description:</b> CONSTRUCT A TRUCK ESCAPE RAMP	R24 \$3,850,000.01 to \$4,600,000
ES	<b>Location:</b> US 6 FROM THE JUNCTION WITH US 95 TO 1.974 MILES WEST OF MILLERS ROADSIDE PARK. MP ES 18.815 TO ES 43.892. <b>Description:</b> 2 INCH MILL WITH 2 INCH PLANTMIX BITUMINOUS SURFACE WITH OPEN GRADED WEARING COURSE, 3 INCH COLD IN PLACE RECYCLE AND 3 INCH PBS WITH 3/4 INCH OPEN GRADED WEARING COURSE.	R31 \$13,500,000.01 to \$16,500,000
CC	<b>Location:</b> SR 529, SOUTH CARSON STREET, FROM OVERLAND STREET TO FAIRVIEW DRIVE. MP CC 0.38 TO CC 1.99 <b>Description:</b> 2 3/4" COLDMILL WITH 2" PLANTMIX BITUMINOUS SURFACE WITH OPEN GRADED SURFACE	R25 \$4,600,000.01 to \$5,500,000
DO	<b>Location:</b> US 50 FROM CAVE ROCK TO SR 28 SPOONER JUNCTION. <b>Description:</b> FINAL DESIGN AND CONSTRUCTION OF SLOPE STABILITY, WATER QUALITY AND EROSION CONTROL IMPROVEMENTS NOT COMPLETED IN PHASE A AND PHASE B.	R26 \$5,500,000.01 to \$6,600,000
LA	<b>Location:</b> US 50 FROM CHURCHILL/LANDER COUNTY LINE TO .565 MILES EAST OF SR 305 TO 1.030 MILES EAST OF SR 305 MP LA 0.00 TO LA 24.00 <b>Description:</b> ROADBED MODIFICATION WITH 8" TYPE 1 BASE WITH 5" PBS AND 3/4" OPEN-GRADED WEARING COURSE, FLATTEN SLOPES	R30 \$11,500,000.01 to \$13,500,000

WA	<b>Location:</b> SR 430, NORTH VIRGINIA STREET, RENO, @ HOGE ROAD; @ MORaine WAY; AND @ TALUS WAY. PEDESTRIAN SAFETY PROJECT FY 2015	R12 \$430,000.01 to \$515,000
	<b>Description:</b> PEDESTRIAN, LIGHTING, AND ADA IMPROVEMENTS	
WP	<b>Location:</b> US 93 NORTH OF MCGILL FROM 3.61 MI SOUTH OF SUCCESS SUMMIT RD TO 5.39 MI NORTH OF SUCCESS SUMMIT RD. MP WP 66.99 TO WP 75.99	R26 \$5,500,000.01 to \$6,600,000
	<b>Description:</b> 2" COLDMILL WITH 3" PLANTMIX BITUMINOUS SURFACE WITH OPEN GRADED SURFACE	
ES	<b>Location:</b> US 6, ESMERALDA COUNTY, FROM THE JUNCTION WITH 95E TO 8 MILES EAST OF MILLERS REST PARK. MP ES 18.86 TO MP ES 38.00	R26 \$5,500,000.01 to \$6,600,000
	<b>Description:</b> SHOULDER WIDENING, SLOPE FLATTENING, PASSING LANES	
WA	<b>Location:</b> SR 667, KIETZKE LANE, RENO, @ PROSPERITY STREET; @ ROBERTS STREET; @ TAYLOR STREET; AND @ APPLE STREET. PEDESTRIAN SAFETY PROJECT	R15 \$745,000.01 to \$890,000
	<b>Description:</b> PEDESTRIAN AND ADA IMPROVEMENTS	
DO	<b>Location:</b> US 50 AT CAVE ROCK, MP DO 7.11	R24 \$3,850,000.01 to \$4,600,000
	<b>Description:</b> EXTEND WESTBOUND TUNNEL	
<b>FEBRUARY 2016</b>		
EL	<b>Location:</b> MY 931, RUBY VALLEY MAINTENANCE YARD, AT SR 229 MP EL 35.45	R12 \$430,000.01 to \$515,000
	<b>Description:</b> DRAINAGE IMPROVEMENTS, REPAVE MAINTENANCE YARD	
<b>MARCH 2016</b>		
WA	<b>Location:</b> I 580 AT DAMONTE RANCH PARKWAY, MP WA 16.98	R21 \$2,200,000.01 to \$2,650,000
	<b>Description:</b> CONSTRUCT LANDSCAPE AND AESTHETICS	
CL	<b>Location:</b> I 515 AT DOWNTOWN VIADUCT IN CLARK COUNTY. MP CL 74.35 TO CL 76.67	R34 \$23,500,000.01 to \$28,500,000
	<b>Description:</b> SEISMIC RETROFIT AND BRIDGE DECK REHABILITATION OF DOWNTOWN LV VIADUCT AND RAMP STRUCTURES G-947, I-947, I-947 E/W/R/M/L.	
CL	<b>Location:</b> SR 589, SAHARA AVE, AND SR 612, NELLIS BLVD, INTERSECTION, LAS VEGAS	R17 \$1,050,000.01 to \$1,300,000
	<b>Description:</b> EXCAVATE ROADWAY MATERIALS AND RECONSTRUCT WITH AGGREGATE, PLANTMIX BITUMINOUS SURFACE AND CONCRETE	
<b>APRIL 2016</b>		
WP	<b>Location:</b> SR 318 LUND, FM MP NY 9.99 TO MP NY 38.79 AND FM MPWP 0.00 TO MP WP 22.58	R22 \$2,650,000.01 to \$3,200,000
	<b>Description:</b> CHIP SEAL	
<b>MAY 2016</b>		
PE	<b>Location:</b> FR PE01, I 80 FRONTAGE ROAD S OF LOVELOCK, MP PE 4.50 TO PE 16.58	R24 \$3,850,000.01 to \$4,600,000
	<b>Description:</b> 2 INCH PLANTMIX OVERLAY	
<b>JUNE 2016</b>		
CL	<b>Location:</b> US 95 NW CORRIDOR PHASE 3B AT MP 88 AND CC 215 FROM HUALAPAI TO TENAYA WAY. MP 88 ABD CC 215 MP 37-39	R32 \$16,500,000.01 to \$20,000,000
	<b>Description:</b> UTILITY PHASE: RELOCATE 36" GAS LINE	
WP	<b>Location:</b> US 50, STATEWIDE, FROM CARSON CITY TO ELY, MP CC 12.547 TO MP WP 72.246	R28 \$7,950,000.01 to \$9,550,000
	<b>Description:</b> INSTALL ITS SMART ZONES AND ACCESS EXISTING FIBER OPTICS	
<b>JULY 2016</b>		
CL	<b>Location:</b> US 95, CLARK COUNTY, FROM CA/NV STATELINE TO BOULDER CITY BYPASS MP CL 0.00 TO MP CL 56.238	R25 \$4,600,000.01 to \$5,500,000
	<b>Description:</b> INSTALL ITS INFRASTRUCTURE, FAST PACKAGE K1	
<b>AUGUST 2016</b>		
CL	<b>Location:</b> US 95 FROM DURANGO DR TO KYLE CANYON RD. MP CL 89.92 TO 92.37. PACKAGE 2B	R37 \$41,000,000.01 to \$49,000,000
	<b>Description:</b> WIDEN FROM 4 TO 6 LANES; ADD AUXILIARY LANES	

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

Department of Transportation Construction Contract Closeout Status July 2, 2015																							
CONT NO	DIST	CREW #	CONTRACTOR - RESIDENT ENGINEER	DESCRIPTION	CONTRACT BID PRICE	RETENT HELD	EEO	LAB	CP	LE or CM	ATS	WC	CONST. COMPL.	CLEANUP FINALIZED	PLANT ESTABL. (end date)	DISTRICT ACCEPT	DIRECTOR ACCEPT	PICK UP COMPL.	R F U	COMMENTS	PRIORITIES (based on Const Comp Date)	CHANGE ORDER STATUS	
3409	1	926	CAPRATI CONSTRUCTION - SULAHRA DEENA CECILIA	US 95 FROM RAINBOW/SUMMERLIN INTERCH. TO RANCHO/AMM RD. & DURANGO DR. (PKG. 3)	\$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	5/13/14		Y	Approx 25% complete. Closeout on hold pending return of books from Legal. Went to legal 5/26/15. Wage Investigation Hearing in LV October 2015.	1 - Deena - Cecilia	
3529	1	903	TRANSORE ITS LLC - CONNER DEENA	SIGNAL SYSTEM MODIFICATION IN CITY OF LAS VEGAS, SYSTEMIC REPLACEMENT OF 5 SECTIONS P/P HEADS	\$1,753,671.20	\$0.00	N	A	A	A	A	A		10/2/13		11/9/14	1/5/15	5/29/15	Y	Ready for pay off. Waiting for EEO.	Done		
3530	1	902	LAS VEGAS PAVING CORP - MATT YOUSUF	CONSTRUCT NEW INTERCHANGE I-15 AT CACTUS AVENUE	\$38,900,000.00	\$50,000.00	A	A	A	N	N	N		8/29/14		3/31/14		5/4/15	Y	Pickup complete. Needs District Acceptance (freeman followup with Marlo on status) & ATSS before final qrys sent to contractor	Done		
3532	1	916	LAS VEGAS PAVING CORP-BUGULESKI TRISH	RE-OPEN F STREET UNDER I 15 INTERSTATE TO TRAFFIC	\$13,600,000.00	\$50,000.00	S	A	N	N	N	N		10/24/14						N	Crew preparing to request pickup.		
3534	1 (DS)	922	GRANITE CONSTRUCTION-CHRISTIANSEN TRISH	CONSTRUCT SHOULDERS AND PASSING LANES	\$9,886,886.00	\$50,000.00	N	A	N	A	N	N		10/17/14	10/24/14	11/19/14	2/11/15			N	Currently working on close out		
3546	1	903	LAS VEGAS PAVING - TRISH CONNER	I-15 MILL, 3" PBS, 3/4" OPEN-GRADE, 2 IN TRUCK CLIMBING LN NORTH BOUND	\$35,650,000.00	\$50,000.00	N	N	N	N	N	N		6/10/15		Partial Relief 5/8/15				N	Construction ongoing.		04 Prior approved waiting on CD
3552	1	915	NEVCAL INVESTERS - STRGANAC TRISH	SIGNAL SYSTEM MODIFICATION IN THE CITY OF NORTH LAS VEGAS	\$441,763.58	\$22,136.05	N	A	N	A	N	A		1/15/15		7/7/15	7/23/15			N	Began working on close out 8/13/15		
3556	1	901	ROAD & HIGHWAY - ALJWATEK TRISH	REALIGN US 93 FOR APPROXIMATELY 3000 FT USING GEO-FOAM TO AVOID UNSUITABLE SOILS	\$3,595,595.00	\$50,000.00	A	A	N	S	N	N		12/3/14						N	Crew preparing to request pickup.		
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	Y		7/25/14	7/25/14	11/24/14	12/14/14	3/11/15	Y	Potential Wage Claim Issue, contract compliance is working with Contractor. Closeout process 100% complete. Final Post is waiting resolution of EEO clearance.(EEOC PR.077)			
3566	1	915	NEVCAL INVESTORS INC - TRISH STRGANAC	SIGNAL SYSTEM MODIFICATION CITY OF NORTH LAS VEGAS	\$590,432.20	\$30,379.31	N	A	N	N	N	N								N	Project temp SUSPENDED Construction ongoing, finalizing pending execution of CD #2.		#2 pending approval
3567	1	915	ACME ELECTRIC - TRISH STRGANAC	MULTIPLE INTERSECTIONS IN DIST 1 - SIGNAL MODIFICATION IN LAS VEGAS	\$405,969.00	\$30,298.45	S	N	N	N	N	N								N	Project temp SUSPENDED for other city work on going. 1 WD remaining on contract.		
3572	1	906	LAS VEGAS PAVING CORP- CHRISTIANSEN MATT	SR 574 CHEYENNE AVE, SR 593 TROPICANA AVE AT I 15, CL 37.38 AND SR 592 FLAMINGO RD AT I 15	\$1,390,000.00	\$50,000.00	A	A	A	A	A	A		10/24/14	11/15/14	12/12/14	1/5/15	7/15/15	Y	Final qry's sent to contractor 7/28/2015, pass payoff 9/1/2015.	Done		
3573	1	915	FAST-TRAC ELECTRIC (NEV-CAL INVESTORS, INC) TRISH STRGANAC	INSTALL SIGNAL SYSTEM ON SR 160 AT CHARLTON ROAD; CONSTRUCT PEDESTRIAN FACILITIES AT BUFFALO AND DURANGO DR.	\$1,428,802.74	\$50,000.00	A	A	S	A	N	A		8/22/14		11/24/14	12/1/14		Y	Crew making final corrections to books	Trish		
3581 FM	1	902	INTERMOUNTAIN SLIBRY SEAL INC YOUSUF TRISH	US 93 MICROSURFACE EXISTING ROADWAY	\$1,538,538.00	\$50,000.00	N	A	N	N	N	N		5/27/15						N	Crew waiting on District acceptance		
3584 FM	1	903	VSS INTERNATIONAL DBA TRISH CONNER	US 95 AMARGOSA VALLEY TO BEATTY NYE COUNTY	\$1,710,710.00	\$50,000.00	N	N	N	N	N	N								N	Construction ongoing.		
3592	2	911	FISHER INDUSTRIES - DUNRO ROB-MATT	FROM 995 S. OF BOWERS MANSION CLIFFTOP NORTH TO MOUNT ROSE HWY.	\$893,993,993.00	\$80,000.00	N	S	A	A	A	S		11/19/12	2/28/15	3/2/15	1/9/15		Y	HQ working with Crew on closeout. Plant establishment complete 2/29/15.		Crew working on 89	
3589 ARRA	2	913	MEADOW VALLEY CONST - LIGHTFOOT DEENA	I-580 AT MEADOWWOOD MALL EXCHANGE	\$21,860,628.63	\$50,000.00	N	N	N	N	N	N		7/10/13	11/1/13	8/13/14	9/26/14		N	Claim pending.		CD #3 in Director's office. CD #25 in 8/W	

EEO=Contract Compliance Clearance  
 LAB=clearance from Materials  
 AB=As-Built

CPFR=Contractors Past Performance  
 LE=Letter of Explanation  
 ATSS=Acceptance Test Summary Sheet

WC=Wage Complaint  
 CA=Contractors Acceptance  
 \* = Internal

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

Department of Transportation Construction Contract Closeout Status July 2, 2015																								
CONT NO	DIST	CREW #	CONTRACTOR - RESIDENT ENGINEER	DESCRIPTION	CONTRACT BID PRICE	RETEIN HELD	E O	L A B	A B	C P P R	LE or CM	A T S	W C	CONST. COMPL.	CLEANUP FINALIZED	PLANT ESTAB. (end date)	OBJECT ACCEPT	DIRECTOR ACCEPT	PICK UP COMPL.	R P U	COMMENTS	PRIORITIES (based on Const Comp Date)	CHANGE ORDER STATUS	
3501	2	911	Q & D CONSTRUCTION - DEENA ANGEL	DN SR 431, MT. ROSE HWY, FROM THE JUNCTION WITH SR 28 TO INCLINE LAKE RD.	\$5,318,188.00	\$50,000.00	A	A	N	A	A	A		11/8/13		10/17/13	6/5/14	6/23/14		N	Crew working on preparing for closeout request. Contract Compliance working with contractor and FHWA to resolve payroll issues (paye checking). All pending HQ pickup/closeout.			
3505	2	907	GRANITE CONSTRUCTION - LANK DEENA	US 92, LYON COUNTY, CHAVES ROAD TO ROY'S ROAD	\$21,212,121.00	\$50,000.00	S	N	A	A	N	S		10/3/13		10/3/14	5/15/15	5/20/15		N	Picked up Contract at crew 8-11/12-15. Working on rescaping CM139.		7 in routing through divisors	
3516	2	907	GRANITE CONSTRUCTION - LANK MATT	US 395 CARSON CITY FREEWAY FROM CAUSION ST. TO FAIRVIEW	\$9,545,454.00	\$50,000.00	S	A	A	S	N	S		7/13/14		N/A	5/15/2015	5/18/2015		N	Pickup request pending execution of CCOs. CEO checking on submittal. Partial submittal of CPPR's (waiting on one for Prime)			
3541	2	911	Q & D CONSTRUCTION - DEENA ANGEL	CONSTRUCT PHASE 1 C.MULTI USE TRAIL OF STATELINE TO STATELINE IN-KWAY PROJECT	\$1,424,013.00	\$50,000.00	A	A	N	S	A	A		10/15/13		12/2015	Partial Accept (and Phase 2) 11-21-15			N	Per Project Management, TTD in agreement with NDOT to do Weed Monitoring activities until 12/2015. Can not close out until completion of agreement with TTD.			
3543	2	905	GRANITE CONST. CO MATT LOMPA	REMOVE BITUMINOUS SURFACE & P&S AND OPEN-GRADE WEARING COURSE	\$1,524,247.76	\$50,000.00	A	A	A	A	A	S		10/23/14			1/20/15	4/13/15	6/22/15	Y	bill pickup complete. Crew working on ATSS before spys are sent to contractor.	Done		
3545	2	910	R DAD & HIGHWAY BUILDERS- OURSKI DEENA	REMOVE BRIDGE DECK AND REPLACE WITH POLYMER CONCRETE ON STRUCTURES I-100, I1007 & I1005 E/W	\$792,459.75	\$39,622.99	N	A	A	N	N	N									N	Working on final repairs pending weather (June). Crew preparing for pickup request		
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	N	N	N	N	N		7/1/15			Partial Relief 11/24/2014				N	Construction ongoing. Misc item pending weather		1,3,5,6 priors paid. No change orders yet
3561	2	911	GRANITE CONSTRUCTION - DEENA ANGEL	2 3/4" MRL 2" PLANTMX SURFACE WITH 3/4" OPEN GRADE	\$6,354,354.01	\$50,000.00	A	A	N	S	A	N									N	Construction ongoing. Rec'd P/R letter (rev)		2, 3, 5, Priors
3564	2	911	Q & D CONSTRUCTION - ANGEL MATT	SR 207 KINGSBURY GRADE FROM THE JUNCTION WITH US 90 TO 3.866 MILES E. OF US 50 CMAR	\$14,877,619.23	\$50,000.00	N	A	N	S	A	A									N	Crew preparing to request pickup. AB completed will collect at time of pickup		
3569	2	905	SIERRA NEVADA CONSTRUCTION- LOMPA MATT	SR 445 PYRAMID HWY MP WA 11.00-43.98, SR 447 GERLACH MP WA 35.00-49.00	\$2,404,007.00	\$10,000.00	A	A	A	A	A	S		10/9/14			1/30/15	2/18/15	6/20/15	Y	bill pickup complete. Crew working on ATSS before spys are sent to contractor.	Done		
3571	2	907	SIERRA NEVADA CONSTRUCTION LANK DEENA	CONSTRUCT A CENTER TURN LANE & RT TURN LANE INTO THE TRIBAL COMMERCIAL CENTER	\$795,007.00	\$39,750.35	A	A	A	A	N	S		10/2/14		N/A	7/15/15	5/18/15		Y	Contract needs to be added to IFS. Final spys sent to contractor 8/17/15.			
3582 FM	2	911	SIERRA NEVADA CONST. MATT ANGEL	US 50 IN DAYTON, 0.13 MI WEST OF PIPE COWE RD TO 0.17 MI EAST OF RETAIL RD. - KEYISE STRIPING, CONE BASED MEDIAN ISLANDS AND DECEL LANES @ VARIOUS LOCATIONS	\$329,357.56	\$16,417.88	N	N	N	A	N	N		5/22/15			6/12/15	6/24/15			N	Crew preparing for pickup request.		
3588 FM	2	910	GRANITE CONSTRUCTION - OURSKI MATT	S SCHOOLS IN WASHOE COUNTY - OFF SYSTEM	\$610,937.25	\$30,546.86	N	N	N	N	N	N									N	Construction ongoing.		
3461	3	918	FISHER INDUSTRIES - KELLY DEENA	I-80 EAST OF OASIS INTERCHANGE TO WEST PF PILOT PEAK INTERCHANGE	\$30,899,979.00	\$50,000.00	A	A	A	A	A	S		11/15/13		11/1/14	12/17/14	1/11/15		Y	Corrections done. Final payment is in process. Sent spys out to contractor 8-7-15. ATSS still in QA for review.	Done		
3534	3	920	GRANITE CONSTRUCTION - MATT SCHWARTZ	RUBBLIZING, P&S WITH DG SEISMIC RETROFIT AND REHABILITATION	\$32,106,106.01	\$50,000.00	N	N	N	N	N	N		8/7/15	9/5/15		Partial Relief 6/11/15				N	Construction ongoing (until summer 2015)		
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	N	N	N	N	N	N	7	3/11/15	4/12/15		5/28/15	8/14/15		N	Crew working on preparing for pickup request. Outstanding Wage Complaint.		2 & 2A prior	

EEO=Contract Compliance Clearance  
LAB=clearance from Materials  
AB=As-Built

CPPR=Contractors Past Performance  
LE=Letter of Explanation  
ATSS=Acceptance Test Summary Sheet

WC=Wage Complaint  
CA=Contractors Acceptance  
~ Internal

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

Department of Transportation Construction Contract Closeout Status July 2, 2016																							
CONT NO	DIST	CREW #	CONTRACTOR - RESIDENT ENGINEER	DESCRIPTION	CONTRACT BID PRICE	RETENT HELD	EEO	LAB	AB	CP	LE	AT	WC	CONST. COMPL.	CLEANUP FINALIZED	PLANT ESTAB. (and date)	DISTRICT ACCEPT	DIRECTOR ACCEPT	PICK UP COMPL.	R P U	COMMENTS	PRIORITIES (based on Const Close Date)	CHANGE ORDER STATUS
2533	3	912/910	Q & D CONSTRUCTION - SIMMONS MATT	PBS OVERLAY WITH OPEN GRADE, PAVED CROSSOVER, CHAIN UP AREAS, AND WORK @ BELWAWE INTERCHANGE	\$14,283,000.00	\$50,000.00	A	A	A	A	A	S		7/14/14			3/23/15	4/1/15		Y	Initial job pickup completed 7/30/15. Sent items back to crew for corrections. ATSS needs QA's review.	Done pending corrections from crew	
3537	3	908	Q & D CONSTRUCTION - SENIUD DEENA	COLDMILLING AND PLACING PLANT MIX SURFACE, PAVING CROSSOVER SAND PURCHASING LIGHTING FIXTURES	\$2,918,944.00	\$50,000.00	A	A	N	S	A	A		10/30/14						N	Waiting for final clean up to request DA. Working to prepare for pickup request. Will closeout with Cost 3540. All completed. Sched for pickup 8-18 & 19-15		
2539	3	920	GRANITE CONSTRUCTION - SCHWARTZ DEENA	SLOPE FLATTENING & CONSTRUCT PASSING LANES	\$7,618,616.00	\$30,000.00	S	A	N	A	A	S		5/8/15			5/16/15	5/21/15		Y	Received pick up req 7/15/15		
3540	3	908	Q & D CONSTRUCTION - SENIUD MATT	REPAIR TUNNEL, REHAB DRAINAGE & IMPROVE LIGHTING, PERFORM WORK ON STRUCTURES B-106, B-1111, B-1113 REPAIR PCP WITH NEW SURFACE (CHAMP)	\$28,340,000.13	\$30,000.00	N	A	N	S	A	N		7/1/15			Partial Relief 5/29/15			N	District Acceptance pending cleanup issues. Crew working on preparing for pickup request. Sched for pickup 8-18 & 19-15		

EEO=Contract Compliance Clearance  
 LAB=clearance from Materials  
 AB=As-Built

CPPR=Contractors Past Performance  
 LE=Letter of Explanation  
 ATSS=Acceptance Test Summary Sheet

WC=Wege Complaint  
 CA=Contractors Acceptance  
 \* = Internal



# AGC Fall Golf Tournament

Friday, September 11, 2015

Wolf Run Golf Club—Four Person Scramble

All Players Check in at 7:00 a.m.

Shotgun Start at 7:30 a.m.

\$125 per person for AGC members

\$150 per person for Future Members

## Golfers: Name (Include First and Last Name)

_____	_____
_____	_____
_____	_____
_____	_____

Name: \_\_\_\_\_ Company: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

If you have any questions, or would like to sign a team up today call Ashley at the AGC office (775)329-6116.

## Golf Package Includes:

- Green Fees and Cart
- Golf Hat, Golf Balls, Marker and Tees
- Lunch will be provided
- Prizes for 1st, 2nd 3rd, Closest to the Hole and Longest Drive
- Mulligans and Putting Tape Available for purchase at Tournament!



Please Make Check Payable To:

**Nevada Chapter AGC**

**Mail To: P.O. Box 7578 Reno, NV 89510**

Fax your RSVP form to (775)329-6575 or  
e-mail your form to Ashley at  
[AshleyS@nevadaagc.org](mailto:AshleyS@nevadaagc.org).

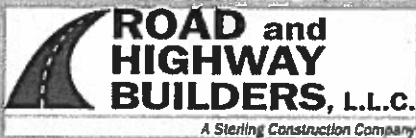
**Thank You For Your Support!**

# AGC Fall Golf Tournament Sponsorship Opportunities!

\$500- Closest to the Hole

\$250- Drink Sponsor

\$500- Golf Hat Sponsor



\$250- Lunch Sponsors (2)

\$500- Golf Towel Sponsor



\$200- Hole Sponsors

(Promote your company any way you can. Games and themes are encouraged at a table on your sponsored hole!)

\$500- Longest Drive Sponsor



Hole in One Sponsor



\$100- Raffle Prize Sponsors



Yes, I would like to be a sponsor in the amount of \$ \_\_\_\_\_

**Name:** \_\_\_\_\_ **Company:** \_\_\_\_\_ **Phone:** \_\_\_\_\_

**Please Make Check Payable To:**

**Nevada Chapter AGC**

**Mail To: P.O. Box 7578 Reno, NV 89510**

**Fax your RSVP form to (775)329-6575 or**

**e-mail your form to Ashley at**

**AshleyS@nevadaagc.org.**

**Thank You For Your Support!**



# AGC CONSTRUCTION LEADERSHIP COUNCIL TAILGATE PARTY



**UNR vs. New Mexico  
Saturday, October 10, 2015**

**AGC Construction Leadership Council  
Invites You to a Tailgate Party!**

**When:** 1:00 p.m.– 3:30 p.m., Saturday,  
October 10, 2015. *Game starts at 4:00 p.m.*

**Where:** Red zone next to right of U.S. Post  
Office enter on 17th St. (see map for visual)



**Hot Dogs, Chili, Beer, Soda & Games!!**

Show your support for AGC and our 2015-2016 UNR  
Wolfpack Team by bringing the whole family to the CLC  
Tailgate Party & UNR game!

Company Name: \_\_\_\_\_

Phone: \_\_\_\_\_

Name: \_\_\_\_\_

Total Persons for Tailgate \_\_\_\_\_ @ \$15.00

Total Children for Tailgate \_\_\_\_\_ @ \$5.00

Total Tickets for Game and Tailgate \_\_\_\_\_ @ \$39.00

Total Children Tickets for Game and Tailgate \_\_\_\_\_ @ \$25.00

Total Amount Due \$ \_\_\_\_\_

**Price:**

Tailgate Party & UNR Ticket  
**\$39 per person**  
**\$25 per child**

Tailgate Party Only  
**\$15 per person**  
**\$5 per child**

**Payment:**

Please make check payable  
to Nevada Chapter AGC  
and send your form in no  
later than Friday, October 2  
to:

Nevada Chapter AGC  
P.O. Box 7578  
Reno, NV 89510

Email:  
ashleys@nevadaagc.org

Phone:  
775-329-6116

Fax:  
775-329-6675

AGC recommends that you park on the shoulder at the corner of  
North Virginia St. and McCarran Blvd. From there you will head  
south down North Virginia St. and make a left into the driveway  
between the UNR Post Office and Channel 5. If you have any  
problems finding our tailgate location on the day of the event  
please contact Ashley on her cell phone at 276-8040.



**Present...**

# **Preventing Storm Water Pollution from Construction Activities 2015 for Water Pollution Control Managers**

## **COURSE DESCRIPTION:**

This comprehensive 16-hour training class objective is to give the participant a knowledge base on storm water pollution, regulations, and best management practices (BMPs). The course will include potential storm water pollution sources and effects associated with construction activity.

The appropriate methods of erosion and sedimentation control will be presented as well as use of BMPs, inspection techniques and a checklist for inspections will be reviewed. The class will conduct a mock inspection exercise and fill out the inspection forms using BMPs along with a section on storm water monitoring for construction sites within ¼ mile of an Impaired/TMDL established waterway will also be presented.

The NDOT guidance manual for Erosion Pollution and Control will be used along with the course handouts. Certificates will be issued at the end of the class. These certificates, along with your experience must be submitted to NDOT and approved in order to be listed as the Water Pollution Control Manager on the project.

- INSTRUCTOR:** Kevin Boesch, Logan Simpson Design
- WHEN:** October 6 – 7, 2015  
(Participant must attend both days to receive WPCM Certification)
- WHERE:** AGC Reno: 5400 Mill Street, Reno, NV 89502
- TIME:** 7:00 a.m. – 4:00 p.m.
- COST:** \$400 – This fee includes course materials, refreshments, breakfast & lunch daily. It does not include hotel reservations or transportation to attend the class.

# Water Pollution Control Manager Daily Schedule

Registration and light breakfast provided      7:00 am – 7:30 am

## Day 1:

Regulations and Permit Review  
Roles and Responsibilities for NDOT and Contractor  
Storm Water Regulations, Pollution Sources and Effects, Fines  
NDOT Erosion Pollution Control Manual  
NDOT Specifications  
Temporary Soil Stabilization and Sediment Control  
Temporary Soil Stabilization BMPs  
Temporary Sediment Control BMPs  
Wind Erosion BMP Trackout Control BMPs  
Non-Storm Water Management BMPs  
Waste Management and Materials Pollution Control BMPs  
Post Construction BMPs  
BMP Maintenance

## Day 2:

Water Pollution Control Strategies  
SWPPP Preparation materials  
Preparing a SWPPP, Approval of SWPPP,  
SWPPP Certification and Approval, SWPPP Amendments  
Body of SWPPP (Objectives, pollutant source identification, BMP  
selection/BMP Checklist and BMP Requirement Exercise, BMP  
text description, Maintenance and Inspection Repair)  
Introduction and Project Description, References  
Storm water Monitoring and Discharge Monitoring Reports  
Responsibilities during Construction and for Completion  
BMPs Inspection  
Regulatory Inspections  
Guidance for Implementation of other BMPs,  
Inspection Techniques, Mock Inspection Exercise and  
Final Erosion Control, Final Stabilization, and Recordkeeping

# REGISTRATION FORM: AGC Reno Location 10/6 – 10/7

Advance registration and payment **MUST BE RECEIVED PRIOR TO START OF CLASS TO ATTEND.** Please register and pay by check or credit card no later than September 25, 2015 at 2 p.m. At-the-door registrations or payments will not be accepted. Register as follows: online [agclv.org](http://agclv.org), email [Stephanie@agclv.org](mailto:Stephanie@agclv.org), fax (702)-796-1629 or call (702)-796.9986.

Company: \_\_\_\_\_

Address: \_\_\_\_\_

Name(s) of Attendee(s): \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email Address (required): \_\_\_\_\_

Credit Card No: \_\_\_\_\_ Exp. \_\_\_\_\_ 3-digit CSC Code: \_\_\_\_\_  
(Visa, Master Card and American Express accepted)

Credit Billing Address: \_\_\_\_\_ Billing Zip Code: \_\_\_\_\_

Amount: \$ \_\_\_\_\_  check-in-the-mail (must be received by Sept. 25, 2015 at 2 p.m.)  
(150 N. Durango Dr., Ste. 100, Las Vegas, NV 89145)

**AGC Cancellation Policy:** Unless AGC received cancellation notice at least 48 hours in advance, participants are responsible for their advance reservations. Due to the advance requirements for scheduling and non-returnable class materials, participants will still be responsible for cost of materials even with 48 hour notice.

## Sponsored By:



*One Industry. One Voice*



## **Kaiser, Reid G**

---

**Subject:** Labor Commissioner meeting w/ NDOT/Contractors  
**Location:** AGC Reno, Mill St.  
**Start:** Tue 8/18/2015 9:00 AM  
**End:** Tue 8/18/2015 10:30 AM  
**Show Time As:** Out of Office  
**Recurrence:** (none)  
**Meeting Status:** Meeting organizer  
**Organizer:** Kaiser, Reid G

**Discussed:**

1. Clarification of Service Provider on Prevailing Wage Projects.
2. Requirement of Certified Payrolls for Owners/operators.

## MAJOR/CAPACITY PROJECTS

PCEMS NO	PIN/EA NO	PROJ NAME	2015	2016	2017	2018	2019	NOTES
1-03332	UNASSIGNED	I 15 at Hardy Way in Mesquite. CL 118.00	\$0					\$15M Other funding
1-03365	73652	NEON - R/W AC	\$30,000,000					
4-03389	60633	SR 160 Phase 1 - Blue Diamond Rd., fm. SR 159 Red Rock Canyon Road to beg. of Mountainous Area. MP CL 10.89 to MP CL 16.63.	\$25,000,000					
3-19052	60660	SR 439, USA Pkwy., fm. US 50 in Lyon Co. to I 80 in Washoe Co. - New Road.	\$70,000,000					Moved from 2016
7-03007	73824	SR 593, Tropicana Ave. at SR 604 Las Vegas Blvd. (Replace Escalators)	\$0					\$20M LVCVA Funding - CMAR
2-25051	60604	US 395, Carson City Fwy., fm. S. Carson St., SR 529, to Fairview Dr. Pkg. 2B-3. MP CC 0.05 to CC 3.15	\$47,650,000					Completed with an Adv. Date 2/25/2015; Contract Number 3585. At grade intersection alternative
6-03143	60638	US 95 NW Phase 3A; CC 215 fm. US 95 to Tenaya Way MP CL 0.88 - N/E & W/S Ramps and S/B collector Rd.	\$35,200,000					Completed with an Adv. Date 2/25/2015; Contract Number 3583. Funds in PSAMS \$25.3M CC Regional Flood Control Dist., \$6.4M RTC, \$25.6 NDOT
		NEON Construction Bond Re-payment		\$2,100,000				
3-23068	60682	SR 160, fm. Rainbow Ave. to Calvada Blvd. MP NY 7.00 to 8.50.		\$4,200,000				
1-03365	73652	NEON - R/W AC		\$30,000,000				
1-03352	CONST2A	I 15 N. - Part 2 Pkg. A,C,D		\$40,200,000				Pkg. A, C, D combined into one contract
2-03250	60702	US 95 fm. Durango Dr. to Kyle Canyon Rd. - Pkg 2B. MP CL 89.92 to 92.37.		\$41,700,000				Cost changed from \$36,353,000 Scope includes Kyle Canyon Intch. Improvements
1-03375	73797	I 515 at LV Downtown Viaduct - Rehab/Retrofit G-947, I-947R, I-947M		\$27,000,000				
Not Scheduled		US 93 at Garnet Intch. - Improvements and Widening			\$37,000,000			
		NEON Construction Bond Re-payment			\$8,600,000			
1-03367	73687	I 15 Starr Ave., Las Vegas, at MP CL 29.375			\$0			\$52M Construction in FRI funding and Earmark;\$29M ROW
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 beginning of Mountain Area. MP CL 22.00 to 16.63			\$45,000,000			ROW Impacts TBD
6-03143	CONST953B	US 95 NW Corridor Phase 3B at MP 88 and CC 215 fm. Hualapai to Tenaya Way. MP 88 and CC 215 MP 37.00 to 39.00 (Relocate Gas Line)			\$17,100,000			
Not Scheduled		I 515 - Operational Improvements				\$40,000,000		Moved from 2017 Scope and Budget TBD
Not Scheduled		I 580 Operational Improvements				\$40,000,000		Scope and Budget TBD
		NEON Construction Bond Re-payment				\$16,600,000		
4-03442	UNASSIGNED	SR 159, Charleston Blvd. fm. Lamb Blvd. to Honolulu St. - DDI at I-515				\$0		Cost changed from \$3,000,000 \$3M in CMAQ Funds Scope and Budget TBD
1-03365	73652	NEON - R/W AC				\$30,000,000		
2-19073	UNASSIGNED	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		Moved from 2017 Adv. Nov. 2017
		NEON Construction Bond Re-payment					\$24,800,000	
Not Scheduled		I 15 HOV Improvements					\$40,000,000	Scope and budget TBD
6-03143	CONST953C	US 95 NW Corridor Phase 3C at MP 88 and CC 215 fm. Hualapai to Tenaya Way. MP 88 and CC 215 MP 37.00 to 39.00					\$83,900,000	
6-03145	73536	I 15, Las Vegas, at the CC 215 Northern Beltway Intch. - New System to System Intch.					\$40,000,000	Moved from 2018 Phase, Scope and Budget TBD
SubTotal:			\$207,850,000	\$145,200,000	\$137,700,000	\$162,600,000	\$188,700,000	



## ROADWAY (3R) PROJECTS

PCEMS NO	PIN/EA NO	PROJ NAME	2015	2016	2017	2018	2019	NOTES
1-07120	73667	I 80 fm. 0.048 MW of the Willow Creek grade separation to 0.816 ME of the E. Wells Intch. MP EL 68.978 to EL 74.855	\$17,400,000					Completed with an Adv. Date 8/12/2015; Contract Number 3609
4-03428	73781	SR 604, Las Vegas Blvd., fm. E. Carey Ave. to 0.240 MN of Craig Rd. MP CL 33.064 to CL 37.713	\$12,000,000					Does not include \$4M for Road Transfer to NLV (Tonopah Ave. to Carey Ave.)
2-09044	60694	US 95 fm. 0.796 MS of Dry Wash B-1478, to the ES/NY Co. Line. MP ES 32.883 to 44.196	\$8,000,000					Completed with an Adv. Date 7/29/2015; Contract Number 3607.
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 \$9 M in 2015 & \$9 M in 2016 to the RTC
2-31131	60616	I 580 fm. S/B Off Ramp at the N. Carson St. Intch. to 0.86 MS of the Bowers Intch. MP CC 8.49 to WA 5.99 (I-1261, I-812N/S)	\$17,500,000					Completed with an Adv. Date 6/17/2015; Contract Number 3598
1-13055	60573	I 80 fm. 1.065 MW of HU/LA Co. Line to HU/LA Co. Line; I 80 fm. HU/LA Co. Line to SR 304, 0.93 ME of E. Battle Mtn. Intch. MP HU 60.31 to HU 61.38; MP LA 0.0 to LA 9.05	\$19,700,000					Completed with an Adv. Date 7/15/2015; Contract Number 3604. SR 304 (73635) State Funded
4-03429	73779	SR 593 Tropicana Ave. fm. Eastern Ave. to Boulder Hwy. MP CL 3.53 to 7.30. Phase 1 MP CL 24.830 to 32.176. Phase 1. (AC Pavement Only)	\$12,000,000					Completed with an Adv. Date 7/15/2015; Contract Number 3605.
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		\$4,400,000				Relinquishment
2-33089	73912	US 93, N. of McGill, fm. 3.610 MS of Success Summit Rd. to 5.390 MN of Success Summit Rd. MP WP 66.995 to 75.995		\$6,100,000				
4-31231	73549	SR 648, Glendale Ave., fm. Kietzke Ln. to McCarran Blvd. MP WA 2.700 to 5.357		\$12,800,000				Possible Relinquishment
3-23070	73921	SR 160 fm. 0.465 MN of Basin Rd. to 12.556 MN of Bella Vista Dr. at the 2010 NUL of Pahump. MP NY 11.193 to 26.363		\$21,900,000				May Adv. with Misc. Project (Johnnie Curve and Turn Pockets)
2-15023	60539	US 50 fm. CH/LA Co. Line to 0.508 MW of the W. Boundary of the Toiyabe National Forest. MP LA 0.000 to LA 25.408		\$14,500,000				Adv. with Safety Project (2-15023)
2-09041	73648	US 6 fm. 0.187 ME of the jct. of US 6/US 95 to 1.974 MW of Millers Roadside Park. MP ES 19.055 to 43.939		\$16,500,000				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			\$16,000,000			
2-19081	73639	US 95A(sharedroad US 50A), Lyon Co., fm. the jct. w/ US 50/US 95A in Silver Springs to SR 427. US 95A MP LY 44.254 to 58.39 (includes truck lane and passing lane)			\$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			\$5,100,000			Moved from 2016
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. 1.000 MN of W. Charleston Blvd. to Smoke Ranch Rd. MP CL 43.007 to 45.038			\$3,400,000			
Not Scheduled		SR 160, Pahump 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 52.010 to 67.981			\$24,400,000			Adv. with Safety Project (60688)
Not Scheduled		I 80/I 580/US 395 Various Ramps in Reno/Sparks UL				\$5,000,000		Tentative
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)				\$24,000,000		CMAR RW is not included in the estimate.
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 0.646 MN of US 50. US 50 MP WP 61.794 to 68.432; US 93 MP WP 53.450 to 54.096				\$15,600,000		Moved from 2017 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	73931	US 395, 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	73932	US 50 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 Humboldt 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 fo 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 beginning 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

SubTotal:	\$95,600,000	\$85,200,000	\$96,400,000	\$170,100,000	\$92,500,000
-----------	--------------	--------------	--------------	---------------	--------------

## BRIDGE/STRUCTURES PROJECTS

PCEMS NO	PIN/EA NO	PROJ NAME	2015	2016	2017	2018	2019	NOTES
2-31131	60616	I 580 Washoe Valley - Rehab/Retrofit I-1261, I-812 N/S	\$1,000,000					Completed with an Adv. Date 6/17/2015; Contract Number 3598. Adv. with 3R (60616)
		Bridge Inventory/Inspection Program	\$2,000,000					Annual Program
3-01040	73798	SR 115, Harrigan Rd., at L Line Canal - Replace Structure B-100	\$1,050,000					Completed with an Adv. Date 7/29/2015; Contract Number 3608
6-19012	73762	Bridge B-1610 Nordyke Rd. over the E. Fork of the Walker River in LY Co.	\$1,100,000					Completed with an Adv. Date 7/1/2015; Contract Number 3601
1-03374	73796	I 15 in N. Las Vegas. MP CL 44.13 TO CL 48.43 - Rehab/Retrofit H-948, G-949, G-953, I-956	\$2,000,000					Completed with an Adv. Date 6/10/2015; Contract Number 3597.
2-05119	73801	US 395, DO Co. - Rehab/Retrofit B-1262N/S, B-1263N/S	\$1,500,000					Completed with an Adv. Date 5/20/2015; Contract Number 3595.
1-31227	60708	I 80 at Truckee River and UPRR near Verdi - Concrete Substructure Repair B-764 E/W and G-772 E/W. (GMP #1)	\$3,000,000					CMAR
		Bridge Inventory /Inspection Program		\$2,000,000				Annual Program
3-05056	73800	SR 757, Muller Ln. at Carson River - Replace Structure B-474		\$1,200,000				
6-27026	73753	FR PE 01, G-29 Structure Removal		\$1,400,000				
1-31227	UNASSIGNED	I 80 at Truckee River and UPRR near Verdi - Construct Scour Countermeasures for Structures B-764 E/W and G-772 E/W. Concrete Substructure Repair G-772 E/W. (GMP #2)		\$5,000,000				CMAR
		Bridge Inventory/Inspection Program			\$2,000,000			Annual Program
Not Scheduled		I 80 at Fernley/ Wadsworth - Rehab/Retrofit I-717E/W, I-740E/W, H-844E/W, I-700E/W			\$4,000,000			
Not Scheduled		SR 605, Paradise Rd., at Tropicana Wash - Rehab B-1344			\$1,500,000			Moved from 2016
3-31139	73750	SR 447 at Washoe Co. Near Nixon B-1351 MP 15.49			\$1,100,000			
6-13010	73701	Eden Valley Rd. at Humboldt River - Replace off-system Structure B-1658			\$5,747,000			Moved from 2016 R/W acquisition needed
Not Scheduled		I 515 at Flamingo Intch - MSE Wall Rehab			\$2,500,000			Moved from 2016
Not Scheduled		Gold Canyon Cr. S. of Silver City, Lyon Co. - Replace B-375 off-system bridge.				\$600,000		
Not Scheduled		FR 09 Lockwood Dr. at UPRR, Washoe Co. - Rehab/repair G-751 on-system bridge.				\$540,000		
Not Scheduled		Dressler Ln., Douglas Co. - Replace B-1600 off-system bridge				\$600,000		
		Bridge Inventory/Inspection Program				\$2,000,000		Annual Program
Not Scheduled		Tedford Bridge at Truckee-Carson Canal - Replace off-system B-1707				\$600,000		
3-03178	73803	SR 163 at Colorado River in Laughlin - widen and Rehab Structure B-1847				\$6,000,000		Moved from 2017
Not Scheduled		US 50 at Carson River W. of Fallon - Address Scour B-1557				\$600,000		
Not Scheduled		I 80 at Fernley/ Wadsworth - Rehab/Retrofit and address scour B-716E/W				\$2,000,000		
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		
Not Scheduled		I 15 at Muddy River - Rehab/Retrofit B-781 N/S				\$2,000,000		
Not Scheduled		SR 589, Sahara Ave., at UPRR - Rehab/Retrofit G-1064				\$1,400,000		
Not Scheduled		East Walker Rd., SE of Yerington, Lyon Co. - Replace B-1348 off-system bridge.					\$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		SR 278, N. of Eureka, Eureka Co. - Replace B-478 on-system bridge (dbl rcb).					\$200,000	
Not Scheduled		SR 396, Cornell Ave. N. of Lovelock, Pershing Co. - Replace B-28 on-system bridge.					\$2,600,000	
Not Scheduled		SR 88 in Douglas Co. - Rehab/Retrofit B-553, B-575, B-580, B-576, and B-627					\$4,000,000	
<b>SubTotal:</b>			<b>\$11,650,000</b>	<b>\$9,600,000</b>	<b>\$16,847,000</b>	<b>\$17,440,000</b>	<b>\$8,600,000</b>	

## SAFETY PROJECTS

PCEMS NO	PIN/EA NO	PROJ NAME	2015	2016	2017	2018	2019	NOTES
1-07117	73606	I 80 at Pequops Summit Animal Crossings. MP EL 90.96 WS and MP EL 97.39	\$2,000,000					\$2M Safety and \$9M Misc.
4-03440	60705	SR 160 MP CL 22.00 to 43.16 - Cable Barrier Rail	\$800,000					Completed with an Adv. Date 7/8/2015; Contract Number 3602
		Safety Services/Programs	\$6,657,000					Annual Program
2-09043	60632	US 95 MP ES 0.00 to ES 44.196 - Shoulder widening and slope flattening	\$7,562,000					Completed with an Adv. Date 7/29/2015; Contract Number 3607. Adv. with 3R Project (73784)
2-01085	73616	US 95 fm. 0.16 MS of the jct w/ SR 726 to 0.822 MS of the Trailing Edge of B-680. MP CH 28.00 to CH 57.00 - Passing lane and Slope Flattening	\$9,500,000					Completed with an Adv. Date 5/6/2015; Contract Number 3590.
3-31143	60640	SR 431 Truck Escape Ramp		\$3,895,000				\$205,000 State Funds.
2-09045	60671	US 6, Esmeralda Co., fm. the jct. w/ 95E to 8 ME of Millers Rest Park. MP ES 18.86 to ES 38.00 - Shoulder widening and slope flattening		\$6,080,000				\$320,000 State Funds. Adv. with 3R Project (73648)
2-15023	60539	US 50 LA 0.00 to LA 25.00 - Shoulder widening and slope flattening - Phase 1		\$1,000,000				Included in 3R Scope
6-03203	60683	Summerlin Pkwy., Las Vegas, fm. Buffalo to CC 215 - Cable Barrier Rail (OFF SYSTEM)		\$1,250,000				
3-23067	73841	SR 372 at Pahrump Valley Roundabout		\$2,317,302				\$121,963 State Funds. Adv. with 3R Project (73837)
3-23066	73837	SR 372 at Blagg Roundabout		\$1,815,000				\$95,500 State Funds. Adv. with 3R Project (73841)
		Safety Services/Programs		\$6,356,000				Annual Program
8-03137	UNASSIGNED	Multiple Intersections in Dist. 1 (Las Vegas) Pkg. 3 - Signal System Modifications		\$800,000				Design by City and Traffic Operations
6-00017	60697	Te-Moak Safety Improvements		\$950,000				
8-00266	60679	Second St. fm. Keystone Ave. to I-580. Arlington Ave. fm. Court St. to 6th St. (SMP)			\$3,000,000			Traffic Safety Design Consultants
2-05121	73862	US 395 at Airport Rd., Johnson Ln., and Stephanie Ln.			\$1,300,000			Moved from 2016
Not Scheduled		Tribal Low Cost Safety Improvements			\$522,500			
2-03275	60688	US 93 CL 48.63 to CL 64.52 - Shoulder widening and slope flattening			\$5,177,500			\$272,500 State Funds. Adv. with 3R Project (73644)
8-00266	60681	SR 573, Craig Rd. fm. Decatur Blvd. to 5th St. (SMP)			\$3,000,000			Traffic Safety Design Consultants
Not Scheduled		RSA safety improvements Statewide (SEDS)			\$2,000,000			Traffic Safety Design Consultants
6-31217	UNASSIGNED	Multiple Intersections in Dist. II (Sparks) - Signal System Modification. Phase 1			\$2,250,000			Design by Traffic Operations
Not Scheduled		Eastern Ave. and Civic Center, fm. US 95 to Cope Ave. (SMP)			\$3,000,000			
Not Scheduled		SR 667, Kietzke Ln., fm. Galletti Way to 200' N. of Mill St.			\$3,563,000			
		Safety Services/Programs			\$1,000,000			Annual Program
Not Scheduled		Southern Nevada (SMP). Lamb Blvd.				\$3,000,000		
2-23064	60685	US 95 MP NY 30.34 to NY 59.74 - Shoulder widening and slope flattening				\$4,275,000		\$225,000 State Funds.
2-15024	UNASSIGNED	US 50 LA 0.00 to LA 25.00 - Shoulder widening and slope flattening - Phase 2				\$2,500,000		
Not Scheduled		Tribal Low Cost Safety Improvements				\$522,500		
Not Scheduled		Southern Nevada (SMP). Tropicana Ave.				\$3,000,000		
		Safety Services/Programs				\$6,000,000		Annual Program
Not Scheduled		RSA safety improvements Statewide (SEDS)				\$2,000,000		Traffic Safety Design Consultants
6-31218	UNASSIGNED	Multiple Intersections in Dist. II (Sparks) - Signal System Modification. Phase 2				\$1,000,000		
Not Scheduled		SR 430 ADA Improvements and Road Diet on N. Virginia St. Phase 2				\$3,000,000		
2-23065	60686	US 95 MP NY 60.00 to NY 80.00 - Shoulder widening				\$4,275,000		\$225,000 State Funds.
Not Scheduled		Southern Nevada (SMP).					\$3,000,000	
Not Scheduled		Northern Nevada (SMP)					\$3,000,000	
Not Scheduled		RSA safety improvements Statewide (SEDS)					\$2,000,000	Traffic Safety Design Consultants
Not Scheduled		Safety Services/Programs					\$6,000,000	
Not Scheduled		Tribal Low Cost Safety Improvements					\$522,500	
2-15024	UNASSIGNED	US 50 LA 0.00 to LA 25.00 - Shoulder widening and slope flattening - Phase 3					\$4,000,000	
Not Scheduled		Southern Nevada (SMP)					\$3,000,000	
4-03416	UNASSIGNED	SR 147, Lake Mead Blvd, Pkg. 2 CL 7.56 - 9.67					\$2,200,000	
Not Scheduled		US 93 MP CL 64.52 to 86.58 - Shoulder widening and slope flattening					\$2,500,000	
SubTotal:			\$26,519,000	\$24,463,302	\$24,813,000	\$29,572,500	\$26,222,500	

## PEDESTRIAN SAFETY PROJECTS

PCEMS NO	PIN/EA NO	PROJ NAME	2015	2016	2017	2018	2019	NOTES
8-00223	60669	SR 28 Ped. Improvements MP 6.00 - 7.23	\$309,000					Cost changed from \$260,000 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
4-31242	73938	SR 667, Ped. and ADA Improvements on Kietzke Ln. fm. Galletti Way to S. Virginia. (SMP) Pkg. 1		\$825,000				
8-00223	60678	SR 443, Ped. and ADA Improvements on Sun Valley Blvd.		\$500,000				
4-03444	73936	SR 160 Blue Diamond Rd. at El Capitan and Ft. Apache Rd.		\$2,900,000				Cost changed from \$1,400,000
8-00223	60668	SR 147, Las Vegas, Lake Mead fm. Civic Center to Pecos - Safety improvements		\$4,500,000				Traffic Safety Design Consultants
4-31243	73939	SR 430, Ped. and ADA Improvements on N. Virginia St. Phase 1		\$300,000				
SubTotal:			\$309,000	\$11,025,000				



TRAFFIC OPERATIONS PROJECTS

PCEMS NO	PIN/EA NO	PROJ NAME	2015	2016	2017	2018	2019	NOTES
1-03380	73895	Replace Faulty High Mast Lowering System along I 15, Phase 1	\$3,000,000					Completed with an Adv. Date 8/5/2015; Contract Number 3610.
1-31205	73828	Freeway Service Patrol - Incident Response Vehicle - Las Vegas	\$775,000					Annual Program
1-03325	73823	Freeway Service Patrol - Reno	\$365,000					Annual Program
1-03325	73823	Freeway Service Patrol - Las Vegas	\$1,842,000					Annual Program
1-03369	60657	I 15 fm. Speedway Blvd. to Apex - Install ITS infrastructure, FAST Pkg. H1	\$4,000,000					Could Spend CMAQ Funds
2-31132	73962	US 395 fm. I 80 to Stead, Reno - Install ITS devices, TM Pkg. 4		\$2,000,000				Tentative
1-31205	73823	Freeway Service Patrol - Incident Response Vehicle - Las Vegas		\$775,000				Annual Program
1-03325	73823	Freeway Service Patrol - Reno		\$365,000				Annual Program
1-03325	73823	Freeway Service Patrol - Las Vegas		\$1,842,000				Annual Program
1-03369	Contr H2	I 15 fm. Apex to Logandale - Install ITS infrastructure, FAST Pkg. H2		\$5,500,000				
2-00010	73944	US 50 fm. CC to Ely. MP CC 12.547 to MP WP 72.246. - Install Hot Spots and access existing FO		\$5,500,000				Tentative
2-03276	60689	US 95 fm. Bypass to Laughlin - Install ITS infrastructure, FAST Pkg. K1			\$5,000,000			Moved from 2016 Cost changed from \$4,000,000
1-31221	UNASSIGNED	Install Electronic Check Station Signage, I 80 at Wadsworth/Mustang.			\$350,000			Ready in 2016
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			\$300,000			Project will be coordinated with completion date for Boulder City Bypass Phase 1 and 2.
1-03325	73823	Freeway Service Patrol - Incident Response Vehicle - Las Vegas			\$775,000			Annual Program
1-31205	73828	Freeway Service Patrol - Reno			\$365,000			Annual Program
1-03325	73823	Freeway Service Patrol - Las Vegas			\$1,842,000			Annual Program
1-03369	Contr H3	I 15 fm. Logandale to AZ Stateline - Install ITS infrastructure, FAST Pkg. H3			\$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		
3-03176	UNASSIGNED	SR 160 fm. Pahrump to I 15 - Install ITS devices FAST Pkg. J1				\$5,500,000		
1-31219	UNASSIGNED	I 580 fm. Mt. Rose to Neil Rd. - Install ITS infrastructure - TM Pkg. 2A				\$3,000,000		
1-03325	UNASSIGNED	Freeway Service Patrol- Incident Response Vehicle- Las Vegas				\$775,000		Annual Program
1-03325	UNASSIGNED	Freeway Service Patrol - Reno				\$365,000		Annual Program
1-03325	UNASSIGNED	Freeway Service Patrol - Las Vegas				\$1,842,000		Annual Program
8-00251	73945	District 3 - Install Rural ITS Smart Zones, Pkg. A				\$2,000,000		
1-31223	UNASSIGNED	I 580 Fwy., US 50 to I 80 CC 00.00 to WA 14.95 Resigning to I 580 Designation					\$900,000	60% plans complete. Project will be finalized/scheduled when need/priority identified.
8-00250	Pkg. A	District 2 - Install Rural ITS Smart Zones, Pkg. A					\$1,000,000	Tentative
3-03176	UNASSIGNED	SR 160 fm. Pahrump to I 15 - Install ITS devices FAST Pkg. J2					\$3,500,000	
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
8-00251	Pkg. B	District 3 - Install Rural ITS Smart Zones, Pkg. B					\$1,000,000	Tentative
1-03325	UNASSIGNED	Freeway Service Patrol- Incident Response Vehicle- Las Vegas					\$775,000	Annual Program
1-03325	UNASSIGNED	Freeway Service Patrol - Reno					\$365,000	Annual Program
1-03325	73833	Freeway Service Patrol - Las Vegas					\$1,842,000	Annual Program
8-00249	Pkg. A	District 1 - Install Rural ITS Smart Zones, Pkg. A					\$2,000,000	
SubTotal:			\$9,982,000	\$15,982,000	\$16,132,000	\$14,982,000	\$16,382,000	

## HYDRAULICS/TAHOE PROJECTS

PCEMS NO	PIN/EA NO	PROJ NAME	2015	2016	2017	2018	2019	NOTES
		SR 88 Cottonwood Slough	\$350,000					Agreement
		Burke-Rabe Meadow Coop	\$250,000					Agreement
		Clear Creek Erosion Control Program	\$500,000					Agreement
		Incline Green St. Projects Coop	\$80,000					Agreement
		Lake Tahoe Stormwater Project Coop	\$300,000					Agreement
		Zephyr Cove Coop	\$250,000					Agreement
3-25005	73414	Master Plan Water Quality & Erosion Control Improvements - SR 28 fm. 0.13 ME of the CC/WA line to Sand Harbor	\$1,000,000					\$2M split into 2 years TTD Agreement State Funds
2-05120	60628	US 50 Clear Creek Watershed Storm Drain Project	\$1,300,000					Completed with an Adv. Date 3/18/2015; Contract Number 3586.
		Burke-Rabe Meadow Coop		\$300,000				Agreement
		Clear Creek Erosion Control Program		\$500,000				Agreement
		Lake Tahoe Stormwater Project Coop		\$600,000				Agreement
		US 395 Martin Slough		\$250,000				Agreement
3-25005	73414	Master Plan Water Quality & Erosion Control Improvements - SR 28 fm. 0.13 ME of the CC/WA line to Sand Harbor		\$1,000,000				\$2M split into 2 years TTD Agreement State Funds
2-05115	73653	US 50 Slope Stability, Water Quality, and Erosion Control Imp. - US 50 fm. Cave Rock to SR-28 Spooner jct.		\$5,000,000				May Adv. with Cave Rock Tunnel Extension Project (73948)
		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 M of the CC/WA line to Sand Harbor			\$1,000,000			
		Clear Creek Erosion Control Program			\$500,000			Agreement
Not Scheduled		SR 207 Kingsbury Grade fm. MP DO 0.00 to MP DO 11.08 - Pipe lining & rehab D2			\$2,000,000			
		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		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		Cost changed from \$6,000,000
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		Moved from 2019 Adv. with 3R Project (73650)
		Lake Tahoe Stormwater Project Coop					\$600,000	Agreement
Not Scheduled		US 50 - Treatment at Outfalls directly connected to Lake Tahoe. MP DO 0.00 to MP DO 13.07					\$1,000,000	
		Clear Creek Erosion Control Program					\$500,000	Agreement
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	
Not Scheduled		SR 207 - Treatment at Outfalls directly connected to Lake Tahoe. MP DO 0.00 to MP DO 3.15					\$1,000,000	
<b>SubTotal:</b>			\$4,030,000	\$7,650,000	\$8,100,000	\$12,700,000	\$7,100,000	

## STORMWATER PROJECTS

PCEMS NO	PIN/EA NO	PROJ NAME	2015	2016	2017	2018	2019	NOTES
9-31047	60698	MY 921, Reno Maint. Yard. SR 667 MP WA 26.3 (Stantec Washpad design)	\$1,367,986					Cost changed from \$500,000 Completed with an Adv. Date 8/5/2015; Contract Number 3611. District Contract.
9-25061	73940	MY 922, Carson City Maint. Yard. FRCC05 MP CC 0.127 (Stantec Washpad design)	\$3,585,524					Cost changed from \$500,000 Completed with an Adv. Date 6/17/2015; Contract Number 3600. District Contract
9-07033	60654	MY 925, Independence Valley Maint. Yard. SR 226 MP EL 19.54 - Drainage Improvements and Repave Yard	\$714,172					Cost changed from \$500,000 Completed with an Adv. Date 5/6/2015; Contract Number 3594.
Not Scheduled		Tonopah Maint. Yard		\$500,000				Moved from 2017 District Contract-Cost TBD
Not Scheduled		Virginia City Maint. Yard		\$2,500,000				Cost changed from \$500,000 District Contract-Cost TBD
9-07035	60655	MY 931, Ruby Valley Maint. Yard. SR 229 MP EL 35.45 - Drainage Improvements and Repave Yard		\$1,000,000				Moved from 2015 Cost changed from \$500,000 District Contract
9-07034	60656	MY 927, N. Fork Maint. Yard. SR 225 MP EL 77.87 - Drainage Improvements and Repave Yard		\$1,000,000				Moved from 2015 Cost changed from \$500,000 District Contract
Not Scheduled		Ely Maint. Yard		\$2,000,000				Cost changed from \$500,000 District Contract-Cost TBD
Not Scheduled		Wells Maint. Yard		\$1,000,000				Cost changed from \$500,000 District Contract-Cost TBD
Not Scheduled		Battle Mountain Maint. Yard			\$500,000			District Contract-Cost TBD
Not Scheduled		Las Vegas Maint. Station			\$2,500,000			Moved from 2016 Cost changed from \$500,000 District Contract-Cost TBD
Not Scheduled		Lovelock Maint. Yard			\$2,000,000			Moved from 2016 Cost changed from \$500,000 District Contract-Cost TBD
Not Scheduled		Mina Maint. Yard			\$500,000			District Contract-Cost TBD
Not Scheduled		Searchlight Maint. Station			\$500,000			District Contract-Cost TBD
Not Scheduled		Goldfield Maint. Yard				\$500,000		District Contract-Cost TBD
<b>SubTotal:</b>			\$5,667,682	\$8,000,000	\$6,000,000	\$500,000		

## LANDSCAPE & AESTHETICS PROJECTS

PCEMS NO	PIN/EA NO	PROJ NAME	2015	2016	2017	2018	2019	NOTES
2-05125	73959	US 395 S. Topaz Lake - US Route State Gateway	\$248,750					
4-31244	73942	Veterans Pkwy. Roundabout aesthetic improvements	\$600,000					
1-31228	60666	I 580 at S. Virginia, Summit Mall. MP WA 15.91	\$2,307,000					Completed with an Adv. Date 4/22/2015. Contract Number 3591.
2-07064	73924	US 93 Jackpot - US Route State Gateway	\$248,750					
2-31133	73927	US 395 N. Bordertown - US Route State Gateway	\$470,833					
2-05123	73926	US 50 Stateline S. Lake Tahoe - State Route Gateway	\$248,750					
2-03281	73925	US 93 Hoover Dam - US Route State Gateway	\$248,750					
1-31233	73943	I 580, Reno, at Plumb Lane, SB on-ramps and flyover, MP WA 23.62		\$1,250,000				
Not Scheduled		I 515 and Russell Rd.		\$2,000,000				
1-31228	60665	I 580 Damonte Ranch Intch. MP WA 16.98		\$2,000,000				
Not Scheduled		Hidden Gems Highway - Info kiosks/pull-outs (4 locations)		\$160,000				
1-03382	73929	I 15 Spring Mountain			\$5,000,000			
Not Scheduled		I 15 Flamingo Intch.				\$1,500,000		
Not Scheduled		I 15 Lake Mead Blvd.				\$1,500,000		
1-31228	LAND3	I 580 Neil Rd. Intch. MP WA 20.71				\$750,000		
Not Scheduled	LAND2	I 580 S. Meadows Pkwy. Intch. MP WA 18.33				\$1,250,000		
Not Scheduled		I 80 Winnemucca Structures				\$1,500,000		
Not Scheduled		Community Gateway to Winnemucca/Recreational to Black Rock Desert				\$50,000		
Not Scheduled		Boulder Hwy./ I 515					\$2,500,000	
Not Scheduled		Charleston Rd. and I-515					\$2,000,000	
Not Scheduled		I 580 Spaghetti Bowl to Moana W. Side					\$2,500,000	
<b>SubTotal:</b>			\$4,372,833	\$5,410,000	\$5,000,000	\$6,550,000	\$7,000,000	

## ADA PROJECTS

PCEMS NO	PIN/EA NO	PROJ NAME	2015	2016	2017	2018	2019	NOTES
		SR 653 E. Plumb Ln. ADA Improvements fm. Kietzke Ln. to Harvard Way	\$50,000					3 Quote
3-13048	73904	SR 794, E. Winnemucca Blvd., fm. Haskell St. to Great Basin Ave. at Maslona Dr.	\$35,000					State funds and TAP funding
2-05122	73949	US 395 Gardnerville fm. Mill St. to Kings Ln. MP DO 20.85 to 21.57	\$32,000					State funds and TAP funding
Not Scheduled		SR 667, Kietzke Ln., Reno, fm. Apple St to Purdue Dr. - ADA Rehab		\$615,000				
Not Scheduled		SR 667, Kietzke Ln., Reno, fm. N. Lewis St. to Galletti Way - ADA Rehab		\$630,000				
4-31231	73549	SR 648, Glendale Ave., fm. Kietzke Ln. to McCarran Blvd.		\$1,700,000				
Not Scheduled		I 80 & I 580/US 395, Reno, fm. Verdi to Vista Blvd. and fm. S. Virginia St. to Stead Blvd. - ADA Rehab		\$470,000				
Not Scheduled		I 515, Las Vegas, fm. Wagonwheel Dr. to Casino Center Blvd. - ADA Rehab		\$360,000				
Not Scheduled		I 15, Las Vegas/Mesquite, fm. Primm Blvd. to Sandhill Blvd. - ADA Rehab		\$220,000				
Not Scheduled		US 95, Las Vegas, fm. S. Martin L. King Blvd. to Paiute Way - ADA Rehab		\$165,000				
		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)
<b>SubTotal:</b>			\$117,000	\$4,160,000		\$5,100,000		



Department of Transportation Construction Contract Closeout Status August 20, 2015																							
CONT NO	DIST	CREW #	CONTRACTOR - RESIDENT ENGINEER	DESCRIPTION	CONTRACT BID PRICE	RETEH HELD	EEO	LAB	AB	CPR	LE or CM	ATSS	WC	CONST. COMPL.	CLEANUP FINALIZED	PLANT ESTAB. (end date)	DISTRICT ACCEPT	DIRECTOR ACCEPT	PICK UP COMPL.	RPU	COMMENTS	PRIORITIES (based on Const Comp Date)	CHANGE ORDER STATUS
3409	1	926	CAPRIATI CONSTRUCTION - SULAHRIA CECILIA DEENA	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	A	A	Y	12/1/12	2/15/13	12/16/13	3/7/14	3/12/14		Y	Approx 25% complete. Closeout on hold pending return of books from Legal. Went to legal 5/26/15. Wage Investigation Hearing in LV October 2015.	1 - Deena - Cecilia	
3529	1	903	TRANSCORE ITS LLC - CONNOR DEENA	SIGNAL SYSTEM MODIFICATION IN CITY OF LAS VEGAS, SYSTEMIC REPLACEMENT OF 5 SECTIONS P/P HEADS	\$1,753,671.20	\$0.00	N	A	A	A	A	A		10/3/13			12/9/14	1/5/15	5/29/15	Y	Ready for pay off. Waiting for EEO.		
3530	1	902	LAS VEGAS PAVING CORP - MATT YOUSUF	CONSTRUCT NEW INTERCHANGE 1-15 AT CACTUS AVENUE	\$38,900,000.00	\$50,000.00	A	A	A	N	N	N		8/29/14		3/31/14			5/4/15	Y	Pickup complete. Needs District Acceptance (Freeman followup with Mario on status) & ATSS before final qtys sent to contractor		
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	S	A	N	N	N	N		10/24/14						N	Crew preparing to request pickup.		
3534	1 (D3)	922	GRANITE CONSTRUCTION-CHRISTIANSEN TRISH	CONSTRUCT SHOULDERS AND PASSING LANES	\$9,886,886.00	\$50,000.00	N	A	N	A	N	N		10/17/14	10/24/14		12/30/14	2/11/15		N	HQ working on closeout.		
3546	1	903	LAS VEGAS PAVING - TRISH CONNOR	I-15 MILL, 3" PBS, 3/4" OPEN-GRADE, 2 MI TRUCK CLIMBING LN NORTH BOUND	\$35,650,000.00	\$50,000.00	N	N	N	N	N	N		6/10/15			Partial Relief 5/8/15			N	Construction ongoing.		#4 Prior approved waiting on CO
3552	1	915	NEVCAL INVESTERS - STRGANAC TRISH	SIGNAL SUSTEM MODIFICATION IN THE CITY OF NORTH LAS VEGAS	\$441,763.58	\$22,136.05	N	A	N	A	N	A		1/15/15			7/2/15	7/11/15		N	HQ working on closeout.		
3556	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	S	N	N		12/3/14						N	Crew preparing to request pickup.		
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, contract compliance is working with Contractor. Closeout process 100% complete. Final Pmt is waiting resolution of EEO clearance.		
3566	1	915	NEVCAL INVESTORS INC - TRISH STRGANAC	SIGNAL SYSTEM MODIFICATION CITY OF NORTH LAS VEGAS	\$590,432.20	\$30,379.11	N	A	N	N	N	N								N	Project temp SUSPENDED Construction ongoing, finalizing pending execution of CCO #2.		#2 pending approval
3567	1	915	ACME ELECTRIC - TRISH STRGANAC	MULTIPLE INTERSECTIONS IN DIST 1 - SIGNAL MODIFICATION IN LAS VEGAS	\$605,969.00	\$30,298.45	S	N	N	N	N	N								N	Crew preparing to request pickup.		
3572	1	906	LAS VEGAS PAVING CORP- CHRISTIANSEN MATT	SR 574 CHEYENNE AVE, SR 593 TROPICANA AVE AT I 15, CL 37.38 AND SR 592 FLAMINGO RD AT I 15	\$1,390,000.00	\$50,000.00	A	A	A	A	A	A		10/24/14	11/15/14		12/12/14	1/5/15	7/15/15	Y	Final qty's sent to contractor 7/28/2015, poss payoff 9/1/2015.		
3573	1	915	FAST-TRAC ELECTRIC (NEV-CAL INVESTORS, INC) STRGANAC TRISH	INSTALL SIGNAL SYSTEM ON SR 160 AT CIMARRON ROAD; CONSTRUCT PEDESTRIAN FACILITIES AT BUFFALO AND DURANGO DR.	\$1,426,603.74	\$50,000.00	A	A	S	A	N	A		8/22/14			11/24/14	12/1/14		Y	Crew preparing to request pickup.	1-Trish	
3581 EDOC	1	902	INTERMOUNTAIN SLURRY SEAL INC YOUSUF TRISH	US 93 MICROSURFACE EXISTING ROADWAY	\$1,538,538.00	\$50,000.00	N	A	N	N	N	N		5/27/15						N	Crew waiting on District Acceptance		
3584 EDOC	1	903	VSS INTERNATIONAL DBA CONNOR TRISH	US 95 AMARGOSA VALLEY TO BEATTY NYE COUNTY	\$1,710,710.00	\$50,000.00	N	N	N	N	N	N					8/17/15			N	Construction ongoing.		
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	N	S	A	A	A	A	S	11/19/12		2/28/15	3/2/15	3/9/15		Y	HQ working with Crew on closeout.		Crew working on 69
3389 ARRA	2	913	MEADOW VALLEY CONST - LIGHTFOOT DEENA	I-580 AT MEADOWOOD MALL EXCHANGE	\$21,860,638.63	\$50,000.00	N	N	N	N	N	N		7/10/13		11/1/13	8/12/14	9/26/14		N	Claim pending.		CO #3 in Directors office. CO #25 in R/W



Department of Transportation Construction Contract Closeout Status August 20, 2015																									
CONT NO	DIST	CREW #	CONTRACTOR - RESIDENT ENGINEER	DESCRIPTION	CONTRACT BID PRICE	RETEH HELD	EEO	LAB	AB	CP	PR	LE or CM	ATS	WC	CONST. COMPL.	CLEANUP FINALIZED	PLANT ESTAB. (end date)	DISTRICT ACCEPT	DIRECTOR ACCEPT	PICK UP COMPL.	R P U	COMMENTS	PRIORITIES (based on Const Comp Date)	CHANGE ORDER STATUS	
3501	2	911	Q & D CONSTRUCTION - ANGEL DEENA	ON SR 431, MT. ROSE HWY, FROM THE JUNCTION WITH SR 28 TO INCLINE LAKE RD.	\$5,318,188.00	\$50,000.00	A	A	N	A	A	A	A		11/8/13		10/17/13	6/5/14	6/23/14		N	Crew working on preparing for closeout request. Contract Compliance working with contractor and FHWA to resolve payroll issues. AB pending HQ pickup/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	S	N	A	A	N	S			10/3/13		10/3/14	5/15/15	5/20/15		Y	HQ working with Crew on closeout.		7 is routing through divisions	
3516	2	907	GRANITE CONSTRUCTION - LANI MATT	US 395 CARSON CITY FREEWAY FROM CARSON ST. TO FAIRVIEW	\$9,545,454.00	\$50,000.00	S	A	A	S	N	S			7/11/14		N/A	5/15/2015	5/18/2015		N	Pickup request pending execution of CCOs. EEO checking on submittal. Partial submittal of CPPR's (waiting on one for Prime)			
3541	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		12/2015	Partial Accept (excl Plant Est.) 11-21-13			N	Per Project Management, TTD in agreement with NDOT to do Weed Monitoring activities until 12/2015. Can not close out until completion of agreement with TTD.			
3543	2	905	GRANITE CONST. CO LOMPA MATT	REMOVE BITUMINOUS SURFACE & PBS AND OPEN-GRADE WEARING COURSE	\$1,524,247.76	\$50,000.00	A	A	A	A	A	S			10/23/14			1/30/15	2/13/15	6/22/15	Y	Job pickup complete. Crew working on ATSS before qtys are sent to contractor.			
3545	2	910	R OAD & HIGHWAY BUILDERS- DURSKEI DEENA	REMOVE BRIDGE DECK AND REPLACE WITH POLYMER CONCRETE ON STRUCTURES I-100, I1087 & I1005 E/W	\$792,459.75	\$39,622.99	N	A	A	N	N	N										N	Working on final repairs pending weather (June). Crew preparing for pickup request		
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	N	N	N	N	N			7/1/15			Partial Relief 11/24/2014				N	Construction ongoing. Misc item pending weather		1,3,5,6 priors paid. No change orders yet
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	S	A	N										N	Construction ongoing. Rec'd P/R letter (rev)		2, 3, 5, Priors
3564	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 CMAR	\$14,877,619.23	\$50,000.00	N	A	N	S	A	A										N	Crew preparing to request pickup. AB completed will collect at time of pickup		
3569	2	905	SIERRA NEVADA CONSTRUCTION- LOMPA MATT	SR 445 PYRAMID HWY MP WA 11.00-43.98;SR 447 GERLACH MP WA 35.00-49.00	\$2,404,007.00	\$10,000.00	A	A	A	A	A	S			10/9/14			1/30/15	2/13/15	6/30/15	Y	Job pickup complete. Crew working on ATSS before qtys are sent to contractor.			
3571	2	907	SIERRA NEVADA CONSTRUCTION LANI DEENA	CONSTRUCT A CENTER TURN LANE & RT TURN LANE INTO THE TRIBAL COMMERCIAL CENTER	\$795,007.00	\$39,750.35	A	A	A	A	N	S			10/2/14		N/A	5/15/15	5/18/15		Y	Final qtys sent to contractor 8/17/15. Possible pay off 9/7/15			
3582 EDOC	2	911	SIERRA NEVADA CONST. MATT ANGEL	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	N	N	N	A	N	N			5/22/15			6/12/15	6/24/15			N	Crew preparing for pickup request.		
3588 EDOC	2	910	GRANITE CONSTRUCTION - DURSKEI MATT	5 SCHOOLS IN WASHOE COUNTY - OFF SYSTEM	\$610,937.25	\$30,546.86	N	N	N	N	N	N										N	Construction ongoing.		
3461	3	918	FISHER INDUSTRIES - KELLY DEENA	I-80 EAST OF OASIS INTERCHANGE TO WEST PF PILOT PEAK INTERCHANGE	\$30,999,999.00	\$50,000.00	A	A	A	A	A	A			11/15/13		11/1/14	12/17/14	1/11/15		Y	Final Qtys sent to contractor. Payoff on or about 9/7/15.			
3524	3	920	GRANITE CONSTRUCTION - SCHWARTZ MATT	RUBBLIZING, PBS WITH OG SEISMIC RETROFIT AND REHABILITATION	\$32,106,106.01	\$50,000.00	N	N	N	N	N	N			8/7/15	9/5/15		Partial Relief 6/11/15				N	Construction ongoing		
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	N	N	N	N	N	N	Y		3/11/15	4/12/15		5/18/15	8/14/15		N	Crew preparing for pickup request.		2 & 2R prior	
3533	3	912/910	Q & D CONSTRUCTION - SIMMONS MATT	PBS OVERLAY WITH OPEN GRADE, PAVED CROSSOVER, CHAIN UP AREAS, AND WORK @ BEOWAWE INTERCHANGE	\$14,283,000.00	\$50,000.00	A	A	A	A	A	S			7/14/14			3/17/15	4/7/15		Y	HQ working with Crew on closeout.			

Department of Transportation Construction Contract Closeout Status August 20, 2015																							
CONT NO	DIST	CREW #	CONTRACTOR - RESIDENT ENGINEER	DESCRIPTION	CONTRACT BID PRICE	RETENT HELD	EEO	LAB	AB	CPPR	LE or CM	ATSS	WC	CONST. COMPL.	CLEANUP FINALIZED	PLANT ESTAB. (end date)	DISTRICT ACCEPT	DIRECTOR ACCEPT	PICK UP COMPL.	R P U	COMMENTS	PRIORITIES (based on Const Comp Date)	CHANGE ORDER STATUS
3537	3	908	Q & D CONSTRUCTION - SENKUD DEENA	COLDMILLING AND PLACING PLANTMIX SURFACE, PAVING CROSSOVER SAND PURCHASING LIGHTING FIXTURES	\$2,818,944.00	\$50,000.00	A	A	N	S	A	A		10/10/14			8/7/15			N	HQ working with Crew on closeout.		
3539	3	920	GRANITE CONSTRUCTION - SCHWARTZ DEENA	SLOPE FLATTENING & CONSTRUCT PASSING LANES	\$7,616,616.00	\$50,000.00	S	A	N	A	A	S		5/8/15			5/15/15	5/21/15		Y	Received pick up req 7/15/15		
3540	3	908	Q & D CONSTRUCTION - SENKUD MATT	REPAIR TUNNEL, RENOVATE DRAINAGE & IMPROVE LIGHTING, PERFORM WORK ON STRUCTURES B-106, B-1112, B-1113 REPAIR PCCP WITH NEW SURFACE (CMAR)	\$28,340,000.13	\$50,000.00	N	A	N	S	A	N		7/1/15			Partial Relief 5/29/15			N	Cont picked up 8/11/15. HQ working on final qtys.		

**NDOT Construction Contracts Closed Out  
(May - July) 2015**

Contract	Description	Contractor	Resident Engineer	Original Bid	CCO Amount	% CCO	Qty Adjustments (Tot Pd - (Bid+CCO))	% Adjustments	Total Paid	Total Amount Over/Under Bid Amount	% of Bid Amount	Agreement Estimate (budget)	Total Amount Over/Under Budgeted Amount	% of Budget
3433	CONSTRUCTION OF SLOPE STABILITY, WATER QUALITY AND EROSION CONTROL IMPROVEMENTS	GRANITE CONSTRUCTION COMPANY	JOHN ANGEL	\$ 3,661,661.00	\$ 2,494,996.90	68.1%	\$ 316,133.41	8.6%	\$ 6,472,791.31	\$ 2,811,130.31	177%	\$ 4,113,346.00	\$ 2,359,445.31	157%
3435	I-80 FROM 0.26 MILES EAST OF THE HALLECK/RUBY VALLEY INTERCHANGE TO 0.60 MILES EAST OF THE GREY'S CREEK GRADE SEPARATION, ON I-80 FROM 0.93 MILES WEST OF THE OSINO INTERCHANGE TO 0.26 MILES EAST OF HALLECK/RUBY VALLEY INTERCHANGE	AGGREGATE INDUSTRIES SWA, INC.	CHRIS RUPINSKI	\$ 33,699,999.00	\$ 624,145.39	1.9%	\$ 1,596,630.16	4.7%	\$ 35,920,774.55	\$ 2,220,775.55	107%	\$ 35,482,218.00	\$ 438,556.55	101%
3451	US 50 FROM 3.38 MILES WEST OF HICKISON SUMMIT TO THE LANDER/EUREKA COUNTY LINE AND ON US 50, EUREKA COUNTY, FROM THE LANDER/ EUREKA COUNTY LINE TO 5.16 MILES WEST OF ANTELOPE VALLEY ROAD, LANDER AND EUREKA COUNTY	ROAD & HIGHWAY BUILDERS	GEORGE JORDY	\$ 10,799,999.00	\$ (61,652.07)	-0.6%	\$ 138,441.75	1.3%	\$ 10,876,788.68	\$ 76,789.68	101%	\$ 11,562,099.00	\$ (685,310.32)	94%
3509	COLD IN PLACE RECYCLE WITH DOUBLE CHIP SEAL ON SR 116 AND SR 860	A & K EARTH MOVERS, INC.	LARRY BOGE	\$ 2,094,000.00	\$ 7,784.50	0.4%	\$ (17,509.93)	-0.8%	\$ 2,084,274.57	\$ (9,725.43)	100%	\$ 2,331,480.00	\$ (247,205.43)	89%
3547	CHIP SEAL OF EXISTING ROADWAY	SIERRA NEVADA CONSTRUCTION, INC.	LARRY BOGE	\$ 558,007.00	\$ 19,958.00	3.6%	\$ 4,633.68	0.8%	\$ 582,598.68	\$ 24,591.68	104%	\$ 607,648.00	\$ (25,049.32)	96%
3548	CHIP SEAL OF EXISTING ROADWAY	SIERRA NEVADA CONSTRUCTION, INC.	SAMI ALHWAYEK	\$ 1,174,007.00	\$ -	0.0%	\$ 14,862.09	1.3%	\$ 1,188,869.09	\$ 14,862.09	101%	\$ 1,277,928.00	\$ (89,058.91)	93%
3555	INSTALL INTERSECTION SAFETY IMPROVEMENTS INCLUDING SOLAR FLASHING STOP BEACONS, TRANSVERSE RUMBLE STRIPS AND ADVANCE STOP AHEAD SIGNS	DIVERSIFIED STRIPING SYSTEMS	BRAD DURSKI	\$ 479,629.79	\$ 31,499.30	6.6%	\$ (2,690.03)	-0.6%	\$ 508,439.06	\$ 28,809.27	106%	\$ 534,018.00	\$ (25,578.94)	95%
3562	2 INCH COLDMIX ON EXISTING ROADWAY, SPECIAL DETECTOR SENSOR PROBE AND SENSOR WITH TRANSVERSE RUMBLE STRIPS	GRANITE CONSTRUCTION COMPANY	DON CHRISTENSEN	\$ 2,886,886.00	\$ (92,222.50)	-3.2%	\$ (100,443.91)	-3.5%	\$ 2,694,219.59	\$ (192,666.41)	93%	\$ 3,157,837.00	\$ (463,617.41)	85%
3570	2" TYPE 2 PLANTMIX BITUMINOUS SURFACE OVERLAY	A & K EARTH MOVERS, INC.	BRAD DURSKI	\$ 4,784,000.00	\$ -	0.0%	\$ 206,874.47	4.3%	\$ 4,990,874.47	\$ 206,874.47	104%	\$ 5,227,258.00	\$ (236,383.53)	95%
3575	CONSTRUCTION NECESSARY TO IMPROVE DRAINAGE AND TO RE-GRADE 3" PBS.	A & K EARTH MOVERS, INC.	BRAD DURSKI	\$ 316,000.00	\$ -	0.0%	\$ 17,594.86	5.6%	\$ 333,594.86	\$ 17,594.86	106%	\$ 370,016.00	\$ (36,421.14)	90%
<b>Totals</b>				\$ 60,454,188.79	\$ 3,024,509.52	5.0%	\$ 2,174,526.55	3.6%	\$ 65,653,224.86	\$ 5,199,036.07	109%	\$ 64,663,848.00	\$ 989,376.86	102%
Number of Projects Over/ Under Agr. Estimate (Budget)										Projects Over Budget	2	Projects Equal to or Under Budget		8

**Contract No.:** 3433  
**NDOT I.D. No.:** 60461  
**FHWA Project No.:** STP-050-1(033)  
**County:** DOUGLAS  
**Location:** ON US 50, FROM CAVE ROCK TO SR 28  
**Work Description:** CONSTRUCTION OF SLOPE STABILITY, WATER QUALTY AND EROSION CONTROL IMPROVEMENTS  
**Advertised Date:** OCTOBER 14, 2010  
**Bid Opened:** JANUARY 6, 2011  
**Contract Awarded:** FEBRUARY 2, 2011  
**Notice to Proceed:** MAY 2, 2011  
**Work Completed:** OCTOBER 15, 2012  
**Work Accepted:** OCTOBER 23, 2014  
**Final Payment:** MAY 20, 2015

**Contractor:** GRANITE CONSTRUCTION COMPANY  
**Resident Engineer:** JOHN ANGEL

**Project Performance:**

<b>Engineers Estimate:</b>	\$3,835,574.00
<b>Bid Price:</b>	\$3,661,661.00
<b>Adjusted Bid Contract Amount:</b>	\$6,156,657.90
<b>Agreement Estimate (Budget):</b>	\$4,113,346.00
<b>Final Contract Amount</b>	\$6,472,791.31
<b>Percent of Budget:</b>	157%
<b>Total Change Orders:</b>	\$2,494,996.90
<b>Percent Change Orders:</b>	68.1%
<b>Original Working Days:</b>	80
<b>Updated Working Days:</b>	135
<b>Charged Working Days:</b>	124
<b>Liquidated Damages:</b>	\$0.00

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	n/a
<b>Right of Way:</b>	n/a
<b>Construction Engineering:</b>	\$ 459,870.56( 6.63%)
<b>Construction Final Contract Amount:</b>	<u>\$6,472,791.31</u> (93.37%)
<b>Total Project Cost:</b>	\$6,932,661.87

**Contract No.** 3435

**NDOT Project I.D. No(s).**: 73495 and 73491

**FHWA Project No(s).**: IM-080-4(082) and IM-080-4(081)

**County:** ELKO

**Location:** I-80 FROM 0.26 MILES EAST OF THE HALLECK/RUBY VALLEY INTERCHANGE TO 0.60 MILES EAST OF THE GREY'S CREEK GRADE SEPARATION, ON I-80 FROM 0.93 MILES WEST OF THE OSINO INTERCHANGE TO 0.26 MILES EAST OF HALLECK/RUBY VALLEY INTERCHANGE

**Work Description:** REMOVING BITUMINOUS SURFACE (COLD-MILLING, PLACING PLANTMIX BITUMINOUS SURFACE WITH OPEN-GRADE SURFACE

**Advertised Date:** SEPTEMBER 16, 2010

**Bid Opening:** NOVEMBER 18, 2010

**Contract Awarded:** DECEMBER 13, 2010

**Notice to Proceed:** AUGUST 12, 2013

**Work Completed:** JULY 1, 2014

**Work Accepted:** AUGUST 8, 2014

**Final Payment:** JULY 23, 2015

**Contractor:** AGGREGATE INDUSTRIES SWA, INC.

**Resident Engineer:** CHRIS RUPINSKI

**Project Performance:**

<b>Engineers Estimate:</b>	\$35,549,975.15
<b>Bid Price:</b>	\$33,699,999.00
<b>Adjusted Bid Contract Amount:</b>	\$34,324,144.39
<b>Agreement Estimate (Budget):</b>	\$35,482,218.00
<b>Final Contract Amount</b>	\$35,920,774.55
<b>Percent of Budget:</b>	101%
<b>Total Change Orders:</b>	\$624,145.39
<b>Percent Change Orders:</b>	1.9%
<b>Original Working Days:</b>	220
<b>Updated Working Days:</b>	270
<b>Charged Working Days:</b>	270
<b>Liquidated Damages:</b>	\$17,474.66

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	\$ 659,694.46(1.67%)
<b>Right of Way:</b>	\$ 5,851.43(0.01%)
<b>Construction Engineering:</b>	\$ 2,900,497.81(7.35%)
<b>Construction Final Contract Amount:</b>	<u>\$35,920,774.55(90.97%)</u>
<b>Total Project Cost:</b>	\$39,486,818.25

**Contract No.** 3451

**NDOT Project I.D. NO(s):** 60584

**FHWA Project No(s):** NH-050-4(006) & NH-050-4(007)

**County:** LANDER AND EUREKA

**Location:** US 50 FROM 3.38 MILES WEST OF HICKISON SUMMIT TO THE LANDER/EUREKA COUNTY LINE AND ON US 50, EUREKA COUNTY, FROM THE LANDER/ EUREKA COUNTY LINE TO 5.16 MILES WEST OF ANTELOPE VALLEY ROAD, LANDER AND EUREKA COUNTY

**Work Description:** COLD IN-PLACE RECYCLE, PLACING PLANTMIX BITUMINOUS SURFACE WITH OPEN-GRADE.

**Advertised Date:** APRIL 14, 2011

**Bid Opening:** MAY 5, 2011

**Contract Awarded:** JUNE 7, 2011

**Notice to Proceed:** July 11, 2011

**Work Completed:** January 24, 2012

**Work Accepted:** June 26, 2014

**Final Payment:** March 23, 2015

**Contractor:** AGGREGATE INDUSTRIES SWR

**Resident Engineer:** GEORGE JORDY

**Project Performance:**

<b>Engineers Estimate:</b>	\$9,535,247.00
<b>Bid Price:</b>	\$10,799,999.00
<b>Adjusted Bid Contract Amount:</b>	\$10,738,346.93
<b>Agreement Estimate (Budget):</b>	\$11,562,099.00
<b>Final Contract Amount</b>	\$10,876,788.68
<b>Percent of Budget:</b>	94%
<b>Total Change Orders:</b>	-\$61,652.07
<b>Percent Change Orders:</b>	-0.6%
<b>Original Working Days:</b>	100
<b>Updated Working Days:</b>	100
<b>Charged Working Days:</b>	100
<b>Liquidated Damages:</b>	\$5,190.20

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	n/a
<b>Right of Way:</b>	n/a
<b>Construction Engineering:</b>	\$ 1,537,980.70(12.39%)
<b>Construction Final Contract Amount:</b>	<u>\$10,876,788.68</u> (87.61%)
<b>Total Project Cost:</b>	\$12,414,769.38

**Contract No.** 3509  
**NDOT Project I.D. No(s):** 60559  
**FHWA Project No(s):** SP-000M(186)  
**County:** CHURCHILL AND PERSHING  
**Location:** SR 116 AND SR 860  
**Work Description:** COLD IN PLACE RECYCLE WITH DOUBLE CHIP SEAL ON SR 116 AND SR 860  
**Advertised Date:** JULY 10, 2013  
**Bid Opening:** AUGUST 8, 2013 2:00 PM  
**Contract Awarded:** AUGUST 28, 2013  
**Notice to Proceed:** APRIL 21, 2014  
**Notice to Proceed:** AUGUST 1, 2014  
**Work Accepted:** DECEMBER 5, 2014  
**Final Payment:** JUNE 3, 2015

**Contractor:** A & K EARTH MOVERS, INC  
**Resident Engineer:** LARRY BOGE

**Project Performance:**

<b>Engineers Estimate:</b>	\$2,171,327.97
<b>Bid Price:</b>	\$2,094,000.00
<b>Adjusted Bid Contract Amount:</b>	\$2,101,784.50
<b>Agreement Estimate (Budget):</b>	\$2,331,480.00
<b>Final Contract Amount</b>	\$2,084,274.57
<b>Percent of Budget:</b>	89%
<b>Total Change Orders:</b>	\$7,784.50
<b>Percent Change Orders:</b>	0.4%
<b>Original Working Days:</b>	50
<b>Updated Working Days:</b>	50
<b>Charged Working Days:</b>	38
<b>Liquidated Damages:</b>	\$128.25

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	n/a
<b>Right of Way:</b>	n/a
<b>Construction Engineering:</b>	\$ 169,131.23(7.51%)
<b>Construction Final Contract Amount:</b>	<u>\$2,084,274.57</u> (92.49%)
<b>Total Project Cost:</b>	\$2,253,405.80

**Contract No.** 3547  
**NDOT Project I.D. No(s).**: 60599  
**Project No(s).**: SPF-095-5(031)  
**County:** MINERAL  
**Location:** US 95  
**Work Description:** CHIP SEAL OF EXISTING ROADWAY  
**Advertised Date:** JUNE 26, 2013  
**Bid Opening:** JULY 18, 2013 1:30 PM  
**Contract Awarded:** AUGUST 2, 2013  
**Notice to Proceed:** APRIL 21, 2014  
**Work Completed:** JULY 15, 2014  
**Work Accepted:** DECEMBER 15, 2014  
**Final Payment:** JUNE 8, 2015

**Contractor:** SIERRA NEVADA CONSTRUCTION, INC.  
**Resident Engineer:** LARRY BOGE

**Project Performance:**

<b>Engineers Estimate:</b>	\$665,269.23
<b>Bid Price:</b>	\$558,007.00
<b>Adjusted Bid Contract Amount:</b>	\$577,965.00
<b>Agreement Estimate (Budget):</b>	\$607,648.00
<b>Final Contract Amount</b>	\$582,598.68
<b>Percent of Budget:</b>	96%
<b>Total Change Orders:</b>	\$19,958.0
<b>Percent Change Orders:</b>	3.6%
<b>Original Working Days:</b>	40
<b>Updated Working Days:</b>	40
<b>Charged Working Days:</b>	31
<b>Liquidated Damages:</b>	\$0.00

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	n/a
<b>Right of Way:</b>	n/a
<b>Construction Engineering:</b>	\$ 39,305.62(6.32%)
<b>Construction Final Contract Amount:</b>	<u>\$582,598.68</u> (93.68%)
<b>Total Project Cost:</b>	\$621,904.30



**Contract No.** 3548  
**NDOT Project I.D. No(s).**: 60601  
**FHWA Project No(s).**: SPSR-0319(001)  
**County:** LINCOLN  
**Location:** SR 319  
**Work Description:** CHIP SEAL OF EXISTING ROADWAY  
**Advertised Date:** JUNE 26, 2013  
**Bid Opening:** JULY 18, 2013 2:00 PM  
**Contract Awarded:** AUGUST 12, 2013  
**Notice to Proceed:** APRIL 21, 2014  
**Work Completed:** JULY 18, 2014  
**Work Accepted:** JULY 13, 2014  
**Final Payment:** JUNE 3, 2015

**Contractor:** SIERRA NEVADA CONSTRUCTION, INC.  
**Resident Engineer:** SAMI ALHWAYEK

**Project Performance:**

<b>Engineers Estimate:</b>	\$691,950.72
<b>Bid Price:</b>	\$1,174,007.00
<b>Adjusted Bid Contract Amount:</b>	\$1,174,007.00
<b>Agreement Estimate (Budget):</b>	\$1,277,928.00
<b>Final Contract Amount</b>	\$1,188,869.09
<b>Percent of Budget:</b>	93%
<b>Total Change Orders:</b>	\$0.00
<b>Percent Change Orders:</b>	0.0%
<b>Original Working Days:</b>	40
<b>Updated Working Days:</b>	40
<b>Charged Working Days:</b>	27
<b>Liquidated Damages:</b>	\$0.00

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	n/a
<b>Right of Way:</b>	n/a
<b>Construction Engineering:</b>	\$ 124,306.95(9.47%)
<b>Construction Final Contract Amount:</b>	<u>\$1,188,869.09(90.53%)</u>
<b>Total Project Cost:</b>	\$1,313,176.04

**Contract No.** 3555

**NDOT Project I.D. No(s):** 73752

**FHWA Project No(s):** SI-0032(117)

**County:** VARIOUS IN DISTRICT 2

**Location:** VARIOUS INTERSECTIONS THROUGHOUT DISTRICT 2.

**Work Description:** INSTALL INTERSECTION SAFETY IMPROVEMENTS INCLUDING SOLAR FLASHING STOP BEACONS, TRANSVERSE RUMBLE STRIPS AND ADVANCE STOP AHEAD SIGNS

**Advertised Date:** SEPTEMBER 11, 2013

**Bid Opening:** OCTOBER 10, 2013 2:30 PM

**Contract Awarded:** NOVEMBER 8, 2013

**Notice to Proceed:** JANUARY 13, 2014

**Work Completed:** AUGUST 1, 2014

**Work Accepted:** DECEMBER 15, 2014

**Final Payment:** MAY 20, 2015

**Contractor:** DIVERSIFIED STRIPING SYSTEMS

**Resident Engineer:** BRAD DURSKI

**Project Performance:**

<b>Engineers Estimate:</b>	\$635,143.74
<b>Bid Price:</b>	\$479,629.79
<b>Adjusted Bid Contract Amount:</b>	\$511,129.09
<b>Agreement Estimate (Budget):</b>	\$534,018.00
<b>Final Contract Amount</b>	\$508,439.06
<b>Percent of Budget:</b>	95%
<b>Total Change Orders:</b>	\$31,499.30
<b>Percent Change Orders:</b>	6.6%
<b>Original Working Days:</b>	70
<b>Updated Working Days:</b>	70
<b>Charged Working Days:</b>	62
<b>Liquidated Damages:</b>	\$0.00

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	\$ 22,355.68(3.73%)
<b>Right of Way:</b>	\$ 454.06(0.08%)
<b>Construction Engineering:</b>	\$ 68,815.59(11.47%)
<b>Construction Final Contract Amount:</b>	<u>\$508,439.06</u> (84.73%)
<b>Total Project Cost:</b>	\$600,064.39

**Contract No.** 3562

**NDOT Project I.D. No(s).**: 60595

**FHWA Project No(s).**: SPSR-0229(005)

**County:** ELKO

**Location:** SR 229

**Work Description:** 2 INCH COLDMIX ON EXISTING ROADWAY, SPECIAL DETECTOR SENSOR PROBE AND SENSOR WITH TRANSVERSE RUMBLE STRIPS

**Advertised Date:** FEBRUARY 12, 2014

**Bid Opening:** MARCH 6, 2014

**Contract Awarded:** APRIL 22, 2014

**Notice to Proceed:** MAY 27, 2014

**Work Completed:** AUGUST 5, 2014

**Work Accepted:** DECEMBER 17, 2014

**Final Payment:** JUNE 9, 2015

**Contractor:** GRANITE CONSTRUCTION COMPANY

**Resident Engineer:** DON CHRISTENSEN

**Project Performance:**

**Engineers Estimate:** \$2,122,058.98

**Bid Price:** \$2,886,886.00

**Adjusted Bid Contract Amount:** \$2,794,663.50

**Agreement Estimate (Budget):** \$3,157,837.00

**Final Contract Amount** \$2,694,219.59

**Percent of Budget:** 85%

**Total Change Orders:** -\$92,222.50

**Percent Change Orders:** -3.2%

**Original Working Days:** 30

**Updated Working Days:** 30

**Charged Working Days:** 30

**Liquidated Damages:** \$0.00

**Project Cost Breakdown:**

**Preliminary Engineering:** n/a

**Right of Way:** n/a

**Construction Engineering:** \$ 109,161.34(3.89%)

**Construction Final Contract Amount:** \$2,694,219.59(96.11%)

**Total Project Cost:** \$2,803,380.93

**Contract No.** 3570  
**NDOT Project I.D. No(s):** 60629  
**FHWA Project No(s):** SPSR-208(10)  
**County(S):** LYON and WASHOE  
**Location:** SR 208 TOPAZ/YERINGTON RD.; SR 447 GERLACH RD.  
**Work Description:** 2" TYPE 2 PLANTMIX BITUMINOUS SURFACE OVERLAY  
**Advertised Date:** APRIL 30, 2014  
**Bid Opening:** MAY 22, 2014 2:30 PM  
**Contract Awarded:** JUNE 17, 2014  
**Notice to Proceed:** JULY 21, 2014  
**Work Completed:** OCTOBER 1, 2014  
**Work Accepted:** DECEMBER 17, 2014  
**Final Payment:** JULY 1, 2015

**Contractor:** A & K EARTH MOVERS, INC.  
**Resident Engineer:** BRAD DURSKI

**Project Performance:**

<b>Engineers Estimate:</b>	\$5,359,887.67
<b>Bid Price:</b>	\$4,784,000.00
<b>Adjusted Bid Contract Amount:</b>	\$4,784,000.00
<b>Agreement Estimate (Budget):</b>	\$5,227,258.00
<b>Final Contract Amount</b>	\$4,990,874.47
<b>Percent of Budget:</b>	95%
<b>Total Change Orders:</b>	\$0.00
<b>Percent Change Orders:</b>	0.0%
<b>Original Working Days:</b>	40
<b>Updated Working Days:</b>	40
<b>Charged Working Days:</b>	40
<b>Liquidated Damages:</b>	\$2,448.30

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	n/a
<b>Right of Way:</b>	n/a
<b>Construction Engineering:</b>	\$ 212,749.22(4.09%)
<b>Construction Final Contract Amount:</b>	<u>\$4,990,874.47(95.91%)</u>
<b>Total Project Cost:</b>	\$5,203,623.69

**Contract No.** 3575

**NDOT Project I.D. No(s):** 60637

**FHWA Project No(s):** SP-000M(210)

**County:** LYON

**Location:** MY 935, WELLINGTON MAINTENANCE YARD

**Work Description:** CONSTRUCTION NECESSARY TO IMPROVE DRAINAGE AND TO RE-GRADE 3" PBS.

**Advertised Date:** JULY 9, 2014

**Bid Opening:** JULY 31, 2014 1:30 PM

**Contract Awarded:** AUGUST 20, 2014

**Notice to Proceed:** SEPTEMBER 22, 2014

**Work Completed:** OCTOBER 10, 2014

**Work Accepted:** DECEMBER 23, 2014

**Final Payment:** JUNE 1, 2015

**Contractor:** A & K EARTH MOVERS, INC.

**Resident Engineer:** BRAD DURSKI

**Project Performance:**

<b>Engineers Estimate:</b>	\$305,704.48
<b>Bid Price:</b>	\$316,000.00
<b>Adjusted Bid Contract Amount:</b>	\$316,000.00
<b>Agreement Estimate (Budget):</b>	\$370,016.00
<b>Final Contract Amount</b>	\$333,594.86
<b>Percent of Budget:</b>	90%
<b>Total Change Orders:</b>	\$0.00
<b>Percent Change Orders:</b>	0.0%
<b>Original Working Days:</b>	40
<b>Updated Working Days:</b>	40
<b>Charged Working Days:</b>	23
<b>Liquidated Damages:</b>	\$0.00

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	n/a
<b>Right of Way:</b>	n/a
<b>Construction Engineering:</b>	\$ 43,455.33(11.53%)
<b>Construction Final Contract Amount:</b>	<u>\$333,594.86</u> (88.47%)
<b>Total Project Cost:</b>	\$377,050.19

Open Contract Status 07/29/15

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
3389	I-580 MEADOWOOD MALL	\$ 22,845,305.00	\$ 21,827,613.92	\$ 22,386,083.85	\$ 22,461,032.18	98%	134%	MEADOW VALLEY CONTRACTORS INC	AMIR SOLTANI/CH2M HILL	SHANE COCKING	\$14M REA for Plan Errors & Omissions
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
3461	I-80, E.OASIS TO PILOT PK, CIR	\$ 32,539,538.00	\$ 31,000,000.00	\$ 32,430,559.58	\$ 33,086,327.83	102%	100%	FISHER SAND & GRAVEL CO	JOHN BRADSHAW	CASEY KELLY	Earthwork, Base and Bridge Deck Repair Quantity Increases
3501	SR 431, WATER QLT & EROSION C.	\$ 5,703,141.00	\$ 5,318,188.00	\$ 5,578,763.44	\$ 5,169,684.60	91%	100%	Q&D CONSTRUCTION INC	M. NUSSBAUMER/R. WOOD	JOHN ANGEL	
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	\$ 10,383,200.79	104%	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	\$ 33,178,131.75	97%	92%	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	\$ 16,158,471.91	106%	100%	ROAD & HIGHWAY BUILDERS LLC	JOHN BRADSHAW	MIKE SIMMONS	Utility Delay (Fiber Optic) and Bridge Deck Repair Quantity Increase
3529	MULT. INTER. SIGNAL SYTEM MOD	\$ 2,074,259.00	\$ 1,753,671.20	\$ 1,709,017.52	\$ 1,386,202.87	67%	100%	TRANSCORE ITS LLC DBA	JOHN BRADSHAW	STEVE CONNER	
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	\$ 13,735,741.37	\$ 13,584,403.61	96%	100%	LAS VEGAS PAVING CORPORATION	JENICA FINNERTY	TIM RUGULEISKI	
3533	I 80, W. EMIGRANT PASS, OVERLAY	\$ 15,357,027.00	\$ 14,283,000.01	\$ 14,479,438.32	\$ 14,881,579.64	97%	91%	Q&D CONSTRUCTION INC	KEVIN MAXWELL	MIKE SIMMONS	
3534	US 93, INCT 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	
3537	I 80, CARLIN TUNNELS PCKG 1, CMAR	\$ 2,847,133.00	\$ 2,818,944.00	\$ 2,818,944.00	\$ 2,815,168.00	99%	80%	Q&D CONSTRUCTION INC	DALE KELLER	CHRIS RUPINSKI	
3539	US 95, N. WINN., SLOPE FLATTENING	\$ 8,157,766.00	\$ 7,616,616.00	\$ 7,619,771.95	\$ 7,792,911.38	96%	100%	GRANITE CONSTRUCTION CO	STEVE BIRD	DAVE SCHWARTZ	
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	\$ 1,340,586.60	94%	0%	Q&D CONSTRUCTION INC	PEDRO RODRIGUEZ	JOHN ANGEL	
3543	I 580 RAMPS, COLDMILL, PBS & OG	\$ 1,659,849.00	\$ 1,496,496.00	\$ 1,524,247.76	\$ 1,565,118.82	94%	100%	GRANITE CONSTRUCTION CO	ANITA BUSH	SAM LOMPA	
3545	I 80, REM. BRDG DECK & OVERLAY	\$ 879,631.00	\$ 792,459.75	\$ 792,459.75	\$ 752,849.08	86%	68%	ROAD & HIGHWAY BUILDERS LLC	DOUGLAS FROMM	SAM LOMPA	
3546	I 15, DRY LK. MILL, PBS & TRCK CLIMBING LN	\$ 37,235,208.00	\$ 35,650,000.00	\$ 37,121,987.11	\$ 37,615,096.84	101%	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	\$ 19,705,416.74	\$ 15,159,355.23	74%	70%	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	\$ 7,746,956.51	86%	73%	ROAD & HIGHWAY BUILDERS LLC	JIM CERAGIOLI	MIKE MURPHY	
3552	DIST I, SIG. SYSTEM MODIFICATIONS	\$ 508,269.00	\$ 441,763.58	\$ 442,720.93	\$ 437,741.54	86%	98%	NEVVAL INVESTORS INC	JIM CERAGIOLI	MARTIN STRGANAC	
3554	US 95, ANN RD TO DURANGO PCK 2A	\$ 37,306,043.00	\$ 35,700,000.01	\$ 37,275,196.49	\$ 25,526,789.75	68%	88%	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	\$ 6,986,556.65	83%	91%	Q&D CONSTRUCTION INC	JOHN BRADSHAW	MIKE SIMMONS	
3558	SR 431,COLDMILL AND PBS WITH OG	\$ 11,035,511.00	\$ 10,293,293.00	\$ 10,719,165.20	\$ 11,867,801.79	108%	65%	GRANITE CONSTRUCTION CO	KEVIN MAXWELL	SHANE COCKING	Drainage changes/Plantmix and Drainage Qauntity Increases
3559	I 80, GOLCONDA, MILL, PBS WITH OG	\$ 10,849,672.00	\$ 10,069,069.00	\$ 10,069,069.00	\$ 9,849,898.61	91%	99%	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	\$ 6,383,347.81	\$ 6,606,773.99	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	\$ 4,066,087.38	76%	84%	SIERRA NEVADA CONSTRUCTION INC	PHILIP KANEGBERG	RANDY HESTERLEE	
3564	SR 207, KINGSBURY GRADE, CMAR	\$ 14,877,619.00	\$ 14,877,619.23	\$ 14,877,619.23	\$ 13,352,896.32	90%	63%	Q&D CONSTRUCTION INC	PEDRO RODRIGUEZ	JOHN ANGEL	
3566	DIST I, MULTIPLE INT, SIGNAL MOD	\$ 659,953.00	\$ 590,432.20	\$ 656,582.20	\$ 612,338.87	93%	68%	NEVVAL INVESTORS INC	JIM CERAGIOLI	MARTIN STRGANAC	
3567	DIST I, SIG. SYSTEM MODIFICATIONS, PCK 2	\$ 676,268.00	\$ 605,969.00	\$ 605,969.00	\$ 578,406.77	86%	98%	LLO INC DBA	JIM CERAGIOLI	MARTIN STRGANAC	
3569	SR 445 & SR 447, DBL CHIP SEAL	\$ 2,636,328.00	\$ 2,404,007.00	\$ 2,459,491.68	\$ 2,567,569.19	97%	100%	SIERRA NEVADA CONSTRUCTION INC	PHILIP KANEGBERG	SAM LOMPA	
3571	US 395, GARDNERVILLE INDIAN COLONY	\$ 898,608.00	\$ 795,007.00	\$ 829,587.70	\$ 951,361.54	106%	100%	SIERRA NEVADA CONSTRUCTION INC	JIM CERAGIOLI	STEPHEN LANI	Utility Conflicts SWG with Guardrail and widening.
3572	SR 574, SR 593, SR 592 RAMPS	\$ 1,544,246.00	\$ 1,390,000.00	\$ 1,390,000.00	\$ 1,387,423.01	90%	100%	LAS VEGAS PAVING CORPORATION	RICHARD FILBERT	MIKE FREE	
3573	SR 160, CIMARRON SIG SYS & PED FACILITIES	\$ 1,513,732.00	\$ 1,390,312.98	\$ 1,426,603.74	\$ 1,235,851.22	82%	0%	NEVVAL INVESTORS INC	STEVE BIRD	MARTIN STRGANAC	
3574	I-580,MOANA TO TRUCKEE RIVER	\$ 12,936,849.00	\$ 12,114,205.11	\$ 12,114,205.11	\$ 4,973,753.35	38%	51%	Q&D CONSTRUCTION INC	VICTOR PETERS	SAM LOMPA	
3576	SR 147, TO APPROX L. MEAD NRA	\$ 5,948,497.07	\$ 5,553,726.00	\$ 5,942,486.82	\$ 4,060,162.49	68%	95%	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	\$ 23,642,334.99	\$ 6,434,774.84	27%	58%	LAS VEGAS PAVING CORPORATION	KEVIN MAXWELL	STEVE CONNER	
3578	I-580, WIND WARNING SYSTEM	\$ 3,319,768.45	\$ 3,123,589.00	\$ 3,268,429.14	\$ 1,680,170.45	51%	45%	PAR ELECTRICAL CONTRACTORS	RODNEY SCHILLING	BRAD DURSKI	
3580	US93, BOULDER CITY BYPASS PART 1	\$ 91,345,809.04	\$ 82,999,999.00	\$ 91,345,809.04	\$ 548,004.06	1%	4%	FISHER SAND & GRAVEL CO	ANTHONY LORENZI	TIM RUGULEISKI	
3581	US93, MICROSURFACE EXISTING RDWY	\$ 1,701,621.04	\$ 1,538,538.00	\$ 1,701,621.04	\$ 1,519,082.78	89%	83%	INTERMOUNTAIN SLURRY SEAL INC	PHILIP KANEGBERG	SAMI YOUSUF	
3582	US50, RAISED MEDIAN & DECEL LANES	\$ 328,357.56	\$ 266,007.00	\$ 398,057.56	\$ 357,915.07	109%	71%	SIERRA NEVADA CONSTRUCTION INC	STEVE BIRD	JOHN ANGEL	Change Order \$70K - Island Modifications for Fortune Drive future Signal System
3584	US95, BEATTY, 1/2 INCH CHIP SEAL	\$ 1,710,710.00	\$ 1,542,000.00	\$ 1,710,219.40	\$ 1,512,059.51	88%	65%	VSS INTERNATIONAL DBA	PHILIP KANEGBERG	STEVE BAER (MARTIN STRGANAC)	
3585	US395, CARSON CITY FREEWAY	\$ 44,149,197.28	\$ 42,242,242.00	\$ 44,149,197.28	\$ 860,249.50	2%	7%	ROAD & HIGHWAY BUILDERS LLC	JEFFREY LERUD	JEFF STOFFER	
3586	US50 & CLEAR CR, STORM DRAINS AND INLETS	\$ 1,323,150.00	\$ 1,160,000.00	\$ 1,323,150.00	\$ 439,653.34	33%	28%	MKD CONSTRUCTION INC	VICTOR PETERS	JOHN ANGEL	
3587	US50, VARIOUS LOCS, FENCE W/CATTLE GUAR	\$ 757,082.28	\$ 689,007.00	\$ 718,791.21	\$ -	0%	0%	SIERRA NEVADA CONSTRUCTION INC	STEVE BIRD	JOHN ANGEL	
3588	5 SCHOOLS WASHOE, OFF-SYST, PED ITEMS	\$ 610,937.25	\$ 491,691.60	\$ 610,937.25	\$ 362,511.20	59%	0%	GRANITE CONSTRUCTION CO	ROBERT BRATZLER	BRAD DURSKI	
3589	SR158 DEER CREEK RD, COLD MILL & PLANTMI	\$ 2,337,256.46	\$ 2,118,000.00	\$ 2,337,256.46	\$ 2,038,657.28	87%	70%	LAS VEGAS PAVING CORPORATION	JOHN BRADSHAW	STEVE CONNER	
3591	I-580 AT SO. VIRGINIA, LANDSCP & AESTHETICS	\$ 2,110,249.03	\$ 1,915,906.50	\$ 2,110,249.03	\$ -	0%	0%	Q&D CONSTRUCTION INC	PAUL SHOCK	BRAD DURSKI	
3592	SR823, COLONY RDS, BITUMINOUS OVERLAY	\$ 1,609,665.96	\$ 1,449,007.00	\$ 1,609,665.96	\$ -	0%	0%	SIERRA NEVADA CONSTRUCTION INC	PHILIP KANEGBERG	JOHN ANGEL	
3593	SR722, 2" PLANTMIX OVERLAY	\$ 2,792,971.35	\$ 2,542,000.00	\$ 2,792,971.35	\$ -	0%	0%	A&K EARTHMOVERS INC	PHILIP KANEGBERG	LARRY BOGE	
TOTAL		\$ 1,061,594,551.15	\$ 1,012,819,817.74	\$ 1,074,177,716.08	\$ 958,281,604.12						

<sup>1</sup> Adjusted Bid Contract Amount for EDOC contracts includes contingencies (Contracts 3576 and up)

<sup>2</sup> % BUDGET = Total Paid to Date /Agreement Estimate

<sup>3</sup> % TIME = Charged Working Days to Date / Updated Working Days