



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 8, 2014 – 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 2, 2014 Nevada Department of Transportation Board of Directors Construction Working Group Meeting minutes (Discussion/For Possible Action)
5. Update on using Osterberg Load Cells in drilled shaft design. (Discussion only).
Update of contract 806-14 to construct two drilled shafts for full scale testing at the site of the US95/215 Phase 3 project which is under design. This full scale test has the potential to significantly reduce the size of the drilled shafts and save construction costs.
6. Update on NDOT Contract 3564, SR 207 (Kingsbury Grade) CMAR (Discussion Only).
Update on project including discussion on contract change orders.
7. Discussion of NDOT's Partnering efforts. (Discussion only).
Update on NDOT's Partnering Program including establishment of an Executive Steering Committee and plans to host a regional Partnering Showcase with FHWA participation.
8. Discussion on NDOT's efforts to resolve construction claims and disputes through alternative forms of dispute resolution. (Discussion only).
NDOT is working to improve how we resolve construction disputes in a timely manner by replacing the formal construction claims process with issue escalation ladders, facilitated dispute resolution and Dispute Review Teams. This involves training and revisions to contract specifications.
9. Report on NDOT's participation with AASHTO's Subcommittee on Construction. (Discussion Only).
NDOT participates with the Subcommittee on Construction and will discuss attendance of recent 2014 annual meeting.
10. Old Business (Discussion Only)
 - A. Update on eDocumentation
 - B. CWG Task List
 - C. Requested Reports and Documents
11. Briefing on Status of Projects in Development (Discussion only)
 - A. Projects Under Development (5-year Project Plan)
12. 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

13. 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.
14. Closed session to receive information from counsel regarding potential or existing litigation (Discussion Only)
15. 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 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

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Acting Chairman Frank Martin
Controller Kim Wallin
Rick Nelson
Jeff Shapiro
Mario Gomez
Reid Kaiser
Megan Sizelove
Jeff Freeman
Tracy Larkin-Thomason
Thor Dyson
John Terry

Martin: Okay, we'll call this meeting of the Construction Working Group to order. My name is Frank Martin, Acting Chair I'm told.

Wallin: I just put it in.

Martin: It was unanimous, too. So since I've not done this before, I'll count on you all to guide me through it. We're going to open up the floor now for public comment. Do we have anybody from anyplace else? I see somebody in Las Vegas. Is there anybody in Las Vegas for public comment?

Gomez: Not at this time. This is Mario Gomez, Assistant District Engineer for Las Vegas.

Martin: But there's nobody there for public comment, correct?

Gomez: That is correct.

Martin: Thank you, sir. Are we tuned in? Is Elko on board (inaudible)?

Unidentified Male: Elko disconnected right after the previous meeting. And I told them to call me back as soon if they want to get back in.

Martin: Okay. So they're not there. Is there anybody here that -- in Carson City that wants to have a public comment moment? Okay. Go to Agenda Item No. 2. I think that's you, Rick.

Wallin: Three, comments from Kinker (sp?) -- three.\

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Unidentified Male: Three.

Martin: Three. Okay.

Nelson: For the record, Rick Nelson, Assistant Director for Operations. I just wanted to make a couple of announcements, I guess. There's been some work that's underway with respect to the NDOT Construction Industry Liaison Committee. When that committee was first formed several years ago, we had a whole series of working groups that were looking at a variety of different issues. One of those was an administrative working group and one was a materials working group.

And it was recently suggested that we reconstitute the materials working group to look at a series of materials-related issues that have been coming up on our projects, and so we've put a call out. We have a distribution list established. Reid has scheduled the first meeting of that materials working group for the 16th, I want to say.

Kaiser: 17th.

Nelson: 17th of June.

Kaiser: Yeah.

Nelson: We have an initial list of items that they're going to take a look at. But it's a very productive opportunity to get together with the industry and talk about issues that they're having and if there's any way that we can help mitigate some of those issues and make construction projects move smoother, we will. So just to let you know that that group has been reconstituted.

At the last CWG we talked about partnering and alternative dispute resolution. We've made some progress in that area. Lisa Schettler recently attended a workshop in San Francisco that talked about partnering and alternative dispute resolution and has come back with a lot of good ideas on how to take that original administrative technical working group that we had with the industry, which was focused on partnering at that time and, again, reconstitute that. bring it back up to the surface, and continue to work our way through that process. So those are some activities that we've had underway, and that's about all I wanted to bring up at this point in time.

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Martin: Okay. Let me ask you a couple of questions about the partnering situation. Question number one, during my tenure here on NDOT's Board and then with the Construction Working Group, there seems to be lawsuits flowing, things happening like that, and things get drug out for a long, long time. Is there a real desire on the part of NDOT to implement partnering and do it seriously to bring these things -- part of partnering is dispute resolution at the lowest level. And what I've been seeing since I've been on the Board and in this group is that things drag on, things drag on, things drag on and it doesn't get resolved at the lowest level. It always ends up on Jeff's desk or it ends up someplace else. And so is there really a commitment from the leadership and top management of NDOT to implement partnering and do something about it?

Nelson: When we first kicked the partnering process off, Susan was the director at the time and Susan was extremely committed to the partnering process. One of the things that we realized, as we're going to move forward with this partnering as part of a total package...

Martin: Mm-hmm.

Nelson: ...with respect to alternative dispute resolution, partnering is really the prevention phase...

Martin: It is.

Nelson: ...of that process. One of the things we realize we need to get is buy-in from our very top management. I'm committed 100 percent to partnering. And, as you know, as you go deeper in the organization, that level of commitment is higher and lower in different places. And what we want to do is get together and establish a partnering steering committee that's led by the very top. We want to get Rudy involved in that and set the tone for partnering throughout the organization.

I think there's probably a majority of individuals that see partnering as a very positive tool to use to work through disputes that always arise in a construction project. And there's -- quite honestly, there's some folks that really don't buy into it very much. And in order to change that culture, it's going to have to happen at the top. And the next step that we want to do is put together this executive steering committee. And we have some ideas about how the Construction Working Group might be involved in that process.

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- Martin: Mm-hmm.
- Nelson: I'm not quite ready to talk about -- to drop that on you today.
- Martin: Good.
- Nelson: But it is going to be coming. And I'd like to say that there is a commitment in the Director's Office to move forward with partnering.
- Unidentified Female: I'm going to go in there, because I think your point is well taken. I do think the commitment's there.
- Martin: Mm-hmm.
- Unidentified Female: It may not be well expressed at this point, or involvement. But I think the commitment's there. Partnering has always proven to be of great value. And Rudy's got a very strong construction background. So I know that he was in on many of the beginning ones, so -- but your point is taken.
- Wallin: Well, one of the things, and it was at our last CWG meeting and stuff -- and one of the things that I asked for -- I think the person was Lisa -- was going to get us some data on county contractors have been participating in the program and what their feedback from the contractors, what their experience was. So I was wondering, have we done that?
- Shapiro: Madam Controller, Jeff Shapiro, Chief Construction Engineer, for the record. We are working on that. I don't think we've gotten all the feedback from the field back, so it's...
- Unidentified Female: Yeah, I haven't gotten all the data.
- Shapiro: Yeah, that is kind of a group effort. But...
- Unidentified Female: We are working on it.
- Shapiro: From my perspective, we're still going through the cultural change within the organization. We started the formal process implementation in 2009. You know, we're talking to our neighbors. Caltrans has got a little bit more established program than we've got. We're maintaining active contacts with the International Partnering Institute and the Dispute Resolution Board Foundation. Some of these folks are throughout the nation, Ohio, we're having these conversations asking for help. Because they've all gone through this. We're just in the early stages of it. But we

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do feel very strongly -- at least I feel very strongly that the steering committee is something that we need to re-inject some momentum into the process, and make sure the message is clear that this is truly our way of doing business. So I think we've hit little bit of a speed bump right now. We're trying to get things back moving forward again, so...

Nelson: And I have seen a spreadsheet put together of all the contracts, who the resident engineer is, whether they're partnering the job or not, when was the last time they've had a partnering meeting. I don't know that that's been kept up or not. But, you know, we have specifications written that require partnering, but it doesn't mean that the resident engineer and the contractor will actually get together and partner.

Martin: Right. That's my point.

Shapiro: Yeah.

Martin: And it is a cultural shift?

Shapiro: It is. Yes, sir. From my perspective, the specs are the easy part. It's the way of life, the philosophy, and it's an attitude. I think we've had conversation on that before. It's an attitude and how you approach. It doesn't matter if it's in the specs or not, we should be working as a team and doing what's best for the project. Because, ultimately, that's what's best for everybody, taxpayers, et cetera. So it's something we're still working through.

Martin: When we've had the resident engineers meeting down in Las Vegas, and I spoke to them, I spoke to them about the cost of litigation.

Shapiro: Mm-hmm.

Martin: And I don't know if anybody there got that. But given the amount of money that we spend on litigation in this organization, if we just save \$2 million a year, it's a benefit.

Shapiro: It would potentially pay for itself, so, yeah.

Unidentified Female: Mm-hmm.

Martin: Yeah.

Shapiro: Yeah.

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- Martin: As I add it up, and we'll get into that in a minute, on some of the fees that we're paying and it's astonishing.
- Shapiro: Mm-hmm.
- Martin: It's astonishing. So that does need to become a cultural push it down, push it down, push it down. And, you know, the world I live in you either do it or I give the industry an opportunity to use your skills someplace else. I know you can't do that necessarily in this organization, but there does need to be the attention from the top. Move on. Is there any other comments on No. 3?
- Shapiro: No, that's all I have.
- Martin: (Inaudible) No. 4, which is the meeting minutes from the last CWG meeting. I did have -- I've got a couple of comments and I'll get to them in just a minute. But this Osterberg Load Cell thing you're going to do at 95 and 215, I think, Billy, aren't you guys doing that? Is that part of your contract? No?
- Unidentified Male: (Inaudible).
- Kaiser: Aggregate Industries.
- Martin: Okay. I had requested last time that I be notified about that. I'm hoping it hasn't already taken place.
- Kaiser: No. Reid Kaiser, Chief Materials Engineer. That job is supposed to kick off June 12th. I've been in contact with the resident engineer and they still haven't submitted their schedule, so it's still a tentative date. I was going to let you know as soon as I heard back today or as soon as I got the updated schedule.
- Martin: Good. Because I want to reiterate my interest in taking a look at that.
- Kaiser: Okay. And I need to know what exactly you want. Do you want somebody from the materials division to meet you out there and go out there on the job with you? What would you want?
- Martin: Two things: One is I'd like to be there while it was actually being done. And if that means having the materials engineer there, that's fine.

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Kaiser: Now, do you want to be there when their drilling the shaft or when they're loading the jack in the shaft after it's been placed?

Martin: And the answer is yes.

Kaiser: Yes. Okay.

Martin: Okay. I'm very interested in this process. I work in a building in the horizontal world.

Kaiser: Mm-hmm.

Martin: But I can see how some of this in some of my other operations in other states might be a benefit to me...

Kaiser: You bet. Okay.

Martin: ...or to my clients, so...

Kaiser: Okay.

Martin: I do want to take a look at it. And NDOT, we spend a lot of money around here on shafts and...

Kaiser: Mm-hmm.

Martin: ...piers, et cetera, so...

Kaiser: Yeah. Okay.

Martin: Okay. And outside of that, I didn't have any other comments on the meeting minutes. Kim, did you have anything?

Wallin: No, I didn't. No, we covered it already.

Martin: So...

Wallin: So -- oh, we need to approve the minutes.

Martin: I'll second. All in favor?

Wallin: Aye. I know.

Martin: That seems a little...

Wallin: Funny.

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Martin: Yeah. Lynn where are you? Okay. Agenda Item No. 5, the Osterberg Load Cells. You want to bring us up a little bit to date on that, please?

Nelson: Reid.

Kaiser: Okay, Reid Kaiser, Chief Materials Engineer. What an Osterberg Load Cell is. Let me give you some history, first on how we got to the point where we want to use an Osterberg Load Cell. Back in the early 2000s, the FHWA switched over their bridge design methodology from a LFD, load factor design, to a load-resistance factor design. And what that essentially did is created more factors of safety that we have to use when we design our bridges.

And we used to never use Osterberg Load Cells when we used the LFD design, because the stresses and the methodology did not have a need for it. The shafts were a reasonable size. They weren't too large that they were causing our contractors problems, so we didn't have the issues like we're having now. Because the new design, the methodology requires a super-large shaft, unless you can give information related to the soils where the bridge is going to built on the strength capacity of those soils to uphold. So one way to do that is with an Osterberg Load Cells. There's a couple of other methods, but the Osterberg is the best way for us to go.

What that entails is to go out and a drill shaft about -- at this location, I think we're drilling two of them. They're about 100 feet into the ground. And what an Osterberg Load Cell is, is a hydraulic jack. You place it down in the -- close to the bottom of the shaft, and you place some strain gauges to the reinforcing steel on the cage that sits down into the shaft. And you pour the shaft full of concrete. And so you got this jack encased in concrete in the bottom. And then you actually -- that jack will actually cause the concrete and the steel to fill. It'll start putting pressure on it, and it'll actually push up the concrete. And using those strain gauges, you can measure the strength of your soils at that location.

Martin: The shear of the soils, right?

Kaiser: The shear of the soils. And you can also place them at the bottom, to compression.

Martin: Okay.

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Kaiser: Because the way the drill shafts work is they support the bridge not only by skin friction but also by the compression at the bottom -- by the weight at the bottom.

Martin: Mm-hmm.

Kaiser: So you can have an idea of what the strength of that soil -- those soils are, using the Osterberg Load Cells. And with that in mind, you can reduce your factors of safety. So you can go from, say, a 10-foot drill shaft, like what we had on the previous contract -- 3409, in that area -- to, say, about a 7- or a 6-foot drill shaft, which is a lot easier to construct, less materials and so forth. And that's where you get your reduction in costs.

Martin: Okay.

Kaiser: So that's what this job will do. It's going to go and install two sacrificial shafts at this location, so we could measure the strength capacities of the soils.

Nelson: Can you test them both to failure?

Kaiser: Test them both to failure. Yeah. So that they can't be a production once we're done with them.

Martin: And you put that shaft someplace in close proximity to where the actual shaft would be...

Kaiser: Oh, yeah. Mm-hmm.

Martin: ...installed.

Kaiser: Yeah.

Martin: Okay. Thank you.

Kaiser: So are there any questions? Okay.

Martin: Nope. Just waiting for it.

Kaiser: Okay. Yeah, I can see where that would be a benefit in building construction.

Martin: Absolutely.

Kaiser: You got a bunch of shafts supporting your building.

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- Martin: Yeah.
- Kaiser: Yeah. You could reduce your shafts in size and everything.
- Martin: And the number of placing the whole chutes.
- Kaiser: Oh, yeah.
- Martin: The whole deal. Yeah.
- Unidentified Male: Can I ask you is that something you guys are looking at to make as a standard or a spec or something?
- Kaiser: We would like to do that whenever possible. Again, part of the problem we've actually had in the last five or six years is, we find out these jobs are moving forward so quickly there's not time to go out and drill a sacrificial shaft to find out what the soil capacities are. With this one, we almost didn't have enough time, thanks to Boulder City, but thank goodness it's back on schedule again.
- Unidentified Male: So I guess my question is, is for other projects, and I'll use NEON. As many shafts as that project will have, is that -- if you guys do that, are you going to allow something like that to be used at some point in time, when the design's (inaudible).
- Kaiser: I would have to say we would. I mean we think it's a great tool. I mean, if it's...
- Unidentified Male: Well, it's a fascinating tool.
- Kaiser: Oh, you betcha. So I wouldn't see why we wouldn't.
- Martin: It gets back to that, there's always a better way.
- Kaiser: Yes. Mm-hmm.
- Martin: But you said this process had been around for a long time.
- Kaiser: It's been around, I believe, for about 20 years. And like I said, we just have never had the need to use it.
- Martin: What has changed in the engineering that's forced the use of larger shafts?
- Kaiser: You know, I couldn't give you a good answer on that. I'm not the guy who does that, but...

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- Unidentified Male: Isn't a lot of it the new code and the lateral loads?
- Kaiser: Well, it's the new code, yeah.
- Unidentified Male: New code and the lateral loads will open the...
- Kaiser: But what in the new code it is, I'm not sure.
- Martin: Okay. Any other further discussion on that? Okay. Next item is the high-performance concrete.
- Kaiser: Okay. Reid Kaiser again, Chief Materials Engineer. Since the early 2000s, NDOT has been using high-performance concrete in our bridge decks. And what high-performance concrete is, it's just your old concrete that we used to use in all of our bridge decks, but you add a few more constituents to it -- lower water-cement ratios -- and what you get is you get an increase in durability due to freeze-thaw and freeze-thaw problems; reduce chloride permeability, which destroys our bridge decks; reduces the shrinkage; higher strength. All sounds good. This is a big research project through the FHWA for like 10 to 15 years before we started using it.
- But what we're finding out now is that even though it sounds all good, it makes your concrete pretty brittle, which is causing our bridge decks to crack (inaudible) the past. Take, for instance, when, some of the jobs I've been on in the nineties. We had a job here in Reno where we cast 13 bridge decks, you know, and very rarely were we getting any cracking in our decks. And, you know, you're using your old concrete that everybody used. The curing was way less stringent than it is today. You know, it was just you put the wax on the bridge deck and you call it good.
- Martin: Mm-hmm.
- Kaiser: Now, you got fog them. You got to keep them wet for 10 days. And so I've been having some discussions with some folks to find out what we could do different here in Nevada, since we are so -- it is such an arid state. You know, it's dry, it's hot, it's windy. You know, those are the worst things you can do for concrete -- the worst environment. And come to find out what they're telling me is, is this is a national problem. You know, all the 50 states are all having problems with their bridge decks now because of this high-performance concrete.

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And it is a superior product from what we used to use back in the nineties. But it's gotten so good, it take -- a contractor, to pour a good bridge deck, has to do everything perfect. If his aggs are not an SSD or if they don't keep watering the deck all the time, if one of their additives is wrong in their concrete mix, then you're going to get a lot of cracking. It's just -- there leaves no room for error while you're pouring your deck.

And so what I would like to do is put out a request for a proposal, spend about \$25,000 -- and it would come from our own budget -- and see what we need to do to modify our specs to get away from the high-performance concrete. And not -- what I'm saying is not really get away from it, but find where the happy medium is for Nevada, with our low humidity, our hot temperatures, the wind. What would work best for us, using our aggregate sources to eliminate some of that cracking.

Martin: Is this not some research that maybe somebody else in a contiguous state has already done? Contiguous state.

Kaiser: The biggest problem we have is not every area has the same type of aggregates. I mean, every area has different aggregates. You have different porosity in your aggregates.

Martin: Okay.

Kaiser: And so we would prefer to get somebody here, local, who is familiar with Nevada. And we do have some very knowledgeable people in this area who are familiar with Nevada and the concrete sources that we use and everything. You know, and I don't really think it's going to be some major tweaks. It's probably just a few minor...

Martin: Mm-hmm.

Kaiser: ...revisions we need to make to our specs. Maybe reduce the strength requirements or even the permeability, increase the water-cement ratio, things like that, that are...

Martin: When do you anticipate putting the RFP out?

Kaiser: I would like to do it probably in the next couple of months.

Martin: So sometime August?

Kaiser: Yeah.

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Martin: So our next CWG meeting is...

Unidentified Male: August.

Kaiser: And I know you're going to make me -- you'll be checking with me in August to find out if I did it, won't you?

Martin: Duly noted, sir. I don't know if you were in the Board meeting earlier and when I asked Rudy not to over-commit and under-deliver. Okay? I'm not...

Kaiser: Maybe September.

Martin: ...I'm thinking an RFP in 60 or 90 days.

Kaiser: Yeah.

Martin: That's probably pretty good timing.

Kaiser: Yeah.

Martin: So I agree with the August deal. We'll just check back.

Kaiser: Okay.

Wallin: Better start working.

Kaiser: Yeah.

Martin: Any other comments on the high-performance concrete issue? Now, the high-performance concrete, I remember reading one of our cases that we have with Meadow Valley, I think, on the 580 Meadowood. They were complaining something about the concrete they were forced to pour the piers with. Is that...

Kaiser: That was...

Martin: ...similar or a different product?

Kaiser: ...self-consolidating concrete that we put in our (inaudible).

Martin: It's self-consolidating. You're right. I'm sorry.

Kaiser: Yeah. And again that's a fairly new product we're using here in Nevada. And so they had -- you've got to batch that exactly how it needs to be.

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And it's not as difficult to place as high-performance concrete. It's a lot more forgiving.

Martin: Okay.

Kaiser: But, yeah, that was what they were using.

Martin: Okay. Because I think -- didn't Capriati have to use that same concrete down at the 95 bridges?

Unidentified Male: Yes, sir.

Unidentified Male: Yeah.

Kaiser: Yeah, and LVP used it on the Design-Build South. Did a great job with it. No problems at all down there.

Martin: Oh, okay.

Kaiser: So it is doable, but...

Shapiro: Member Martin, Jeff Shapiro. We are working with the drilled-shaft industry to try to fine-tune that process, because the self-consolidating concrete is another high-tech type concrete that, if it doesn't go just right, sometimes you can have some issues. So we are trying to fine-tune that as well.

Martin: Okay. Any other discussion on that issue, on the high-performance concrete? Hearing none.

Update on eDocumentation. One thing I need a point of clarification. I should have asked it during the Board meeting. You mentioned DocuSign earlier today and the utilization of that. Is that strictly on an internal basis, or is it for documents across-the-board? What's the vision?

Unidentified Male: Well, most of the documents are internal. But we have some that go external, like contracts.

Unidentified Male: Change orders.

Unidentified Male: Change orders. So we're trying to expand it. We set up a list of, I'm going to think, like six key documents that we did for a first trial. And those have been so well received that I think we're now going to expand it to more instead of going all documents eDoc'd right off the bat. So I think

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it's more than six now. But the only ones I know of that go outside this department are contracts and change orders.

Unidentified Male: Actually, Megan, weren't you part of the development team to roll out DocuSign to the department? Can you...

SizeLove: Correct. Specifically just for the construction division, which is the -- the process we decided to target for the construction division was the change-order process, so that one has kind of been vetted out to the contracting community as well. And they've been utilizing that.

Unidentified Male: But we've got...

Shapiro: Yeah, Member Martin, we've got three REs using it right now for change orders, one in each district.

Martin: Okay.

Shapiro: Haven't quite fully vetted it out with FHWA yet, so that's a work-in-progress.

Unidentified Male: Yeah.

Shapiro: But we are moving forward on that on all our documents, internal as well as external.

Martin: I know that several of my private clients in the Las Vegas market are using DocuSign for everything. The Las Vegas Sands, most notably.

Unidentified Male: Mm-hmm.

Martin: And they -- when they do a change order, it's documents like that.

Unidentified Male: Yeah.

Martin: And they want initial on everything. But they're using it on everything. They no longer submit a piece of paper to you to sign. Everything is DocuSign. And they're having really, really good luck with it. It results in a much faster turnaround of documents for some reason. People don't want to go through 75 pages, but they'll read it on the computer faster, it seems like.

Unidentified Male: Plus it tracks it. And there's a lot...

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Martin: Yes, and it tracks it. Absolutely.

Unidentified Male: We started internally with a lot of documents that require multiple signatures.

Martin: Mm-hmm.

Unidentified Male: So then you don't have to go from desk, to desk, to desk.

Martin: Right.

Unidentified Male: And we found that does speed up the ones that require multiple signatures, because they can be at the same time and tracked.

Martin: Is there more information than is on that screen, or...

Nelson: This is a -- this Item...

Unidentified Male: This is different.

Nelson: ...7A...

Martin: Oh, this is different?

Unidentified Female: Mm-hmm.

Nelson: ...is an old-business update...

Martin: Okay.

Nelson: ...on where we are with eDocumentation...

Martin: Got you. Okay.

Nelson: ...which is being rolled out to the construction crews.

Shapiro: Right. Member Martin, Jeff Shapiro again. This is a different system than the DocuSign. This is a system we're going to use to track quantities and process payments and whatnot. We did start training field crews last month and we are actually using it in parallel with our current system. All the complex testing has been done, including for the Controller's Office, Madam Controller. So now we're just using it out in the field, so to speak. And actually Megan's got a presentation, so I don't want to...

Martin: Okay.

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Shapiro: ...steal too much of her thunder. So take it away, Megan.

Sizelove: Okay. We've put together a presentation for the RE meeting which was held in Las Vegas back in March. And in the interest of trying to update you guys on electronic documentation in general, kind of, we've previously in the Construction Working Group meetings we've talked about the benefits and a little bit about electronic documentation. But this presentation goes more into depth on the software itself. And so I thought we could just briefly go through the presentation. Some of it probably goes too far into the weeds for your interest or the time that we have allotted today, but I thought we can just use the same presentation that we did for the RE meeting, just to give you a brief overview of what the project's all about.

Martin: Okay.

Sizelove: So, electronic documentation. Today, I'll talk quickly about the history of it, the benefits, our implementation to date, who's on the team, the software and there's various applications, and then kind of where we're at today in terms of the implementation and into the future where we plan to go.

So, in regards to the history, back in fall of 2010, we essentially received the budget approval to move forward with the project to convert all of our documentation to electronic field documentation. In the summer of 2012, we solicited for a vendor, and we received four responses on our proposal request and made a selection. The firm that we did select ultimately in February 2013, we signed an agreement with InfoTech. And InfoTech is a prime contractor to AASHTO. And AASHTO provides a suite of software applications in the construction management field.

The primary benefits, it's a laundry list of items, but I just wanted to capture some of the primary ones. Certainly there's a huge increase in efficiency, which relates to cost directly. Reduction of errors, there will be a lot less manual inputting, multi-level real-time reporting, so we'll have opportunities for various individuals to be able to log in at any given time to be able to see exactly where the quantities are and the status of various contracts. A lot more consistency statewide, since everybody will be utilizing the same software and the same processes. A reduction of claims, which is key for us certainly. Expediting our closeout process. This will hugely impact the closeout procedures. And then improved

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inter-department and contractor relations. What we mean by that is we'll have -- and I'll go into more depth here in a bit -- an application where the contractor can actually get in and view -- not necessarily real-time, but every two weeks we'll be able to update their application so that they can log in and identify what the current quantities are for that point in time and be able to track some of the reports that the field crews have written and be able to have a lot more transparency from the department level for them.

Just quickly wanted to go over who all we've had involved with our team so far. Certainly our champion has been Jeff Shapiro. He's been very, very involved with that project. Ann Conlin in IS has spearheaded the project itself, and I've been the assisting project manager from the construction standpoint. As you can see there on the left-hand side, we have a whole slew of folks from the construction division that have been very involved and we couldn't have done it without their support. We've also reached out to the districts to get some district and field feedback and input. And then there's been a lot of support from some of the other divisions within NDOT from a technical standpoint. Lots of folks up in IS, accounting certainly has had to be involved because this will impact the flow of the contractor payments. And then we have IT, Dave Wooldridge has been a big supporter of the project as well. So it was important to us to get a well-versed or good variety of knowledge and background of the team.

So, as I mentioned, we selected an AASHTOWare software. It's called FieldManager, and it's what they refer to as a commercial off-the-shelf. So it did allow for us to have some customization for the software, but we weren't able to specifically target all of NDOT's business practices, but incorporate some of the most critical ones. But then also the nice part about it is 45 other transportation agencies within the U.S. and Canada also utilize this software. And so it's kind of a proven software, if you will, and it's been able to meet their needs. And so we figured by taking a COTS system, or a commercial off-the-shelf, customizing it, incorporate some of NDOT's most important business practices, that it would be a good fit for us. What it does is -- we purchased four different applications. Or we're -- we purchased three. We're in the process of looking at the fourth, and that includes FieldBuilder, which essentially is the contract setup that we'll utilize here and set up the contracts -- when I say here, as

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in, headquarters construction admin will set up the contracts in FieldBuilder.

FieldManager, that's the primary contract administration application. And that will be utilized by the resident engineers, their office people and then headquarters construction will also be involved with that application. FieldBook, that's the application where the inspectors will document their daily activities in the field. And at this point, we're looking at providing them laptops to be able to do that. And then the fourth is the one I mentioned that we're in the process of doing a -- oh, what do they refer to it as? I just lost the word. Help me out here, Jeff. With field, the contract read-only we're piloting, but...

Shapiro: Oh, the contract to read-only?

Sizelove: Yeah. We're just reviewing it to determine if that's something that we want to ultimately request the contractor's purchase and utilize as well.

Shapiro: The plan is, remember, we're going to list that in the specifications. We're not going to require that contractors buy it. But I think some of the bigger contractors working in other states might already have the software.

Martin: Mm-hmm.

Shapiro: But we're going to recommend it. That way they'll be able to talk to us and we'll be able to transfer data and whatnot.

Sizelove: So currently we haven't reached out to any contractors at this point in time to ask them (inaudible) and see if it would benefit them, but we see a lot of value in it. And during our pilot process or pilot program that we're currently in, with the implementation phase, we see a lot of value to them as well. So that's the fourth application.

Here's a quick overview of our workflow process again. I won't bore you with the details, but essentially this workflow, which you have in your packet here, will kind of walk you through the different steps and how it gets from design through project accounting, financial management, into our applications and then ultimately how it walks you through the contractor getting paid. So it's the entire workflow, beginning to end.

The FieldBook application, again I mentioned this is just going to be utilized specifically by the field inspectors. This will replace the orange

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book that we've previously held up and shown you. That will completely go away. No more orange books. And it will also take care of their construction working or construction...

Martin: That was one of my questions, if that eliminates the book.

Shapiro: It does.

Sizelove: It does. It does indeed, which is very exciting. Yes.

Shapiro: And I would like to offer...

Martin: Or apprehensive for some.

Sizelove: Well...

Shapiro: But they also have a mobile app right now that they're beta testing right now. It's laptop based, but the mobile app looks like this. You're more than welcome to take a look at it, if you want. If it goes to sleep, I can't tell you what my password is.

Nelson: Don't worry about breaking it.

Shapiro: Yeah, (inaudible).

Nelson: The best tried.

Sizelove: So the FieldBook application will -- in the event that we choose to move forward with utilizing laptops, they would run FieldBook. And it's just -- essentially it's a more robust version of what you're looking at there. That's the Mobile Inspector and that essentially will help them track daily activities on the job site, so everything from temperature, contractors that were on site, work performed. And then they'll be able to insert what we refer to as postings. And so postings is essentially the quantities that were completed for that day, which in turn is how the contractor will get paid.

Martin: One question.

Sizelove: Yes.

Martin: Part of the closeout process is reaffirming the book. Does this eliminate reaffirming the book?

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- Sizelove: Well, the way I view it, and we haven't quite nailed down our closeout procedures yet. One of the benefits in going through this process is it's forced us to look at absolutely every process that is involved in the construction phase. And I would say, and Jeff chime in here, but this will allow us the opportunity to be able to monitor it as we go -- as the contract goes along, and also receive feedback, if you will, from the contractor, since he'll also potentially have access to the quantities. And so in terms of having to review the books --
- Shapiro: Well...
- Sizelove: ...we won't have that process anymore.
- Shapiro: ...the computer does that now for us...
- Martin: Great. And...
- Shapiro: ...so we won't be doing that just (inaudible)...
- Martin: ...so then what happens is, Las Vegas Paving and Agate Industries, Granite, they can all can take a look on a daily basis to see what was entered in the book...
- Sizelove: Correct.
- Martin: ...and...
- Shapiro: Member Martin, we still encourage them, the foremen and the inspectors, to get together and talk about quantities and work done daily...
- Martin: Yeah.
- Shapiro: ...to make sure everybody's on the same page.
- Martin: And I know that doesn't happen.
- Shapiro: I know it doesn't either. But we try. It's part of that culture. But this program will allow them to go in and see what numbers are in there. And we do recommend that the resident engineers and the contractors also sit down biweekly, before we run a pay estimate, to make sure everybody's on the same page regarding pay quantities and whatnot. But we won't have to be checking orange field books anymore by hand, as far as math. The computer will do that already for us. There's also overrun controls in here, which will stop payments on any overruns until somebody has to do

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something specific, i.e., like write a change order to modify something. And -- now I just lost my train of thought on the other item I wanted to point out. But it's definitely a step in the right direction. It's going to make us more efficient, more accurate, and it's going to be a good thing for Nevada.

Sizelove: But you referred to the closeout process in general, which is performed by the construction admin section out of headquarters here in our office. And that process will essentially be, like Jeff says, completed by the software itself. So we won't have to go through anymore and check the math and look for errors and that kind of stuff. The software will catch that for us.

Shapiro: I just remembered what I was going to say. Some of the -- this system is going to replace some things that we've been doing for literally 40 years. And what's been fun about this process -- it's required us to ask ourselves, why are we doing some of these things. And my mandate to Megan and her staff was, we've got to use this as an opportunity to become more efficient, and if we don't need to do something, we should stop doing it. So I've asked them to look at literally everything, all these forms that do all these kind of documentation-type products. And take a look at every one. See what we need and what we don't need, and let's get rid of what we don't need.

Wallin: Well, I was glad to hear that you weren't making a lot of customizations to the software, because then you're going to have the same garbage you have now.

Sizelove: Sure.

Shapiro: That's the risk. Yes, ma'am.

Wallin: And if other DOTs are using this, then maybe they've adapted to better best practices.

Shapiro: And...

Wallin: And like you said, you're having to go and look at everything that you're doing and make changes, and that's the only way you're going to improve. Because if you customized it so you keep doing the same old thing, well, you didn't need the system anyway.

Martin: Yeah.

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- Shapiro: And the nice thing about this program, with the other DOTs that are using it, we can literally get on the phone and call users in Iowa or Wisconsin or Maine or wherever and say, "Hey, we found this problem. What's going on here? How do you guys handle it?" So it's nice to have that support group as well out there.
- Wallin: That's good.
- Sizelove: Yeah. That's been a very beneficial part of this process --
- Shapiro: Mm-hmm.
- Sizelove: ...is to reach out to other states and see how they, over the years, have made things more efficient as well.
- Wallin: So you guys would be ahead of the game, because we're going to be replacing Advantage here in the near future. And before we do, we're going to do a whole reprocess engineering, because we're not going to customize the software to do what we do. So you guys will have been the poster child of how to do reprocess engineering.
- Shapiro: If it's not a wanted poster like in the post office.
- Wallin: Yeah. You can only hope.
- Martin: What are the top three things you've discovered you want to stop doing?
- Sizelove: Stop doing? Oh, goodness. The over review of the closeout process, I would think. That's way more extensive than it needs to be.
- Shapiro: We kind of knew going in that we -- and part of the problem with our closeout process is everybody checks these documents and then they get checked again and they get checked again, and it's surprising there's any lead left on the paper so many people (inaudible).
- Martin: Yeah, we'll get to that part in a little bit.
- Shapiro: So that's probably one of the few things. But there's just -- I don't know, prorating we're not going to be able to do like we did. So we've got to revise some specs for those type of items. We're doing some double counting for the sake of accuracy on some minor things that we really don't need to be doing, like double counting -- or I shouldn't say double counting, but double calculating fuel escalation as a check every two

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weeks. You know, things like that that we're -- it's just not an efficient way to do it for a couple, you know, tens of thousands of dollars a year, you know.

Martin: Okay. Go ahead. I'm sorry, Megan.

Sizelove: Thank you. No, that was a great question. Thank you. So just to wrap up FieldBook, I have a quick example of what it looks like within the software. And then ultimately this will be the -- they refer to it as an IDR, the inspector daily report. So the FieldBook software, as well as the Mobile Inspector application that you saw there from Jeff's iPad, will create this form, and this will replace our current, like I say, orange books, and then also the construction daily reports.

Martin: And this is a contractor-visible report as well?

Sizelove: Yes.

Shapiro: It could be. We haven't gotten quite that far.

Sizelove: It is. It is. The item on here that could be -- what's nice about the read-only version is we, as an agency, can determine which fields we don't want...

Martin: Sure.

Sizelove: ...to be visible to the contractors. And essentially, in the IDRs, what we've learned from other states is they turn off like the comments section. So that the contractor can still go in and see what we're reporting on that daily report, but they won't be able to see the comments.

Martin: Stupid comments aren't taken personal.

Sizelove: Correct. That's...

Shapiro: Well, but we have heard from other states that these type of systems, because other people can look at them, have a tendency to get rid of the stupid comments, because people know that...

Martin: That's true, yeah.

Shapiro: ...we're looking out.

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Sizelove: Okay. Moving on. FieldManager. Again, I mentioned this is kind of the meat and the potatoes of the whole software suite that we purchased. This is a contract administration application. It's where the RE will enter -- the RE will also do a daily diary, and they'll have to do one each day, and that's how they'll track working days, establish working days. And then the pay estimates will be processed through FieldManager, as well as tracking stockpiles, contract modifications, which is our new fancy term for change orders, and then there will be some inquiry reports that we can pull at any given time to be able to give people the most current information on that contract. And again, FieldManager is the application that the field office person, resident engineer, assistant resident engineer, will be working in as well as construction headquarters.

A little bit of detail again. I won't take too much time here, but the REs will complete a daily diary, again, recording any of the pertinent information that -- or activities that happened in the field that day. They'll be able to transfer information from the inspector's daily report into their daily report. They'll record their working days, so one diary equals one working day, essentially. And then be able to attach any kind of important photos or, you know, any email correspondence, meeting minutes, that kind of thing, will be able to be attached to these daily diaries.

Shapiro: And the photos we've actually tested with the mobile app. It works really slick, right straight into the system, so...

Sizelove: Yeah, for the inspectors...

Shapiro: ...it works real well.

Sizelove: ...to be able to use in the Mobile Inspector application, it's pretty slick. They can just take a picture with the iPad...

Shapiro: Right.

Sizelove: ...upload it automatically and then it gets processed and tracked as part of the contract. So here's a quick snapshot of what the software looks like for the daily diary. Again, you can see the front page here is the general tab. It allows you to track the temperature, the weather, again, track any kind of comments. This is where they would record the time charges. And then a quick printout of what their daily diary report looks like.

Unidentified Male: Can I ask a question on that?

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- Sizelove: Yes.
- Unidentified Male: So on the one diary/one working day, does the RE or whoever is doing it have the ability to say no working day?
- Shapiro: Mm-hmm.
- Sizelove: Yeah. They can do -- we've set it up...
- Unidentified Male: Well, you do a diary because...
- Sizelove: Correct.
- Unidentified Male: ...we still went to work, but it rained...
- Sizelove: Correct. Absolutely.
- Unidentified Male: ...or whatever.
- Sizelove: And what you'll be able to see...
- Unidentified Male: And we can agree that, at that moment, (inaudible)...
- Shapiro: Well, the inspectors at the FieldBook level can put in if they think it was a working day or not. And say you have a big job with multiple inspectors, the resident engineer can decide which one he wants to use, because, you know, some might say it's a working day, some might not.
- Martin: Right.
- Shapiro: Or the resident engineer, themselves, might be able to do it. It's -- yeah, there's a lot of different ways this can be handled.
- Unidentified Male: So it's just not -- not automatic.
- Shapiro: No, it's not automatic.
- Sizelove: Correct. They'll have the opportunity to put in -- we set it up as one of our configurations of an agency to say, minus one, zero, or one. So those are the three options they can track for that day. And then there's an opportunity to say if the contractor was working, yes or no. What was the reason for the delay, if there was one, and any additional comments.
- Unidentified Male: Okay.

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Sizelove:

Good question. When it comes to pay estimates, the software itself will basically take all the items that were posted from the inspector daily report and use that to calculate what the contractor pay will be in the system. Again, this is an area where our process will be hugely -- well, just more efficient in general and a lot less opportunity for errors.

Pay estimates, again, we'll still run them every two weeks. We'll stay on the same cycle that we're currently working off of. And then the field crew will do all the semi-monthly payments, and then headquarters will still get involved on the final payment, just like we do today.

And there's a variety of reports that are available once we do an estimate every two weeks. This one is probably the most common for the contractors. This mirrors the CMO2s, which identifies each individual item, what was paid to date, what was paid in this round, authorized quantity, et cetera. So we tried to mirror some of the current reports that we print out today in this application. This was one of the customization areas that we incorporated into our project.

For stockpiles, I'll just briefly run through it. Essentially they -- there's a Stockpile Wizard that's built into the software and it allows us to -- it's very intuitive. It just steps you right through the whole process, allows us to increase/decrease the rate of recovery through the estimates. We can pay automatically when there's a bid item. Here's a snapshot of what the Stockpile Wizard is. And, again, it's really -- it's nice how detailed they get there. Because I think this was one of the commonly confused areas, and so it'll help the field personnel to be able to walk through it.

Contract Modification. As I said, that's kind of our new fancy term for change orders. This allows us to modify terms of the original agreement. We can add -- or increase/decrease items, add new items, allow for time extensions. And the crew will be more actively involved with the contract modifications. But headquarters will still be involved from a review process to make sure that we meet all the Federal Highway's requirements and then assist in routing it through for internal approvals and such.

Ultimately, long term, we are excited to incorporate DocuSign into this. And so we can build in even more efficiencies to keep it routed. But just off the bat, we're just going to continue with our paper processing. We don't want to overwhelm the REs too much by throwing too many new processes at them.

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Shapiro: Well, this part, they'll only have to print this contracts modification out and route it for signatures and execution by the Director's Office...

Martin: Yeah.

Shapiro: ...just like we normally do. But this is one of the few pieces of paper that you'll actually see from the system that'll have signatures on it, until we get it incorporated in a DocuSign.

Sizelove: So, again, a quick screenshot of the software and the contract modification area. This is just a general tab that allows us to identify the description of the change order, the amount, when it was created, when it was revised, if it was, et cetera. And so there's a lot of nice tracking mechanism built into the software. You can see the second tab over is if you want to increase or decrease an item, you go to that screen. I'm not sure if I have that. No. Adding a new item, doing time extensions, again, you have the option of adding attachments and then ultimately to view the contract modification. This is a snapshot of the contract mod in the view phase, just what the new report will look like. So the software is pretty intuitive. We've received a lot of good, positive feedback from the users so far.

I mentioned that inquiries will be a nice tool for the crews, as well as the contractors and headquarters to be able to utilize. And at any point in time they can log in, look at the contract, run various reports or inquiries, if you will, to get up-to-date statuses of the contracts. Some of the inquiries that we found that we think will be useful when we start going live with this, is there's a contract modification summary, an item history to-date, an item status, over-authorized quantities at the contract level, material history, et cetera. So there's a lot of very useful inquiries or reports that we can pull at any given time for any contract. Here's just a screenshot of different inquiries. Some of them, I think there's 42, 43, some...

Shapiro: Something like that.

Sizelove: ...a large number of inquiries to use. So our next steps, and again this was the next steps as of when we reported to the RE's meeting back in March. But some of the feedback that we got from the REs was there was a huge interest in trying to utilize like a pilot program, if you will. So that's where we're at right now. We have five contracts. Two contracts in District 2, two in District 1, and then one out in District 3. So we've been able to start training and working with some of the field crews on gaining

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some experience. It's going to benefit everybody, I think. It'll allow us, as headquarters, to gain some experience in training people, get feedback from them on the software itself, the capability of it, figure out how we can improve upon processes, if you will. And we've tried to select contracts that were short in duration and not very complex, and so a limited number of bid items. The goal is to wrap up those pilot contracts by the end of August and then be able to implement in this fall.

So, essentially, the way the system is, how it ties into our existing processes or legacy programs is, once we flip that switch to say we're going to go live, we have to go live...

Shapiro: Yes.

Sizelove: ...on all contracts. And so we won't be able to implement slowly, if you will, and so we need to make sure that everybody's on board and all systems are a go and that we have good buy-in from the districts and great feedback from them. And so far they've been very cooperative and have given us some good feedback. So that's where we stand today.

Martin: Okay. Run through those dates with me. Because I may do the same thing to you that I did to this gentleman over here.

Sizelove: Okay.

Martin: Implementation by August...

Sizelove: Well...

Martin: ...and on the January CWG meeting we'll have a report on how many jobs are doing it and...

Sizelove: Yes. I think that's very reasonable to do. So we're hoping to wrap up our pilot program. So, essentially, right now pilot means we've got five contracts out there that we're running in parallel with our current processes, and so -- with the exception of documentation. We're not requiring the field crews to do the orange books in parallel to FieldManager. We're saying, dive in, use Field Manager from a documentation standpoint.

Martin: Throw away the orange books.

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- Sizelove: But the payments and all that are still being run as they are today in our systems with CMS. And so that's the parallel. And that gives us a chance to kind of double check everything and make sure that FieldManager is processing the payments as they should be currently -- in our current process.
- Martin: Mm-hmm.
- Sizelove: So that's just another one of the many checks that we have set in place. So we're hoping to wrap up those five contracts by the end of August, assuming everything goes well out in the field, as planned. And then once those are wrapped up, we have about a month that we think to kind of start the cutover -- or complete the cutover from our legacy processes into our FieldManager process. And then we're targeting October.
- Martin: (Inaudible).
- Sizelove: So -- no, (inaudible). I mean we've kind of pushed, pushed, pushed a little, but...
- Shapiro: Is that a one-month delay, right? What'd you say, no?
- Martin: No.
- Sizelove: One month to tie up all the loose ends.
- Shapiro: Member Martin, Madam Controller, Jeff Shapiro. I'm confident the system's going to work. We've tested the you-know-what out of it. Other states are using it and I have no -- I'm ready to go live right now. It's just staff wanted a little bit more time...
- Martin: Sure.
- Shapiro: ...to see how works out in the field. So they're going to use it to do everything. It just doesn't talk to the Controller's Office yet. But once we push that button, then it's no going back.
- Wallin: It's a little (inaudible) talk to the Controller's Office.
- Shapiro: I'm confident it's going to work. And it's actually going to provide us better cost overrun controls...
- Martin: Mm-hmm.

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- Shapiro: ...and some things that we don't have right now, which is nice. Which is -- we need to go there.
- Martin: Yeah. In my world, whenever something becomes a legacy, it's time to get rid of it.
- Sizelove: We've teased about that throughout this whole process, yeah.
- Martin: So, I had one other question. You all do a lot of work in rural areas. Is this thing going to be hooked up cellular, satellite phone? What's the connection so everything comes back here when the field engineer does his work?
- Shapiro: You got it?
- Sizelove: Well, throughout this pilot process we're testing two different approaches. When we first started off, we wanted to make sure that at a minimum the laptop process would work. And what that means is the field users will use FieldBook via laptops. And then they will transfer the contract files, if you will, through what I call a nerd stick or a flash drive.
- Martin: Okay.
- Sizelove: And they'll transfer that into the field offices. And so as long as that process works, I think we're comfortable going live, like I say, in the fall.
- With that in mind, we also want to test the mobile device, which we need WiFi connection for that. And so we actually have a contract out in District 3 where the project will be ran out of the Ruby Valley Maintenance Station, which is completely out in the middle of nowhere. And we've had a lot of great support from the IS division to get WiFi connection out there. We're going to attempt to do iPads in that pilot contract. And there's a lot of moving parts to that contract, and I feel like if anything can go wrong, it will go wrong there. So we're going to pilot it and see how it goes. But, ultimately, this process, the FieldManager software will go web based in 2015.
- Martin: Okay. That was my next question. If it was web based or it's laptop based.
- Sizelove: Right now it's laptop based, if you will.
- Shapiro: Right.

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- Sizelove: But it will go web based in 2015. Now, that doesn't necessarily mean that we plan on going web based in 2015, because it will essentially -- it'll be a lot of work to convert our current -- this FieldManager process to the web-based process, but I think that's ultimately our direction that we'll go.
- Shapiro: And it also -- AASHTO is combining two packages. They're combining Field Manager, which is what we purchased, with SiteManager and coming out with a web-based version called ProjectManager.
- Martin: Mm-hmm.
- Shapiro: So we're working with AASHTO right now. My fear is that they're going to price us out of the market, because sometimes this AASHTO software can get kind of expensive. But a lot of states, like Nevada, are saying not to AASHTO, but don't price us out when you do that. But we've actually tested this through the WiFi through laptops at places like Starbucks, McDonald's, my apartment.
- Martin: Mm-hmm.
- Shapiro: It works great remotely. So we know it can work.
- Martin: Yeah.
- Shapiro: It's just -- and all the crews have...
- Sizelove: Mm-hmm.
- Shapiro: ...routers and service at their offices. I envision you're going to see a lot more WiFi from us. A lot more of these things. This is the future, that's what I'm telling my staff.
- Martin: Mm-hmm.
- Shapiro: And the WiFi connection, and it will be pretty seamless if we get to that point.
- Martin: Billy, are you guys involved in any of this? Any of your jobs?
- Billy: Not that I know of.
- Shapiro: I don't think you and (inaudible)...
- Billy: Clearly we do these type of things on other projects.

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- Shapiro: But we might have to look at some remote locations where we literally do have to use some sort of satellite uplink or something.
- Martin: Right. Okay.
- Shapiro: It can get pretty remote out there.
- Martin: Any questions, Kim?
- Wallin: No, I think this is a good thing.
- Martin: Yeah.
- Sizelove: We have one of the projects in District 1 is based out of the Alamo Maintenance Station. And so for that particular project, we're approaching it from the standpoint of using laptops and then transferring the information via email. And so, again, we're trying to think of all the potential scenarios, trying to anticipate what could go wrong and test them out during the pilot process. So I think -- I'm sure we don't, but I think we have almost every area covered, and so we'll test that out during this phase.
- Shapiro: Well, we'll find out if we don't.
- Sizelove: Yeah. That's what this will test. So that's all I have for the presentation. And we've kind of gone through some of the questions. If there's...
- Martin: Any other questions, comments? I applaud you for doing this...
- Wallin: Mm-hmm.
- Martin: ...because, like I said, legacy programs means they need to die.
- Sizelove: It's time. I think reviewing our processes as a whole from the construction division is long overdue. So it's been a good project for us.
- Martin: Right.
- Shapiro: But like what Megan showed, we started this process in 2010. And, you know, thanks to her staff and for the district staff for all the testing that's been going on, because we couldn't do without them all, so -- and we'll get her done.

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- Martin: Yeah, I noticed that started in 2010 and going to be implemented by August 2014.
- Sizelove: Yeah, it's on the fast track.
- Wallin: October.
- Shapiro: Huh?
- Sizelove: Fast rack.
- Nelson: There's a lot of legacy. You know, really, one of the hardest decisions we've had to make was, do we have to keep this piece of paper that we've always used for all these years, or can we do something different, you know.
- Martin: Stop buying paper, Rick.
- Nelson: That was -- well, that could do it. But I'm an awfully nice guy when it comes to things like that.
- Martin: What's the little orange book supplier going to do? I mean, there's a huge...
- Sizelove: They're going to miss us.
- Martin: Yeah. Okay. Agenda Item No. 7B is -- Rick you were on this one, it's the FHWA DBE review process.
- Nelson: Yes, sir. Of all the tasks that we've had on the task list, this one is still outstanding. I reached out to Yvonne Schuman, our civil rights officer. She's still trying to work the final recommendations of the DBE process review. And, Tracy, I don't know if you have any updates on this or not.
- Larkin-Thomason: I can tell you that with the Civil Rights Office right now of about four or five different areas, and all of them are under considerable review, looking through (inaudible) basically all aspects. We're trying to really basically funnel down and move forward and we are moving forward. I'm talking about the whole program in different areas.
- Martin: Mm-hmm.
- Larkin-Thomason: But with that we are certainly -- you know, we've been talking to industry. We've been talking to advocates. We've been talking to union members,

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trying to get a feel and talking to the union C-Board, basically on the whole certification process. And we're also right now taking care of outstanding items.

My top priority -- I've got three top priorities. One is taking care of outstanding items with FHWA, make sure that we get our stuff up there. The second thing is that -- on our DBE goals thing, on that, we are very severely understaffed right now and we're filling positions. But we're making sure that projects are not held up because we don't have a DBE goal. Try to make sure that projects are not being held up because we're not doing the DBE verification after those come in. So those two are very top, because that affects not only NDOT, but basically all of our partner agencies.

Martin: Right.

Larkin-Thomason: And then the last thing is, we did do, at least on there, we did another reconsideration process and we're in the middle of writing it down. But at this point, all the reconsiderations are kept within NDOT, and at this point, I'm doing all the reconsiderations. So the first order of business was to make sure that business is still moving forward. And the second one is to make sure that, as we move forward, we are addressing all the concerns. You know, not everybody likes the answers that are coming at the end. But we're trying to make sure that we're, one, educating, and that's a big portion of it, the education part. And the next part is there are some process parts that do need to be reviewed. So it's still outstanding.

Martin: Okay.

Larkin-Thomason: But those are where the top priorities are.

Martin: In this process, have you received any input from any of the -- at one of our Board meetings there was a couple of people there, I can't remember.

Larkin-Thomason: Ken Evans and then...

Wallin: From the Urban...

Larkin-Thomason: ...yeah, Ken Evans.

Martin: Urban Chamber.

Larkin-Thomason: Mm-hmm. Yeah.

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- Martin: Okay.
- Larkin-Thomason: He is in several different (inaudible).
- Martin: Because I attended a meeting on I-11 with Steven Horsford, and in fact, you were there. And those same gentlemen were there, and on two different occasions, I offered to sit down and talk with them about what their -- gave them my business card and my cell phone number and I've gotten nothing back from them. Zero communication. So I was wondering if they were being involved.
- Larkin-Thomason: And in conjunction with this, just because as you also know that, you know, that Tom Skancke is looking into things...
- Martin: Yeah.
- Larkin-Thomason: ...at the direction of the Governor. So we're also staying in the loop on it.
- Martin: Okay.
- Larkin-Thomason: Believe me, this is a top discussion (inaudible).
- Nelson: And then, lastly, with respect to task-list items, we do have a meeting scheduled with you, Member Martin...
- Martin: Right.
- Nelson: ...on the 11th of June to go over the overpayment issue, so...
- Martin: Yeah. Okay. Next one is the NDOT Industry Liaison meeting.
- Nelson: Yeah, there's five sets of minutes that were included in the Board packet. Two of these are for the last two meetings, the NDOT Construction Industry Liaison that occurs in Northern Nevada. There's also two sets of meeting minutes from the NDOT RTC Industry Liaison meeting that occurs in Southern Nevada. We've got parallel tracks running there. And then the last set of meeting minutes are from the NDOT AGC Committee that occurs about quarterly. So they're there just for your information.
- Martin: Okay.
- Nelson: You had asked to be made aware of those documents.
- Martin: So is Kyle Larkin (sp?) a relative?

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Larkin-Thomason: No.

Martin: I just thought I'd ask, that's all.

Larkin-Thomason: I get asked that a lot. You should find a lot of similarities between the North and South of the different ones. When we started the meetings in the South, we are sharing the minutes from each other's -- the North and South meetings at each one.

Martin: Okay. At the RTC meeting, I see your agenda here and then the minutes. No, I didn't see the minutes. As a matter of fact, I've seen the agenda, unless it was in the -- anyway, kind of give me a -- I'm talking about RTC of Southern Nevada, since that's where I'm from. Give me a sense for what went on.

Larkin-Thomason: When we started the meetings down there and, actually, you know, Rudy went, but I pitched the idea to Tina is when they were starting to do the fuel-tax indexing. When we had these meetings in the North, and then it started a dozen years ago, 10, anyway...

Martin: Mm-hmm.

Larkin-Thomason: ...that's who's -- Las Vegas Paving actually represented the South and came up each time. But it was basically the seven people from the front office. And it's slightly (inaudible) four of us, and then there was the seven main contractors from the area.

In the South, with it coming up with the fuel-tax indexing and looking at also some DBE things on there, we put forward the idea is why don't we combine down here. It's starting to pick up. You're going to have more construction out there.

Martin: Mm-hmm.

Larkin-Thomason: And a lot of it's also the same type of issues. So we basically held a -- Tina came up to one meeting, and we looked at it and then started in the South. AGC in the South has been very supportive, as has AGC in the North, so -- and it's kind of played in the South. So we chose basically the seven top contractors that we primarily did work with it in the South. And in that case, Kyle Larkin actually goes down and represents the North and the South, so we've got pretty good coverage in both areas.

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Primary discussion has been on DBE issues on there. But, again, other things that have been coming up are like materials. Things that are brought up in one meeting we try to make sure they're brought up in the other. And in both cases, we try to make sure that both AGC's at any time -- if Craig Madole calls me up and gives me a couple of assignments that he wants me to look at, I also make sure whatever I get is then spread back to both of them. And usually they're kind of minor details, but it's like, can we look at the processing of this? It's a little specification on here. Some of them are really just informational. Can you get me the information on this?

Martin: Mm-hmm.

Larkin-Thomason: So far, other than the fact it's very hard to keep track of every single meeting where I'm supposed to be each month, but...

Nelson: And when we formed the Materials Group, it originally spun out of the...

Larkin-Thomason: North.

Nelson: ...industry meeting up North...

Martin: Right.

Nelson: ...but we reached and were including those Southern Nevada contractors as well, so -- we don't want to have two of them going on. One's enough.

Martin: I understand.

Larkin-Thomason: And I should point out on that is, you know, with the AGC industry, they do like a lunch quarterly that comes in, and it reaches a different group, and we'll be starting those in the South. Sean Stewart of the AGC is supporting it down there, and they should have the first one coming up in July.

Martin: Okay. I think that takes us -- well, I think we bypassed one here.

Nelson: I think we're at 8A.

Martin: Yeah, 8A.

Wallin: Yeah.

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- Martin: But it was a sheet that I was seeing back here. Yeah. This was -- and I don't know under what format, this thing was with Fisher here on I-580.
- Nelson: Mm-hmm.
- Martin: Can we talk about that here for just a few minutes?
- Nelson: It would better if we talked about it in the closed session, since it's an ongoing complaint.
- Martin: Okay.
- Wallin: Okay.
- Martin: Because I've got some pretty specific questions about that.
- Billy: I'd like to hear.
- Martin: Huh? Yeah. Don't abuse me, Billy. Okay? This is my first time, all right? Take it easy on me. Okay. Item 8A, NDOT's Internal Resource Five-Year Plan.
- Terry: John Terry, Assistant Director. I don't know if anything's changed since the last one we gave you. I guess the only issue is of course we gave the Board a presentation in May about an alternate plan, should the fiscal cliff occur. And really, other than those two versions, not much has really changed on there. Just an ongoing informational item.
- Martin: Is the fiscal cliff any more of a reality now or...
- Terry: I just got back. Rudy and I went to the spring AASHTO meeting and there was a lot of discussion about it there, but certainly not a whole lot of optimism that they're going to settle it anytime soon. I mean, just like Rudy presented today...
- Martin: Yeah.
- Terry: ...at the Board meeting, I mean, there's various versions out there.
- Larkin-Thomason: They did pass some (inaudible) resolution basically kicking it past the elections...
- Martin: Mm-hmm.
- Larkin-Thomason: ...and into the new Congress.

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- Martin: Handy.
- Terry: But that was passed by the House, but not by anybody else.
- Martin: Right.
- Terry: Maybe to follow up, I mean, I don't know. We really didn't report on it at today's Board meeting, but at the previous Board meeting, you know, we went through this whole exercise of writing the letter to Congress about, you know, this is what would happen if it went through. And that did go out, not as quickly as we thought. It took some wordsmithing by us and some wordsmithing through the Governor's Office and whatever. So that activity that started in the May Board meeting, it did go out. And I think at the AASHTO meeting they said something like 20 other states have already sent to their congressional delegation a similar type thing. So, I can't give you much more. I don't know.
- Larkin-Thomason: I think push (inaudible) grow, which is GROW AMERICA. That's the one that was put out by the President part.
- Martin: Right.
- Larkin-Thomason: Now it shows like a 30 percent increase in funding out there. Again, but the funding source is undefined. If you looked at what the Senate has marked out, it shows basically at the same levels with a slight increase for inflation on there. And it's been marked up. And I know that I've been reading that, when I read the one with all the different amendments. So it's on loop. It's gone through two committees, still has a couple more before it goes there. I have not seen the House version. I have not seen a copy of it yet, so I'm waiting to see how that actually compares.
- What I would expect to see in the long run is the House version and the -- the Senate version and the House version and then some part of that. Watching very carefully some of the amendments. I've been kind of forwarding them to Rudy and that, if there's ones that we'd need to be careful of. But just some of the things that come out, like changing -- they seem pretty minor, but it just kind of seems like they chip away at things, like changing how a rural state is defined. Instead of its 50 per, whatever, per capita, whatever, to 75. What that effectively does is add another 10 to 12 states for us to compete against in certain categories, those type of things.

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Martin: Hmm.

So we're trying to just kind of keep an eye on the different areas. In the long run, I'd expect at best that we're going to hit -- at best, I would expect that we would hit curtain levels. I would not be surprised in the long run to see a reduction down to whatever, until we find an alternative source or funding source to make up the difference. And if that does go through, you are looking at a 30 percent cut.

Martin: Okay. Item No. 9.

Nelson: All right. Again, Rick Nelson, Assistant Director of Operations. Item 9A, B, C, and D cover the process associated with closing jobs out. 9A is the status sheet of projects that are currently being tracked through the closeout process. 9B is a summary of the nine projects that we've closed out so far. And 9C are the detailed sheets associated with each project that has closed out. And Megan would be happy to answer any questions that you might have about those.

Martin: Really?

Sizelove: Yes, I am.

Nelson: On top of the eDocumentation project. We're keeping her awfully busy.

Martin: I went through and did a kind of a recap in my own head about where we are with closeouts and so on. And what I found was a case for higher degrees of retention. I found a high number of prime contractors for my vision of the (inaudible) does.

One of the easiest closeout documents that should be able to be produced is a set of as-builts. And yet there is a huge number of contracts where you don't even have that, that have basically been done a year and a half. I went through and tried to do a count of contracts that have been done in excess of a year. I don't know if you know how many has gotten Ns all the way across everything -- that nothing, nothing has been done from the closeout standpoint.

And, like I said, when I take a look -- I know when I build a vertical building on a 25-acre site how difficult the as-builts are, because I've got all the architectural details, I've got all that stuff to take care of. Doing a set of as-builts for us that, in my world of vertical and I do a little bit of

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horizontal, the easiest piece is the horizontal as-built, because everything should be tracked via GPS, et cetera. And yet I find a huge number of jobs that don't even have the doggone as-builts filed yet. Don't have the labor reports, the EEOC reports. Why is that?

Shapiro: Member Martin...

Martin: No, that was your -- ou assigned it to Megan. I'm listening...

Sizelove: Can I delegate that up?

Martin: Huh?

Shapiro: But I'm willing to jump on the landmine, so to speak, or the hand grenade. Member Martin, there's a lot of aspects to this that we're not satisfied with the time frames either, and we're trying to fix it. A lot of moving parts here. And I don't want to give you a kind of a B.S. answer here. But, you know, FieldManager's going to help us with some parts of this with the checking. Plant establishment period, which, I don't know, doesn't get mentioned a lot. Plant establishment periods keep the contracts open for one to two to --

Dyson: Three.

Shapiro: I'm hearing now they're talking three years after construction is complete.

Martin: Why?

Shapiro: And I've got my staff on -- because we need to find a better way to do it, I guess, is what -- is the only way I can answer that, Member Martin. I've got my staff looking into either warranties or some type of bond to replace the plant establishment periods. Because we're literally keeping these contracts open for three years, as Thor said.

Martin: What's this plant establishment period? What is that?

Shapiro: It's basically a warranty that we monitor the contractor. And at the end of this year or two or three years, they've come out and replaced the dead plants. There's better ways to do that, I would...

Dyson: Yeah, Member Martin, Thor Dyson, District Engineer, District 2. We're required to spend a certain amount of money on each contract for landscaping, and some of that landscaping has plant establishment in it.

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Plant establishment essentially is forcing the contractor or sub-contractor and us to keeping the contract open to ensure that those plants survive, that the grass, the landscape features from a plant standpoint, not just rocks and other things, but they survive, they grow.

If they die, they've got to come back. If they -- you know, Nevada's a very arid state. And so sometimes there is certain types of landscaping that has water that's required to get it established. And then the water goes away. So like bags or what do they call them, bladders, I guess.

Martin: Mm-hmm.

Dyson: Contractors, subcontractors are required to make sure they survive one, two, three years. And we have, like one project up at Tahoe, I think, has one to two years.

Unidentified Female: Three.

Dyson: Three years, excuse me.

Shapiro: Yeah, that's been relatively new, actually, so...

Dyson: It's got to make it. It's got to survive. So that's the specification. That's what's in the contract. Like Mr. Shapiro said here, Jeff said that we could look at warranties and some other aspects and tighten up the...

Martin: In my world, I got to do exactly the same thing, guys. Exactly the same thing. But my closeouts are done 90 days after the job's done.

Freeman: For the record, Jeff Freeman. Plant establishment is also used on hydroseeding, which is your stormwater prevention permit. And that's tying us up with NDEP and being able to get out of that permit or, you know, transfer the liability on that permit. So it's also hydroseeding for erosion purposes.

Martin: Yeah, I got to do the same thing.

Shapiro: Yeah. And that's -- no, that's part of it. It's (inaudible)...

Martin: Stormwater prevention is a big deal for me.

Shapiro: It's not a very -- in my personal opinion, it's not a very efficient way to do business. If I hire a landscaper at my house, they give me a warranty. They don't hang around for a year and make sure everything's alive.

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- Martin: Right.
- Shapiro: And I don't see why we can't do that. We just need to figure that out.
- Martin: Well, we have an issue in Twentynine Palms where I've got to provide a five-year warranty and maintenance program on all the mechanical systems on a \$156 million project. We just simply issued a warranty bond, and we get all of our money paid to us. The project is 100 percent closed out right now. And I just got my last BOD three weeks ago. But it's 100 percent closed out. I'll have all my money and project over and done with on a \$156 million. And it's done within three weeks of my last BOD, beneficial occupancy date. And I just submitted a bond to NAVFAC, Naval Facilities, for the maintenance. We got paid all our money, closed the job out, they got all our as-builts, they got everything. And this project site covered 30-some-odd acres.
- Wallin: Frank, you know, I'm looking at these contracts that haven't, you know, been closed out. One thing I notice, okay, Las Vegas Paving isn't one of these. All right?
- Martin: Right.
- Wallin: He obviously gets his stuff in. Okay? And then also...
- Shapiro: I wasn't going to mention any names.
- Wallin: No, no. No, but it's like, you know, so why isn't Las Vegas Paving on here, okay? And then the other thing to make note of is that Matt is like 11 of these...
- Martin: And Rob is a bunch more.
- Wallin: ...and Deanna, or Dina.
- Martin: Dina.
- Wallin: Dina is the other one. So Dina is 9, Matt is 11 out of all these.
- Martin: Yeah.
- Wallin: So do we have a problem there? And I can't imagine that all of these would be because of landscaping stuff.

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Shapiro: Well, Matt and Dina work for us -- Jeff Shapiro, for the record, Madam Controller -- at the Construction division. And they're just the people -- I shouldn't say just -- but they're the staff that are closing it out from our office. I would...

Wallin: Yeah, why, you know, it's...

Shapiro: I don't -- like I said, there's a lot of aspects to it. And you literally can't close out the books if they're no books to close, if I could just -- because those people are still working on it. But I don't want to -- we are trying to fix the system and make it more efficient. Because you're right, anything more than about 90 days is way too long.

I would like to offer that the items in blue in the closeout schedule are really the critical items that we need those columns to closeout a contract, and they include EEO clearance. That's to make sure the certified payrolls and the prevailing wages have been met. And unfortunately with the plant establishment period, we can't close it out because we've still got payrolls being generated until they're done, so that could hold things up.

The lab clearance -- usually Reid Kaiser and his folks are pretty good about it. But if they don't have the certificates of compliance from the contractors, they can't close out the job and certify to FHWA. The column entitled "WC," that's wage complaints. Of course, we can't really close it out.

And probably the two critical areas are district engineer's acceptance, because they're going to maintain it, and the Director's acceptance. So those blue columns, we will close out on job, if we've got the blue columns affirmatively filled and things like as-builts are lagging. And we'll wait to get the as-builts later. But our staff compiles the as-builts on most of our jobs. It's not the contractor's responsibility, so...

Martin: Really?

Shapiro: Yes, sir. So I would have to say if we're slow on as-builts, it's because we need to look in the mirror. It's not very -- the contractors on most electrical jobs, they provide the as-builts. But we can't -- it's our staff that are doing the as-builts on the rest of them, so. But, like I said, that's not highlighted in blue because we can always get that later. We don't hold up a closeout for that.

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- Wallin: Well, I mean, like the very first one, Contract 3400, I mean the Director accepted on 12-12, or 12-21 of 2012, right? Am I reading that right?
- Shapiro: Well, I'm showing --
- Dyson: Page 2 of 3400, District...
- Shapiro: I've got to...
- Unidentified Male: It's Carson Freeway.
- Wallin: I mean, one after that, with U.S. 395 from Moana to I-80. The Director accepted that on 5-9-13, so...
- Nelson: Megan, what does the comment mean that says, "No pickup requested to date"?
- Sizelove: That's means that the field crew is not ready for headquarters to come in and pick up the contract to start our closeout process.
- Nelson: We haven't seen the books yet.
- Martin: For two years? Three years?
- Dyson: Thor Dyson, District Engineer. Is this contract 3401?
- Wallin: 3400.
- Kaiser: 3400.
- Wallin: And 3401 as well.
- Martin: And 3401.
- Dyson: Well, that particular resident engineer has also been working on 3389, which is Meadowood Mall, Meadow Valley. So, you know, I will talk with the resident engineer. I'm not here to make excuses. We will put pressure on him to get it closed out and so -- call the construction office to come pick up the books. I do know that person -- that resident engineer has been extremely busy. The Carson Freeway is the other project?
- Sizelove: That's 3400, correct. And currently that RE, and not just (inaudible) you, Thor, but is working on closing out 3327, which was a huge...
- Dyson: Right.

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- SizeLove: ...headache of a job. And so 3327 is that crew's priority. And then we have a commitment from them to move on to 3400. So we do anticipate pickup for 3400 within the next few months.
- Martin: Remember the legacy thought that I had a little bit ago?
- Wallin: Mm-hmm.
- Shapiro: Yes, sir.
- Martin: We've been talking about this since I became a member of the Board. And that's -- Kim reminded me the other day -- that's almost eight years ago we've been talking about closeout. And just drags on and on and on. I'm...
- Wallin: Well, to me it's like, okay, how is it that the Director has accepted it if you guys don't have the books? I mean, wouldn't the Director be the final thing? I mean...
- Shapiro: That's -- the checking of the books, Madam Controller -- Jeff Shapiro -- is really just an accounting check. Or I've heard some people say it's an engineering check. It's not an audit, per se, like a professional audit would do. But it is -- we are checking pay quantities with the books.
- Wallin: Right.
- Shapiro: The Director's acceptance is more based on the district engineer's acceptance. If the district engineer goes out and inspects the job and acceptance for maintenance, the district engineer will write a memo to the Director's Office recommending acceptance.
- Dyson: Which we do and we're very timely on that. Again, Thor Dyson, District Engineer for District 2. We're very timely on reviewing the project for (inaudible) maintenance, get the contractor off -- yeah, you've done the job appropriately. We accept and NDOT will maintain that particular facility or that particular item from that contract. And then on district acceptance, the same thing. I feel we're quite good on accepting projects that are complete and to the satisfaction of the district.
- Shapiro: We also do a 30-day -- I think this is per law -- a 30-day notice of release to creditors, which is required before the Director will accept the project.

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But the actual pick up with the orange books, literally, right now, we can't go pick that stuff up until we're -- or they're ready to come pick up.

Dyson: What's the total number of projects in District 2 -- and I need to look -- that we've done in this time frame and then how many are still not picked up? So I need to look at that and I need to ask questions of each RE, why is it taking so long? And I know in my head already some of the reasons. They're difficult jobs in some cases. Some of them have plant establishment. Some of them are due to the individual being quite busy, the particular resident engineer. Some of the resident engineers I need to lean on harder. There's one or two, we all know them in this room, that need some prodding to get these books closed. I get that.

Shapiro: But the FieldManager will help streamline that process, because the computer's going to do a lot of this stuff for us, instead of these literally -- checking these books and recapping and et cetera.

Martin: Yeah, I picked up on the same thing you did, about the number of projects that each one of these -- it seems like this Rob guy, he gets all the big ones. I don't know who he is, but he's doing I-580 and one other project right below that one.

Shapiro: Member Martin, Jeff Shapiro. He's actually a senior member of the section there. So we give him the tough ones.

Sizelove: Well, and he's honestly not performing too many of the closeout. He's working with some of the other staff members to assist them. So there's -- on some of the larger jobs, like 3292.

Martin: I notice that in March, Rob was listed on several projects. Now, Rob's got help.

Sizelove: Yes. Rob is very involved with FieldManager implementation.

Martin: He's what?

Sizelove: He's very involved with the FieldManager implementation of electronic documentation. So we've had to kind of reshuffle workload and priorities within our staff.

Shapiro: And I would be remiss if I didn't point out to the Working Group that I did give the admin section guidance that from a priority standpoint,

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FieldManager had priority over closeouts. So they have been focusing the bulk of their efforts on the FieldManager to get that up and running, because we need that desperately. And if something had to slide, you know, good, bad or otherwise, the closeouts could. So I did do that.

Martin: So you're going to take the bullet for them.

Shapiro: Yes, sir. But once we get FieldManager up and running, it's back to closeouts, right, Megan?

Sizelove: Expect is. We've actually been working with staff on trying to split their time 50-50. So within their week, if you will, 50 percent of their time goes to eDocs and 50 percent goes to closeouts.

Martin: Okay.

Sizelove: Just because we see the benefit and the value in getting both of them -- working on both.

Martin: You satisfied with this?

Wallin: Yeah.

Nelson: And, Member Martin, just one last comment with respect to retention. We are limited by the Nevada Revised Statute on what we can retain on projects. And it would take legislative law, a bill, to make that change. Based on the conversations that we've had around here getting ready for the next legislative session, changing the retent hasn't been one of those things that we've talked about.

Martin: Yeah, that's another one of those legacy programs.

Unidentified Male: And Chapter 338 is actually retention is going the other direction from 10 percent to 5 percent, and then you could even not have retention in the second half of the job. There's a lot of changes. It's moving the other direction.

Nelson: Yes, except we're covered by retention under 408.

Unidentified Male: I know.

Martin: Yes. I know, I'm familiar with 238. And 238 is all based -- that's all discretionary, it's not legislated. You got to be on schedule. You got to meet all kinds of performance criteria before you get your retention. I

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know about that one. You got to make performance criteria. And part of that is your closeout, before it goes to zero. That's what the motivation is in a vertical world to get these things closed out, so we get our money.

Shapiro: And I would also like to offer that there's also federal regulations under 23 CFR, through the FHWA program and federal aid that we have -- they're prompt-payment clauses that we have to keep in mind, too, and be in compliance with.

Martin: Yeah. Okay. There are ways, when you set up your specification, it's like every specification I have to work under, it values -- in other words, the job I just got finished up with in San Antonio, put \$180,000 value on the as-builts.

Nelson: Mm-hmm.

Martin: I didn't get \$180,000 until I turned in my as-builts.

Nelson: Sure.

Marti: So you could set up your specifications to have those kind of values in your schedule of values. So there's -- for every cat that needs to be skinned, there is a way to hang that bugger up and skin him. And it's -- for me, it's got to be a huge source of frustration for some folks within the NDOT that constantly get banged on the head about this. Because, if you've noticed, I haven't given up. And I know Len Savage, if he was here and he looked at the same stuff, he'd be on the same plate.

Shapiro: It does seem like Groundhog Day.

Martin: Yeah. Okay. Let's see where are we at here. 9C, what is that? Oh, this is the...

Nelson: Actually I think the next one is D.

Martin: Really?

Nelson: 9C are the...

Martin: Are the ones that's...

Nelson: ...individual summaries for each project that gets closed out.

Wallin: Yeah, the ones that are closed out.

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- Martin: Yeah. Okay. These are the ones that said on schedule or got issues, right?
- Nelson: Yeah, 9D is the current status of...
- Wallin: Current (inaudible).
- Martin: Yeah. Current jobs.
- Nelson: ...current jobs. We'll be happy to answer any questions. On the second page of this -- we've started posting the contractor pays. So you can sort of get a feel for how the pay has been flowing to the contractors for each pay cycle.
- Martin: Yeah, I find that graph to be really informative. Anything from...
- Wallin: It did.
- Martin: Pardon me?
- Wallin: Yeah. No, I thought (inaudible) it, too.
- Martin: Yeah. There's no 9E?
- Wallin: That's it.
- Martin: Okay. Can we go into a closed session so we can talk about 580 for a minute?
- Nelson: It would be best if we did public comment.
- Martin: Oh, okay.
- Nelson: So if there's anybody in the audience that's interested in making public comment, they have an opportunity. They don't have to hang around until we re-adjourn.
- Martin: Anybody in Las Vegas got public comment yet?
- Gomez: There is no public person here yet.
- Martin: Anyone in Carson City? And Elko didn't join us, right? I don't see them. Okay. Move for adjournment.
- Wallin: Move to adjourn.
- Martin: Second?

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Nelson: Actually...

Wallin: Oh, move to go into closed session.

Martin: Closed session.

DRAFT



MEMORANDUM

September 08, 2014

TO: Department of Transportation Board of Directors
Construction Working Group

FROM: Rudy Malfabon, Director

SUBJECT: September 08, 2014 Transportation Board of Directors Meeting

Item # 5: Update on the use of Osterberg Load Cells in Drilled Shaft Design

Summary:

This item is an update to the June meeting agenda item regarding the use of Osterberg Load Cells (OLC) on the US 95/215 Interchange project in Las Vegas. NDOT completed the field work required under this contract and has used this information to resize the drilled shafts that will support the bridges on this phase. The estimated savings realized by the Load Cell tests according to historical bid costs for drilled shaft items will be \$1,900,000.

Background:

Nevada uses 2 methods to support our bridge structures, drilled shafts/driven piles and spread footings. The type of foundation is determined by the type of soil supporting the bridge. A solid bedrock or competent soil structure will allow for spread footings and a clay type soil will require either drilled shafts or driven piles. In the last couple of years, drilled shafts have become much larger due to LRFD design. To reduce the size of the shafts on this project, we drilled 2 sacrificial shafts and placed load cells in them to characterize the strength of the soils in this area. The cost for these two shafts was \$600,000.

Shafts develop their strength using two force mechanisms, skin friction and end bearing/compression and the OLC measures both of these forces. The OLC functions when a bi-directional load displaces the completed shaft using a hydraulic jack cast within the drilled shaft. Strain gauges are then attached to the reinforcing steel cage, which then measure the skin friction stresses along the length of the shaft. The compression at the bottom of the shaft is also being measured to account for end bearing stress. NDOT has not used this method before because there is typically not enough time to drill sacrificial shafts, place the load cells and complete the analysis.

Analysis:

When drilling deep foundations, Osterberg Load Cells are a cost saving measure that NDOT will continue to explore when soil conditions allow.

List of Attachments:

Additional information from our Geotechnical and Structures Engineers.

Recommendation for Board Action:

Informational item only.

Prepared by:

Reid Kaiser, Chief Materials Engineer

Osterberg Load Cell Testing for Drilled Shaft Foundations

Recent changes in design methodology (AASHTO LRFD) has increased both structure and foundation sizes. These changes in foundation sizes require the use of ever-larger diameter drilled shafts penetrating deeper into the ground. Fortunately, LRFD has also provided new ways to increase design capacities.

LRFD (Load and Resistance Factor Design) provides a complex set of factors for both the load (the required amount of capacity a structure must bear) and resistance (the ability of the structure to carry the capacity demand) sides of the equation. The resistance factor, ϕ (ϕ), is a reduction factor which, when applied to the calculated resistance, serves to lower the capacity of the foundation for the purpose of design.

Employing on-site load tests allows for the use of considerably larger resistance factors. For this project, the US95/CC-215 Interchange, we chose to use Osterberg Load Cell testing. This meant changing from $\phi=0.40$ and 0.45 to using $\phi=0.70$. This may not appear to be significant, but the attached spread sheets will put it into perspective.

Additionally, if load testing is performed prior to the completion of the project design, the results can be incorporated into the geotechnical foundation design. This was the case for this project, and it allowed for yet another reduction in the foundation sizes by using the actual soil strengths recorded during the tests in the final design. This again is shown in the attached spread sheets.

Michael Taylor in Structures provided the attached information showing costs for foundations for three conditions: (1) no load testing is performed; (2) load testing is performed during the contract; and (3) load testing is performed prior to the contract. The information provided is for one structure, the West-South connecting ramp. Further cost savings will be realized in subsequent phases of this project utilizing these results.

The estimated costs for the West-South structure foundations in the three scenarios are as follows:

(1) No load testing	\$4,470,000.00
(2) Load testing during the contract	\$2,420,000.00
(3) Load testing by prior, separate contract	\$1,900,000.00

In conclusion, it is our opinion that on any future project with a significant number of drilled shaft foundations, it would be in our best interests to perform Osterberg Load Cell testing. The relative cost of testing ($\approx \$600,000.00$) far outweighs the savings realized ($\approx \$2,570,000.00$) *in this phase alone*.



**Drilled Shaft Cost Estimate
Scenario A: Base Cost**

Date:	27-Aug-14	Bridge Length:	2365 ft
Structure Name:	CC-215 WB to US-95 SB	Bridge Width:	39 ft
Structure Number:	I-3035	Total Deck Area:	92235 ft ²
Project:	US95/CC215 Interchange	Structure Type:	CIP PT-Box
EA Number:	73518		

Methodology: This cost estimate reflects the base foundation cost using the default AASHTO LRFD resistance factors for the geotechnical factored axial resistance ($\phi_{qs}=0.45$, $\phi_{qp}=0.40$). The original geotechnical parameters provided by NDOT-Geotech in February of 2014 were used in evaluating the length needed to satisfy the factored loads for the Strength II Limit State. The geotechnical investigation only bored to depths around 80-100 ft; as such, the properties of the last soil layer were perpetuated to the depth needed to satisfy the required factored geotechnical axial resistance. In some cases, the results may be slightly conservative as the underlying geotechnical layers and their respective properties are unknown. Several shafts were adjusted to 12.0-ft diameter to required lengths in excess of 150-ft. In all cases, axial resistance governed over lateral demands (lateral demands based on the plastic-overstrength capacity of the columns).

Summary of Required Shaft Properties

Location	Shaft Configuration	Min. Length, Axial Capacity (ft)	Strength II Load (kips)
Abutment 1	4 x 2 x 4-ft diameter	93	6452
Pier 1	Single, 10-ft diameter	158	6954
Pier 2	Single, 12-ft diameter	155	6874
Pier 3	Single, 12-ft diameter	136	6718
Pier 4	Single, 12-ft diameter	147	5994
Pier 5	Single, 12-ft diameter	157	7119
Pier 6	Single, 12-ft diameter	169	6717
Pier 7	Single, 12-ft diameter	152	6594
Pier 8	Single, 10-ft diameter	137	5650
Pier 9	Single, 12-ft diameter	140	7021
Pier 10	Single, 10-ft diameter	154	6956
Abutment 2	4 x 2 x 4-ft diameter	69	6441

Bid Item Breakdown

Item No.	Item	Unit	Quantity	Unit Cost	Cost
206 0110	Structure Excavation	Cu. Yd.	1169	\$10.00	\$11,690.00
207 0110	Granular Backfill	Cu. Yd.	1007	\$22.00	\$22,154.00
506 0110	Structural Steel	Pound	15060	\$1.10	\$16,566.06
509 0160	Drilled Shaft Foundations (48-inch)	Lin Ft	1296	\$250.00	\$324,000.00
509 0220	Drilled Shaft Foundation (120-inch)	Lin Ft	449	\$1,500.00	\$673,500.00
509****	Drilled Shaft Foundation (144-inch)	Lin Ft	1056	\$3,000.00	\$3,168,000.00
628 0120	Mobilization**	LS	1	\$252,954.60	\$252,954.60

Total Cost: \$4,468,864.66

**Mobilization assumed to be 6%

Notes:



**Drilled Shaft Cost Estimate
Scenario B: O-Cell Test**

Date:	27-Aug-14	Bridge Length:	2365	ft
Structure Name:	CC-215 WB to US-95 SB	Bridge Width:	39	ft
Structure Number:	I-3035	Total Deck Area:	92235	ft ²
Project:	US95/CC215 Interchange	Structure Type:	CIP PT-Box	
EA Number:	73518			

Methodology: This cost estimate reflects the foundation cost using the increased AASHTO LRFD resistance factors for the geotechnical factored axial resistance of 0.7 for skin friction and end bearing. AASHTO permits the use of the larger resistance factors if a load test is performed. In this scenario, increased capacity of the soil is not included, only the increase in the resistance factors.

Summary of Required Shaft Properties

Location	Shaft Configuration	Min. Length, Axial Capacity (ft)	Length Reduction (relative percent)	Strength II Load (kips)
Abutment 1	4 x 2 x 4-ft diameter	56	40%	6452
Pier 1	Single, 10-ft diameter	93	41%	6954
Pier 2	Single, 10-ft diameter	102	34%	6874
Pier 3	Single, 10-ft diameter	91	33%	6718
Pier 4	Single, 10-ft diameter	96	35%	5994
Pier 5	Single, 10-ft diameter	109	31%	7119
Pier 6	Single, 10-ft diameter	122	28%	6717
Pier 7	Single, 10-ft diameter	109	28%	6594
Pier 8	Single, 10-ft diameter	72	47%	5650
Pier 9	Single, 10-ft diameter	106	24%	7021
Pier 10	Single, 10-ft diameter	79	49%	6956
Abutment 2	4 x 2 x 4-ft diameter	47	32%	6441

Bid Item Breakdown

Breakout # 1: Production Shaft Quantities

Item No.	Item	Unit	Quantity	Unit Cost	Cost
206 0110	Structure Excavation	Cu. Yd.	1169	\$10.00	\$11,690.00
207 0110	Granular Backfill	Cu. Yd.	1007	\$22.00	\$22,154.00
506 0110	Structural Steel	Pound	15060	\$1.10	\$16,566.06
509 0160	Drilled Shaft Foundations (48-inch)	Lin Ft	824	\$250.00	\$206,000.00
509 0220	Drilled Shaft Foundation (120-inch)	Lin Ft	979	\$1,500.00	\$1,468,500.00
628 0120	Mobilization**	LS	1	\$103,494.60	\$103,494.60

Breakout # 1 Cost: \$1,828,404.66

**Mobilization assumed to be 6%

Breakout # 2: Load Test Contract

Item No.	Item	Unit	Quantity	Unit Cost	Cost
509 0102	Load Cell Test	Each	2	\$161,250.00	\$322,500.00
509 0170	Drilled Shaft Foundation (Lin Ft	200	\$820.00	\$164,000.00
628 0120	Mobilization (6%)	LS	1	\$53,200.00	\$53,200.00
637 0190	Dust Control (0.15%)	LS	1	\$2,100.00	\$2,100.00
637 0110	Temporary Pollution Cont	LS	1	\$1,200.00	\$1,200.00
685 0100	Partnering	FA	1	\$2,000.00	\$2,000.00
CCO #1	Water table/boring logs	LS	1	\$1.00	\$44,000.00

Breakout # 1 Cost: \$589,000.00

Total Cost: \$2,417,404.66

Savings: \$2,051,460.00



Drilled Shaft Cost Estimate Scenario B: O-Cell Test & Increased Capacity

Date:	27-Aug-14	Bridge Length:	2365	ft
Structure Name:	CC-215 WB to US-95 SB	Bridge Width:	39	ft
Structure Number:	I-3035	Total Deck Area:	92235	ft ²
Project:	US95/CC215 Interchange	Structure Type:	CIP PT-Box	
EA Number:	73518			

Methodology: This cost estimate reflects the foundation cost using the increased AASHTO LRFD resistance factors for the geotechnical factored axial resistance of 0.7 for skin friction and end bearing, as well as the increased soil capacity that resulted from the O-Cell testing. AASHTO permits the use of the larger resistance factors if a load test is performed.

Summary of Required Shaft Properties

Location	Shaft Configuration	Min. Length, Axial Capacity (ft)	Length Reduction (relative percent)	Strength II Load (kips)
Abutment 1	4 x 2 x 4-ft diameter	36	61%	6452
Pier 1	Single, 10-ft diameter	67	58%	6954
Pier 2	Single, 10-ft diameter	67	57%	6874
Pier 3	Single, 10-ft diameter	61	55%	6718
Pier 4	Single, 10-ft diameter	65	56%	5994
Pier 5	Single, 10-ft diameter	70	55%	7119
Pier 6	Single, 10-ft diameter	75	56%	6717
Pier 7	Single, 10-ft diameter	66	57%	6594
Pier 8	Single, 10-ft diameter	64	53%	5650
Pier 9	Single, 10-ft diameter	82	41%	7021
Pier 10	Single, 10-ft diameter	68	56%	6956
Abutment 2	4 x 2 x 4-ft diameter	30	57%	6441

Bid Item Breakdown

Breakout # 1: Production Shaft Quantities

Item No.	Item	Unit	Quantity	Unit Cost	Cost
206 0110	Structure Excavation	Cu. Yd.	1169	\$10.00	\$11,690.00
207 0110	Granular Backfill	Cu. Yd.	1007	\$22.00	\$22,154.00
506 0110	Structural Steel	Pound	15060	\$1.10	\$16,566.06
509 0160	Drilled Shaft Foundations (48-inch)	Lin Ft	528	\$250.00	\$132,000.00
509 0220	Drilled Shaft Foundation (120-inch)	Lin Ft	685	\$1,500.00	\$1,027,500.00
628 0120	Mobilization**	LS	1	\$103,494.60	\$103,494.60

Breakout # 1 Cost: \$1,313,404.66

**Mobilization assumed to be 6%

Breakout # 2: Load Test Contract

Item No.	Item	Unit	Quantity	Unit Cost	Cost
509 0102	Load Cell Test	Each	2	\$161,250.00	\$322,500.00
509 0170	Drilled Shaft Foundation (Lin Ft	200	\$820.00	\$164,000.00
628 0120	Mobilization (6%)	LS	1	\$53,200.00	\$53,200.00
637 0190	Dust Control (0.15%)	LS	1	\$2,100.00	\$2,100.00
637 0110	Temporary Pollution Cont	LS	1	\$1,200.00	\$1,200.00
685 0100	Partnering	FA	1	\$2,000.00	\$2,000.00
CCO #1	Water table/boring logs	LS	1	\$1.00	\$44,000.00

Breakout # 1 Cost: \$589,000.00

Total Cost: \$1,902,404.66

Savings: \$2,566,460.00



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Carson City, Nevada 89712
Phone: (775) 888-7440
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MEMORANDUM

August 26, 2014

TO: Department of Transportation Board of Directors,
Construction Working Group
FROM: Rudy Malfabon, P.E., Director
SUBJECT: September 8, 2014 Construction Working Group Meeting
Item # 6. Update on NDOT Contract 3564, SR 207 (Kingsbury Grade) CMAR –
Informational Item Only.

Summary:

The purpose of this item is to provide to the Construction Working Group an update on the progress of the Kingsbury Grade (SR 207) Project's Construction Phase as well as to provide information on any change orders issued to the contract.

Background:

The reconstruction of SR 207, Contract 3564, was awarded to Q&D Construction at the March 10th, 2014 Transportation Board meeting with a Guaranteed Maximum Price (GMP) of \$14,877,619.20. This project includes water quality and safety improvements as well as reconstructs the roadway by pulverizing the existing pavement and placing new asphalt concrete pavement. Good weather conditions allowed construction to start early on April 13, 2014 prior to the planned May 1st start date. On May 1, 2014 the roadway was closed to through traffic with a gate and pass option for local Carson Valley and Lake Tahoe stakeholders. The roadway was reopened to through traffic before the Memorial Day Holiday for the summer season. Despite a heavy late spring snow fall work has progressed well on the project. Another planned roadway closure is scheduled for September 2nd after the Labor Day Holidays through mid October, weather permitting, with the same gate and pass option for local traffic (see Attachment A). The roadway will be reopened to traffic again when construction operations are suspended for the winter season.

A great deal of underground drainage and electrical conduit construction work has been completed and work continues to reconstruct the roadway. As of August 25, 2014 approximately 44% of the work has been completed with approximately 36% of the allowed time expended. Details on the work line items paid to date are provided in Attachment B. NDOT contract administration costs (CE Costs) are approximately 6% of construction costs and 54% of budgeted CE Costs (as of 08/14/14).

One contract change order has been issued to add "Buy America" provisions required for federal-aid projects to the Contract. The original project was intended to be constructed with state funds only. During the design phase federal-aid was obtained for safety and water quality improvements. Unfortunately, the "Buy America" clauses were inadvertently omitted from the final specifications when the contract was executed. The contract change order does not adjust the GMP or the original number of working days of the contract (see Exhibit C).

The project is scheduled to be complete on time in July, 2015.

Analysis:

Not applicable to the subject matter at this time. Informational item only.

List of Attachments:

Attachment A: Kingsbury Grade Press Release
Attachment B: Final Balance Report, Payment No. 009
Attachment C: Change Order 1

Recommendation for Board Action:

Informational item only.

Prepared by:

Pedro Rodriguez, Project Manager

FOR IMMEDIATE RELEASE

Aug. 27, 2014

Nevada Department of Transportation
Meg Ragonese, Public Information Officer

E-mail: mragonese@dot.state.nv.us

Phone: (775) 888-7172 / (775) 443-5926

Kingsbury Grade Closed to Through Traffic Beginning Sept. 2

CARSON CITY, Nev. – Kingsbury Grade (SR 207) will be closed near Daggett Summit beginning Sept. 2 as the second scheduled construction closure takes place for the Nevada Department of Transportation’s Kingsbury Grade Pavement Reconstruction Project.

Beginning Sept. 2 to October, weather permitting, Kingsbury Grade will be closed to through traffic near the summit, just east of Tramway Drive. During that time, non-permitted through traffic will not be able to travel through the Kingsbury summit area between Lake Tahoe and the Carson Valley. Residences and businesses located on Kingsbury Grade will continue to be accessible by U.S. 50 at Tahoe. Kingsbury Grade will temporarily re-open to allow access for the Genoa Candy Dance on Sept. 27 and 28.

The closure is part of a \$15 million project by contractor Q&D Construction to reconstruct pavement to a 13-inch depth, helping prevent continuing pavement deterioration from natural springs below the roadway, and make drainage, safety, curb and gutter, sidewalk, lighting and other improvements on Kingsbury Grade from just east of Daggett Summit (Tramway Drive) to the intersection of U.S. 50 at Stateline.

Since the project’s start in May, nearly one and half miles of roadway has been reconstructed, including excavation of nearly 7,000 cubic yards of old road and placement of 10,300 tons of new asphalt. Thus far, 1,400 linear feet of storm drain pipe have also been installed as one part of the project’s drainage improvements to enhance roadside drainage and Tahoe basin water quality.

“This closure to through traffic is similar to the closure in May,” NDOT Project Manager Pedro Rodriguez explained. “Both closures are needed to help us complete this project as quickly and as effectively as possible for everyone who uses and commutes on Kingsbury. We appreciate the understanding of everyone traveling on Kingsbury Grade.”

Motorists are asked to obey traffic controls and drive at posted construction speed limits, or slower as necessary for conditions. The public can sign up for construction alerts and see additional project information at kingsburyproject.com or by dialing 1-844-888-ROAD.

#

REPORT # CM02
 RUN TIME: 18:22.41

STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION
 CONTRACTOR PAYMENTS- FINAL BALANCE REPORT

PAGE: 2
 RUN DATE: 08/25/14

CONTRACT NO: 03564 STATUS: N PAYMENT NUMBER: 009 UPDATED CONTRACT AMOUNT \$ 14,877,619.23
 VENDOR: T81009604 Q&D CONSTRUCTION INC 1050 S 21ST ST SPARKS NV 89431-5596
 LOCATION: 13 INCH ROADBED MOD WITH 8' PLANT MIX OVERLAY AND STORM WATER QUALITY IMPROVEMENTS

UNIT OF WORK NO	C/O NO	DESCRIPTION	PLANNED QUANTITY	UNIT	QUANTITY THIS CYCLE	QUANTITY TO DATE	UNIT PRICE	TOTAL AMOUNT TO DATE	UPDATED AMOUNT	% COMP O/U
2030400		SLOPE SCALING	20.000	CUYD		0.000	371.17	0.00	7,423.40	0.0
2030680		GEOTEXTILE	17,253.000	SQYD	1,025.000	4,939.900	1.94	9,583.41	33,470.82	28.6
2030720		GEOGRID	4,319.000	SQYD		0.000	3.86	0.00	16,671.34	0.0
2060110		STRUCTURE EXCAVATION	7,005.000	CUYD	288.800	2,951.560	43.11	127,241.75	301,985.55	42.1
2070110		GRANULAR BACKFILL	1,858.000	CUYD	248.600	1,455.560	88.78	129,224.62	164,953.24	78.3
2070130		BACKFILL	3,590.000	CUYD		1,768.610	34.43	60,893.24	123,603.70	49.3
2090120		TYPE 1 DRAIN BACKFILL	1,617.000	CUYD		89.000	78.64	6,998.96	127,160.88	5.5
2090130		TYPE 2 DRAIN BACKFILL	36.600	CUYD		34.900	80.71	2,816.78	2,953.99	95.4
2110260		HYDRO-SEEDING	7.350	ACRE		0.000	7,460.96	0.00	54,838.06	0.0
2120040		AESTHETIC PATTERNING	52.000	SQYD	52.000	52.000	322.69	16,779.88	16,779.88	100.0
2120390		PLANT ESTABLISHMENT WORK	21,524.000	LS		0.000	1.00	0.00	21,524.00	0.0
2120400		PLANTS (GROUP A)	717.000	EACH		0.000	54.09	0.00	38,782.53	0.0
2120470		PLANTS (GROUP B)	51.000	EACH		0.000	431.62	0.00	22,012.62	0.0
2120870		DECORATIVE ROCK (TYPE A)	986.000	TON		0.000	78.96	0.00	77,854.56	0.0
3020130		TYPE 1 CLASS B AGGREGATE BASE	4,177.000	TON		0.000	40.44	0.00	168,917.88	0.0
3050140		PROCESSING FOR ROADBED MODIFICATION	64,475.000	SQYD		31,358.400	5.34	167,453.86	344,296.50	48.6

REPORT # CM02
 RUN TIME: 18:22.41

STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION
 CONTRACTOR PAYMENTS- FINAL BALANCE REPORT

PAGE: 3
 RUN DATE: 08/25/14

CONTRACT NO: 03564 STATUS: N PAYMENT NUMBER: 009 UPDATED CONTRACT AMOUNT \$ 14,877,619.23
 VENDOR: T81009604 Q&D CONSTRUCTION INC 1050 S 21ST ST SPARKS NV 89431-5596
 LOCATION: 13 INCH ROADBED MOD WITH 8' PLANT MIX OVERLAY AND STORM WATER QUALITY IMPROVEMENTS

UNIT OF WORK NO	C/O NO	DESCRIPTION	PLANNED QUANTITY	UNIT	QUANTITY THIS CYCLE	QUANTITY TO DATE	UNIT PRICE	TOTAL AMOUNT TO DATE	UPDATED AMOUNT	% COMP O/U
3050190		PULVERIZE EXISTING SURFACE	62,250.000	SQYD		31,358.400	2.99	93,761.62	186,127.50	50.4
3050220		PORTLAND CEMENT	503.000	TON		223.630	157.98	35,329.07	79,463.94	44.5
4020100		PLANTMIXING MISCELLANEOUS AREAS	9,000.000	SQYD		4,274.600	8.38	35,821.15	75,420.00	47.5
4020130		PLANTMIX BITUMINOUS SHOULDER DIKES	1,680.000	LINFT		0.000	16.39	0.00	27,535.20	0.0
4020180		PLANTMIX SURFACING (TYPE 2)(WET)	23,408.000	TON		10,636.760	130.60	1,389,160.86	3,057,084.80	45.4
4030100		MILLED RUMBLE STRIPS	0.534	MILE		0.000	1,632.02	0.00	871.50	0.0
4060110		LIQUID ASPHALT, TYPE MC-70NV	3.910	TON		0.000	1,823.04	0.00	7,128.09	0.0
4060130		LIQUID ASPHALT, TYPE MC-250	207.000	TON		49.890	323.46	16,137.42	66,956.22	24.1
4060210		SAND BLOTTER	62.000	TON		0.000	185.46	0.00	11,498.52	0.0
4070190		EMULSIFIED ASPHALT, TYPE SS-1H (DILUTED)	4.200	TON		4.200	874.34	3,672.23	3,672.23	100.0
5020160		CONCRETE BARRIER RAIL (TYPE A)	250.000	LINFT	200.000	200.000	89.33	17,866.00	22,332.50	80.0
5020750		CLASS AA CONCRETE (MINOR)	141.000	CUYD	5.060	57.930	1,276.46	73,945.33	179,980.86	41.1
5020950		CLASS AA CONCRETE, MODIFIED (MAJOR)	16.700	CUYD	16.700	16.700	1,341.97	22,410.90	22,410.90	100.0
5050100		REINFORCING STEEL	5,232.000	POUND	260.000	3,565.000	1.00	3,565.00	5,232.00	68.1
5050120		REINFORCING STEEL (EPOXY COATED)	8,614.000	POUND	1,564.000	8,607.000	1.58	13,599.06	13,610.12	99.9
5060110		STRUCTURAL STEEL	1,209.000	POUND		0.000	3.51	0.00	4,243.59	0.0

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STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION
 CONTRACTOR PAYMENTS- FINAL BALANCE REPORT

PAGE: 4
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CONTRACT NO: 03564 STATUS: N PAYMENT NUMBER: 009 UPDATED CONTRACT AMOUNT \$ 14,877,619.23
 VENDOR: T81009604 Q&D CONSTRUCTION INC 1050 S 21ST ST SPARKS NV 89431-5596
 LOCATION: 13 INCH ROADBED MOD WITH 8' PLANT MIX OVERLAY AND STORM WATER QUALITY IMPROVEMENTS

UNIT OF WORK NO	C/O NO	DESCRIPTION	PLANNED QUANTITY	UNIT	QUANTITY THIS CYCLE	QUANTITY TO DATE	UNIT PRICE	TOTAL AMOUNT TO DATE	UPDATED AMOUNT	% COMP O/U
5060820		PEDESTRIAN RAIL, TYPE X	39.000	LINFT		0.000	240.39	0.00	9,375.21	0.0
5060900		BOLLARDS	2.000	EACH		2.000	506.35	1,012.70	1,012.70	100.0
6030140		15-INCH REINFORCED CONCRETE PIPE, CLASS III	73.000	LINFT		73.000	123.79	9,036.67	9,036.67	100.0
6030170		18-INCH REINFORCED CONCRETE PIPE, CLASS III	67.000	LINFT		67.000	132.56	8,881.52	8,881.52	100.0
6030190		18-INCH REINFORCED CONCRETE PIPE, CLASS V	106.000	LINFT		90.000	128.98	11,608.20	13,671.88	84.9
6030250		24-INCH REINFORCED CONCRETE PIPE, CLASS V	80.000	LINFT		0.000	199.29	0.00	15,943.20	0.0
6030840		45-INCH X 29-INCH OVAL REINFORCED CONCRETE PIPE, CLASS HE V	454.000	LINFT	98.000	98.000	241.11	23,628.78	109,463.94	21.6
6031020		15-INCH PRECAST END SECTION	1.000	EACH		1.000	1,206.56	1,206.56	1,206.56	100.0
6040235		15-INCH CORR. METAL PIPE (16 GAGE)	56.000	LINFT		56.000	98.42	5,511.52	5,511.52	100.0
6040280		18-INCH CORR. METAL PIPE (16 GAGE)	7.000	LINFT		0.000	129.09	0.00	903.63	0.0
6040545		36-INCH CORR. METAL PIPE (16 GAGE)	54.000	LINFT		10.000	550.13	5,501.30	29,707.02	18.5
6042420		18-INCH METAL END SECTION (SAFETY TYPE)	1.000	EACH		0.000	574.33	0.00	574.33	0.0
6042475		36-INCH METAL END SECTION	1.000	EACH		0.000	1,148.60	0.00	1,148.60	0.0
6042480		36-INCH METAL END SECTION (SAFETY TYPE)	1.000	EACH		0.000	1,148.60	0.00	1,148.60	0.0
6050160		18 - INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	227.000	LINFT		200.000	152.24	30,448.00	34,558.48	88.1
6050170		24 - INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	1,034.000	LINFT	8.000	704.000	120.70	84,972.80	124,803.80	68.1

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STATE OF NEVADA
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 VENDOR: T81009604 Q&D CONSTRUCTION INC 1050 S 21ST ST SPARKS NV 89431-5596
 LOCATION: 13 INCH ROADBED MOD WITH 8' PLANT MIX OVERLAY AND STORM WATER QUALITY IMPROVEMENTS

UNIT OF WORK NO	C/O NO	DESCRIPTION	PLANNED QUANTITY	UNIT	QUANTITY THIS CYCLE	QUANTITY TO DATE	UNIT PRICE	TOTAL AMOUNT TO DATE	UPDATED AMOUNT	% COMP O/U
6050180	30	- INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	175.000	LINFT		0.000	117.83	0.00	20,620.25	0.0
6050190	36	- INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	1,366.000	LINFT	287.000	1,357.000	130.65	177,292.05	178,467.90	99.3
6071090		6-INCH PERFORATED PIPE	1,890.000	LINFT		492.000	20.44	10,056.48	38,631.60	26.0
6071105		18-INCH PERFORATED PIPE	409.000	LINFT		409.000	78.82	32,237.38	32,237.38	100.0
6090180		INLET RISER	1.000	EACH		1.000	2,310.99	2,310.99	2,310.99	100.0
6090270		ADJUSTING MANHOLE COVERS (METHOD C)	62.000	EACH	6.500	35.500	1,041.61	36,977.16	64,579.82	57.3
6090380		TYPE 1 MANHOLE (MODIFIED)	2.000	EACH		2.000	3,557.51	7,115.02	7,115.02	100.0
6090400		TYPE 4 MANHOLE	15.000	EACH	3.000	12.000	8,097.62	97,171.44	121,464.30	80.0
6090610		ADJUSTING VALVE COVERS (METHOD C)	44.000	EACH		21.500	796.78	17,130.77	35,058.32	48.9
6090620		ADJUST DROP INLET	3.000	EACH		0.000	1,473.38	0.00	4,420.14	0.0
6091030		CASTINGS	20,250.000	POUND	1,830.000	18,420.000	1.80	33,156.00	36,450.00	91.0
6091040		STRUCTURAL STEEL GRATES	6,406.000	POUND	1,422.000	2,585.000	2.60	6,721.00	16,655.60	40.4
6091160		48-INCH PRECAST REINFORCED CONCRETE MANHOLE, TYPE 1	7.000	EACH		7.000	4,356.87	30,498.09	30,498.09	100.0
6091410		ABANDON PIPE	45.000	LINFT		0.000	39.81	0.00	1,791.45	0.0
6091708		12-INCH PIPE LINER	51.000	LINFT		0.000	338.74	0.00	17,275.74	0.0
6091730		18-INCH PIPE LINER	655.000	LINFT		0.000	163.91	0.00	107,361.05	0.0

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STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION
 CONTRACTOR PAYMENTS- FINAL BALANCE REPORT

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 VENDOR: T81009604 Q&D CONSTRUCTION INC 1050 S 21ST ST SPARKS NV 89431-5596
 LOCATION: 13 INCH ROADBED MOD WITH 8' PLANT MIX OVERLAY AND STORM WATER QUALITY IMPROVEMENTS

UNIT OF WORK NO	C/O NO	DESCRIPTION	PLANNED QUANTITY	UNIT	QUANTITY THIS CYCLE	QUANTITY TO DATE	UNIT PRICE	TOTAL AMOUNT TO DATE	UPDATED AMOUNT	% COMP O/U
6091742		24-INCH PIPE LINER	530.000	LINFT		0.000	169.37	0.00	89,766.10	0.0
6091750		28-INCH PIPE LINER	62.000	LINFT		0.000	278.64	0.00	17,275.68	0.0
6091764		36-INCH PIPE LINER	56.000	LINFT		0.000	333.27	0.00	18,663.12	0.0
6100170		RIPRAP (CLASS 150)	423.000	CUYD		349.440	137.54	48,061.98	58,179.42	82.6
6100190		RIPRAP (CLASS 300)	376.000	CUYD		213.330	132.61	28,289.69	49,861.36	56.7
6100200		RIPRAP (CLASS 400)	87.000	CUYD		0.000	144.45	0.00	12,567.15	0.0
6100210		RIPRAP (CLASS 550)	549.000	CUYD		447.220	144.12	64,453.35	79,121.88	81.5
6100220		RIPRAP (CLASS 700)	99.000	CUYD		96.300	142.08	13,682.30	14,065.92	97.3
6100585		ARTICULATED CONCRETE BLOCK	4,530.000	SQYD	885.300	2,424.100	100.21	242,919.06	453,951.30	53.5
6130130		DETECTABLE WARNINGS	30.000	SQYD		30.000	526.67	15,800.10	15,800.10	100.0
6130260		CLASS AA CONCRETE CURB (TYPE 3)	88.000	LINFT		88.000	29.07	2,558.16	2,558.16	100.0
6130590		CLASS AA CONCRETE VALLEY GUTTER (TYPE 1)	47.000	LINFT		0.000	41.37	0.00	1,944.39	0.0
6130850		CLASS AA CONCRETE CURB AND GUTTER (TYPE 6)	5,272.000	LINFT		3,768.000	34.68	130,674.24	182,832.96	71.5
6130860		CLASS AA CONCRETE CURB AND GUTTER (TYPE 6 MODIFIED)	3,295.000	LINFT		3,295.000	28.43	93,676.85	93,676.85	100.0
6131140		CLASS AA CONCRETE SIDEWALK (4-INCH)	1,801.000	SQYD		1,687.800	41.67	70,330.63	75,047.67	93.7
6131300		CLASS AA CONCRETE DRIVEWAY (9-INCH) (REINFORCED)	892.000	SQYD		839.700	107.41	90,192.18	95,809.72	94.1

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CONTRACTOR PAYMENTS- FINAL BALANCE REPORT

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VENDOR: T81009604 Q&D CONSTRUCTION INC 1050 S 21ST ST SPARKS NV 89431-5596
LOCATION: 13 INCH ROADBED MOD WITH 8' PLANT MIX OVERLAY AND STORM WATER QUALITY IMPROVEMENTS

UNIT OF WORK NO	C/O NO	DESCRIPTION	PLANNED QUANTITY	UNIT	QUANTITY THIS CYCLE	QUANTITY TO DATE	UNIT PRICE	TOTAL AMOUNT TO DATE	UPDATED AMOUNT	% COMP O/U
6180110		GUARDRAIL POSTS	10.000	EACH		0.000	54.64	0.00	546.40	0.0
6180120		GUARDRAIL BLOCKS	10.000	EACH		0.000	17.48	0.00	174.80	0.0
6180330		SPECIAL GUARDRAIL TERMINAL END	1.000	EACH		0.000	6,572.59	0.00	6,572.59	0.0
6180350		GUARDRAIL TERMINAL (FLARED)	11.000	EACH		0.000	3,065.02	0.00	33,715.22	0.0
6180400		GUARDRAIL- BARRIER RAIL CONNECTION (TRIPLE CORRUGATION)	2.000	EACH		0.000	2,786.39	0.00	5,572.78	0.0
6180550		GALVANIZED GUARDRAIL (TRIPLE CORRUGATION)	407.000	LINFT		0.000	38.79	0.00	15,787.53	0.0
6190200		GUIDE POSTS (RIGID)	754.000	EACH		0.000	46.44	0.00	35,015.76	0.0
6190280		OBJECT MARKERS, TYPE 3	3.000	EACH		0.000	109.27	0.00	327.81	0.0
6190330		MILEPOST MARKERS (POSTS ONLY)	12.000	EACH		0.000	46.44	0.00	557.28	0.0
6230230		NO. 5 PULL BOX	16.000	EACH		14.000	458.93	6,425.02	7,342.88	87.5
6230235		NO. 7 PULL BOX	4.000	EACH		1.000	710.26	710.26	2,841.04	25.0
6230266		LUMINAIRE	4.000	EACH		0.000	1,606.27	0.00	6,425.08	0.0
6230570		STEEL POLE, TYPE 7	3.000	EACH		1.500	6,184.68	9,277.02	18,554.04	50.0
6230590		STEEL POLE, TYPE 14 (MODIFIED)	1.000	EACH		0.500	7,692.61	3,846.31	7,692.61	50.0
6230830		LOOP DETECTOR AMPLIFIER CHANNELS (EXISTING CABINET)	2.000	EACH		0.000	535.43	0.00	1,070.86	0.0
6230921		RADAR DETECTOR SYSTEM	1.000	EACH		0.000	27,973.12	0.00	27,973.12	0.0

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UNIT OF WORK NO	C/O NO	DESCRIPTION	PLANNED QUANTITY	UNIT	QUANTITY THIS CYCLE	QUANTITY TO DATE	UNIT PRICE	TOTAL AMOUNT TO DATE	UPDATED AMOUNT	% COMP O/U
6230922		ADVANCED RADAR WARNING DETECTOR SYSTEM	1.000	EACH		0.000	10,784.95	0.00	10,784.95	0.0
6230995		TYPE 1 CONTROLLER, M CABINET	1.000	EACH		1.000	6,075.41	6,075.41	6,075.41	100.0
6231055		SPECIAL CABINET	1.000	EACH		0.000	1,409.58	0.00	1,409.58	0.0
6231104		FLASHING BEACON	4.000	EACH		0.000	830.45	0.00	3,321.80	0.0
6231105		FLASHING BEACON CONTROLLER	2.000	EACH		0.000	305.96	0.00	611.92	0.0
6231140		COMMUNICATION SYSTEM	17,483.200	LS		0.000	1.00	0.00	17,483.20	0.0
6231261		FIELD HARDENED ETHERNET SWITCH	2.000	EACH		0.000	5,988.00	0.00	11,976.00	0.0
6231262		VIDEO ENCODER	2.000	EACH		0.000	6,086.34	0.00	12,172.68	0.0
6231265		CCTV FIELD EQUIPMENT	2.000	EACH		0.000	13,768.02	0.00	27,536.04	0.0
6231620		UNDERGROUND ELECTRICAL SERVICE	2.000	EACH		0.000	12,128.97	0.00	24,257.94	0.0
6231820		3-INCH CONDUIT	2,897.000	LINFT		2,287.000	20.76	47,478.12	60,141.72	78.9
6231980		NO. 8 CONDUCTOR	2,410.000	LINFT		0.000	1.09	0.00	2,626.90	0.0
6231985		NO. 10 CONDUCTOR	5,263.000	LINFT		0.000	1.09	0.00	5,736.67	0.0
6232185		COMPOSITE CABLE	382.000	LINFT		0.000	7.65	0.00	2,922.30	0.0
6232630		LOOP DETECTOR (6-FOOT X 6-FOOT)	12.000	EACH		0.000	437.08	0.00	5,244.96	0.0
6232645		LEAD-IN CABLE FOR LOOP DETECTORS	898.000	LINFT		0.000	1.09	0.00	978.82	0.0

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6232870		CELLULAR TELEPHONE MODEM	1.000	EACH		0.000	11,145.54	0.00	11,145.54	0.0
6240110		FLAGGER	31,000.000	hour	268.000	9,979.500	49.50	493,985.25	1,534,500.00	32.2
6240130		UNIFORMED TRAFFIC CONTROL OFFICER	146,250.000	FA		69,670.810	1.00	69,670.81	146,250.00	47.6
6240140		TRAFFIC CONTROL SUPERVISOR	200.000	DAY	8.000	72.000	1,476.51	106,308.72	295,302.00	36.0
6250490		RENT TRAFFIC CONTROL DEVICES	449,918.190	LS		449,918.190	1.00	322,613.84	449,918.19	71.7
6270190		PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	1,441.180	SQFT		0.000	139.32	0.00	200,785.20	0.0
6270220		PERMANENT SIGN PANELS (PANELS ONLY)	24.750	SQFT		0.000	54.64	0.00	1,352.34	0.0
6270240		PERMANENT SIGNS, REMOVE	1,218.410	SQFT		5.180	3.82	19.79	4,654.33	0.4
6270260		PERMANENT SIGNS, RESET	1.500	SQFT		0.000	136.59	0.00	204.89	0.0
6280120		MOBILIZATION	944,636.090	LS		944,636.090	1.00	944,636.09	944,636.09	100.0
6320800		EPOXY PAVEMENT STRIPING (VARIES)	430.500	SQFT		0.000	11.47	0.00	4,937.84	0.0
6320910		EPOXY PAVEMENT STRIPING (SOLID WHITE)	7.050	MILE		0.000	1,666.37	0.00	11,747.91	0.0
6320930		EPOXY PAVEMENT STRIPING (8-INCH SOLID WHITE)	500.000	LINFT		0.000	1.37	0.00	685.00	0.0
6320970		EPOXY PAVEMENT STRIPING (24-INCH SOLID WHITE)	962.800	LINFT		0.000	8.20	0.00	7,894.96	0.0
6321060		EPOXY PAVEMENT STRIPING (BROKEN YELLOW W/SOLID YELLOW)	0.740	MILE		0.000	2,076.14	0.00	1,536.34	0.0
6321080		EPOXY PAVEMENT STRIPING (DOUBLE SOLID YELLOW)	3.300	MILE		0.000	2,786.38	0.00	9,195.05	0.0

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STATE OF NEVADA
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6370190		DUST CONTROL	75,228.720	LS		75,228.720	1.00	53,942.76	75,228.72	71.7
6370260		SILT FENCE	8,393.000	LINFT		6,198.000	4.66	28,882.68	39,111.38	73.8
6370280		SEDIMENT LOG	3,973.000	LINFT		0.000	6.00	0.00	23,838.00	0.0
6370290		ROADWAY INLET PROTECTION	70.000	EACH		48.000	205.80	9,878.40	14,406.00	68.6
6370310		GRAVEL BAG	312.000	EACH		149.000	28.88	4,303.12	9,010.56	47.8
6370320		PRESERVATION FENCING	733.000	LINFT		257.000	4.22	1,084.54	3,093.26	35.1
6440100		SOIL NAIL	168.000	LINFT		168.000	251.32	42,221.76	42,221.76	100.0
6600100		PNEUMATICALLY PLACED CONCRETE MORTAR (5-INCHES)	55.000	SQYD		55.000	305.96	16,827.80	16,827.80	100.0
6670010		RISK RESERVE	1,850,000.000	LS		0.000	1.00	0.00	1,850,000.00	0.0
LD00001		FAILING PG 64-28 NV	0.000	LS		1,127.100-	1.00	1,127.10-	0.00	0.0

ORIGINAL WORKING DAYS: 200 TOTAL EARNED TO DATE: \$ 6,464,552.55
 WORKING DAYS ADDED BY CHANGE ORDER: 0 RETENTION: \$ 0.00
 CONTRACT WORKING DAYS: 200 LIQUIDATED DAMAGES: \$ 1,127.10-
 WORKING DAYS TO DATE: 72 TOTAL DUE TO DATE: \$ 6,463,425.45
 PERCENT OF TIME: 36.0 PREVIOUS TOTAL PAYMENTS: \$ 6,139,838.68
 PERCENT OF WORK: 44.4 BALANCE DUE: \$ 323,586.77

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

Sheet #6 Attachment C1 sheets

District II
County Douglas
Project No. SPSR-0207(009)

Contract No. 3564
Date June 4, 2014

CONTRACT CHANGE ORDER
NO. 1

To Q&D Construction, Inc. Contractor. You are hereby directed to make the herein described changes from the plans and specifications or do the following described work not included in the plans and specifications on this contract.

THE MATERIALS DIVISION
RECOMMENDS APPROVAL

DATE
07-16-14

Description of work to be done, estimate of quantities, and prices to be paid. Segregate between additional work at contract price, agreed price and force account.

Change requested by Pedro Rodriguez, P.E., Project Manager

Contract Change Order No. 1 adds the following subsection to the Special Provisions:

106.12 Buy America. In accordance with Title 23 CFR 635.410, permanently incorporated steel and/or iron materials on Federal-Aid projects shall be domestically produced regardless of the percentage they comprise in a manufactured product or form they take.

Minimal use of foreign steel materials will be permitted provided the cost of said materials does not exceed 1/10 of 1% of the total contract cost or \$2,500.00, whichever is greater. The combined cost of foreign steel and/or iron materials will be the value of the materials as they are delivered to the contract, documented by invoice or bill of sale to the contractor. Submit for review a request to use foreign materials, prior to their use. Do not incorporate any foreign steel materials into the project without approval.

To qualify as domestic steel, all manufacturing processes, including manufacture, fabrication, grinding, drilling, welding, finishing, coating, and assembly of product containing steel and/or iron materials, must have been performed in the United States. To further define the coverage, a domestic product is a manufactured steel and/or iron materials construction material that was produced in one of the 50 states, the District of Columbia, Puerto Rico, or in the territories or possessions of the United States. Raw materials used in the steel and/or production may be imported. Raw materials are materials such as iron ore, limestone, waste products, etc. which are used in the manufacturing process to produce the steel and/or iron materials products. Waste products include scrap; i.e., steel no longer useful in its present form from old automobiles, machinery, pipe, railroad rail, steel trimmings from mills or product manufacturing, and the like. Extracting, crushing, and handling the raw materials which are customary to prepare them for transporting are exempt from Buy America. The use of foreign steel or iron billets is not acceptable under Buy America.

Provide a Certificate of Materials Origin, using NDOT form 020-095, certifying materials comply with the Buy America requirements as specified above. Submit the certification prior to installation of the material. Unless a Certificate of Materials Origin has been provided, the materials will be considered of foreign origin.

No working days will be added to this Contract by this Contract Change Order.

All work on this Contract shall be performed in accordance with the applicable portions of the Standard Plans, Standard Specifications, Contract Plans, Contract Special Provisions, this Contract Change Order and as staked and directed by the Engineer.

REVIEWED AND RECOMMEND APPROVAL

BY Paul Faust
CHIEF ROAD DESIGN ENGINEER
DATE 7/7/14

Total estimated cost of change: \$ No Cost

Recommended by:

[Signature] Resident Engineer
Date 6-4-14

[Signature] District Engineer
Date 6/16/14

[Signature] SHARON FOERSCHLER, P.E.
Asst. Construction Engineer
Date 7/24/14

Ordered [Signature] Director
Date 1-AUG-2014

We, the undersigned contractor, have given careful consideration to the change proposed and hereby agree if this proposal is approved, that we will provide all equipment, furnish all materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above

Accepted Date 6/6/14

By [Signature]

NOTE: This change order is not effective until approved by Director, Department of Transportation.

RECOMMENDED FOR FEDERAL PARTICIPATION SUBJECT TO THE AVAILABILITY OF FUNDS.

Date 7/22/14
SHARON FOERSCHLER, P.E.
Asst. Construction Engineer
Federal-Aid Program Administrator

APPROVED FOR FEDERAL PARTICIPATION SUBJECT TO THE AVAILABILITY OF FUNDS.

Date _____
For Division Engineer



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

MEMORANDUM

August 28, 2014

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

FROM: Rudy Malfabon, Director

SUBJECT: September 8, 2014 Construction Working Group Meeting

Item # 7: Discussion of NDOT's Partnering Efforts – Informational Item Only

Summary:

The purpose of this item is to provide the Construction Working Group with an update of the efforts to further NDOT's Partnering Program

Background:

Throughout the 1980's, there was an explosion of construction related litigation, and recorded growth in all types of disputes and claims on public works projects. In the early 1990's many agencies, contractors and other stakeholders began to look for means of building mutual trust, shared goals, open communications, and effective problem resolution on public works construction projects. As a result, partnering has been broadly used by many state and federal agencies for the last 10 to 25 years. Many agencies and contractors nationwide that have chosen to implement and further partnering and alternative dispute resolution on highway construction projects have realized exponential savings in project costs; reduction to project schedules; reduction or elimination of project claims and litigation; and marked improvement to safety, quality, productivity and working relationships.

The Nevada Department of Transportation (NDOT) began to formally implement a construction partnering program in 2009. We have made great strides by creating a "Guide to Partnering on NDOT Projects", providing training, developing partnering specifications and promoting partnering as "our way of doing business". Through this process and collaboration with other state DOTs and organizations that have achieved great success with similar programs we have to come to realize that leadership of an authoritative steering committee is essential to taking our programs to the next level and ensuring these initiatives are advanced and supported at all levels within the Department. We are currently forming an executive level steering committee that will provide guidance and direction for NDOT's partnering and alternative dispute resolution efforts. The Steering Committee Mission Statement and envisioned member list is included as Attachment "A".

Another strategy that has proven highly effective to promote partnering at all levels in an organization as "our way of doing business" is to have training conducted jointly by NDOT managers and contractor project managers. This not only will encourage a high level of involvement of these managers in the partnering process, but allows them to set an example of

embracing and promoting partnering to their co-workers and subordinates. To support these managers in conducting effective partnering courses we are developing a Request for Proposals to have a consultant with a strong background in training and in partnering on construction projects to develop and conduct a “train-the-trainer” course specific to partnering on NDOT highway construction projects.

Also, we have been collaborating with FHWA to fund an effort led by a panel of experienced leaders in partnering on highway construction projects to identify exemplary highway construction partnering practices nationwide, specifications, training materials and other resources to be compiled in a final publication and made available on the FHWA Construction website. This effort will be followed by a National Partnering Conference hosted by NDOT to showcase state-of-the-art partnering efforts. A more detailed FHWA memorandum obligating funds and scope of work is included in Attachment “B”

Analysis:

Not applicable to the subject matter at this time. Informational item only.

List of Attachments:

Attachment A: Steering Committee Mission Statement and Member List

Attachment B: FHWA Memorandum and Scope of Work for Partnering Best Practices

Recommendation for Board Action:

Informational Item Only

Prepared by:

Lisa Schettler, Partnering Program Manager

**Nevada Department of Transportation (NDOT)
Partnering and Alternative Dispute Resolution Steering Committee
Mission Statement**

- Achieve reductions in project costs, claims and schedule; and improve safety, quality, and productivity on NDOT construction projects by ensuring the Department, industry and other stakeholders achieve and maintain successful partnering relationships
- Define and implement alternative dispute resolution processes to minimize or eliminate after project claims and litigation, consequently achieving significant savings to the Department, Contractor and tax payer
- Define and develop strategies, resources, training and processes for partnering and alternative dispute resolution that will ensure that these programs are successful and evolve as the collective mindset and “our way of doing business”

Steering Committee Members:

- NDOT Members:
 - Director
 - Deputy Director
 - Assistant Director, Engineering/Chief Engineer
 - Assistant Director, Operations
 - Chief of Construction
 - Chief of Project Management
 - Chief of Roadway Design
 - District 1 Engineer
 - District 2 Engineer
 - District 3 Engineer
- Other Members:
 - AGC Las Vegas Representative
 - Nevada AGC Representative
- Facilitator
 - Construction Division Partnering Program Manager



Memorandum

Subject: **ACTION**: Authority to Obligate Funds

Date: August 20, 2014

From: Butch Wlaschin
Director, Office of Asset Management, Pavement, and
Construction (HIAM-1)

Digitally signed by Bryan Cawley
DN: cn=Bryan Cawley, o=Federal Highway
Administration, ou=Office of Asset
Management, email=bryan.cawley@dot.gov,
c=US
Date: 2014.08.20 09:43:05 -0400

In Reply
Refer To: HIAM-20

To: Susan Klekar
Division Administrator
Carson City, Nevada

This memorandum allocates \$300,000 to Nevada DOT in support of the national identification and technology transfer of highway construction Partnering. These funds are specifically allocated for the following:

- Identify and collect exemplary highway construction Partnering specifications, forms, training materials, and etc. efforts being used by State DOT.
- Organize a national conference highlighting the top two or three state-of-the-art Partnering efforts.
- Compile a collection of materials into a publication documenting the current state-of-the-art practices for Partnering. This publication can then be used by State DOT to advance the use of Partnering on highway construction projects.
- The final publication will be provided to FHWA for publishing on FHWA Construction website.

By copy of this memorandum we are requesting that the Office of Financial Management, Office of the Chief Financial Officer (HCFM-30) make a total of \$300,000 for obligation to the Nevada DOT. A \$150,000 of these funds should be obligated through the Fiscal Management Information System (FMIS), using FMIS program 5L6E and paid through the State's current billing. The fund year is 2012; the Delphi code is 15X0432060. The additional \$150,000 of funds should be obligated through the Fiscal Management Information System (FMIS), using FMIS program code M378 and paid through the State's current billing. The fund year is 2013; the Delphi code is 15X0445060. These funds do not require a match. The State's obligation limitation will be increased by the total allocation amount. These funds must be obligated within FMIS by September 30, 2014.

Mr. Bryan Cawley is the FHWA Headquarters contact for this activity, and he can be reached at (202) 366-1333 and email bryan.cawley@dot.gov. Mr. Jeff Sharpiro and Ms. Lisa Schettler are the Nevada DOT leads. Their respective contact information is 775-888-7065 or JShapiro@dot.state.nv.us and 775-888-7496 or lschettler@dot.state.nv.us.

DRAFT 2 – August 12

Products: Identification of state of the art usage of partnering and documentation of practice for highway construction.

Candidate State: Nevada DOT

Background:

Throughout the 1980's, there was an explosion of construction related litigation, and recorded growth in all types of disputes and claims on public works projects. In the early 1990's many agencies, contractors and other stakeholders began to look for means of building mutual trust, shared goals, open communications, and effective problem resolution on public works construction projects. As a result, partnering has been broadly used by many state and federal agencies for the last 10 to 20 years with significant reported benefits.

Clearly, good construction partnering does not come about on its own, and needs concerted leadership focus to make it work. And, like all good management practices, the level of commitment and use can be lost over time if momentum is lost or the value is not clear to participants. Over the years agencies have implemented different strategies to create an environment where partnering is accepted as the standard way of doing business. Some DOTs have changed the way they encourage partnering and have developed training programs and best practices to successfully implement partnering in the highway construction process.

Objectives:

Nevada DOT has recognized the benefits of embracing construction partnering as a way of doing business and desires to advance the usage of partnering within their state for highway construction. In doing so, the FHWA would also like to capture knowledge concerning the current state of the art for partnering national and current best practices being performed by State DOT's, contractors, and consultants.

The first objective of this project would be to identify best practices in advanced partnering across the nation. This would be accomplished by developing and administering a survey of all 50 states. Leaders in the use of partnering would then be identified and interviewed and copies of supporting materials collected (i.e. specifications, forms, training materials, etc.) documenting their practices

The second objective would be to organize a national conference highlighting the top two or three state of the art practices in partnering. This event will be organized in 2015.

The conference will present the need for partnering and how these leaders are supporting and advancing the use of partnering on highway construction projects. These practices and supporting documents will be collected and proceedings generated will document the current state of the art in partnering nationally. These documents will then be made available nationally on FHWA Construction website for all to learn from and advance.

Deliverables:

- Provide a Project Manager and a Clerical Assistant to perform the activities required for success of the work.
- These activities will require the development of an expert panel to scope the materials necessary to produce the materials necessary. This will include two face-to-face meetings for the panel. One face-to-face will be to finalize and agree upon the national survey questions and methodology to identify national leaders. The second face-to-face will be to review the results of the survey and agree upon the agenda of the national conference. The expert panel shall include members of Nevada DOT, California DOT, Ohio DOT, the International Partnering Institute, AGC National, ARTBA National, and FHWA. This panel shall also meet virtually to review drafts and as necessary to assure success of the project.
- Collect and compile the information gathered into a comprehensive document (s) and schema to be hosted on FHWA Construction Website.
- Update the draft documents with changes identified by the review. Prepare PowerPoint presentation that can be used to train someone about the exemplary material.
- Deliver the Final documents and PowerPoint presentation after final review comments are incorporated
- Organize and facilitate the National Conference including distribution of invitations and development of an on-line registration platform, development of a conference agenda and brochure, arranging and procuring travel and lodging for key conference leaders and speakers, procuring event facilities and all other items incidental to successfully planning and executing the National Conference

Timeframe: The deliverables shall be available to be posted by December, 2015.

Funding Request: \$300,000 – Consultant services – coordinate, plan and facilitate all in-person and virtual meetings, prepare and administer nationwide survey; compile and distribute final report and PowerPoint presentation, develop agendas and materials for meetings and conference; promote conference and develop means for conference registration; organize speakers, procure event facilities, coordinate and procure travel and lodging for panel members to attend all meetings and for key speakers and participants to attend the National Conference



MEMORANDUM

August 28, 2014

**TO: Department of Transportation Board of Directors,
 Construction Working Group**
FROM: Rudy Malfabon, Director
SUBJECT: September 8, 2014 Construction Working Group Meeting
Item 8: Discussion on Alternative forms of Dispute Resolution – Informational Item Only.

Summary:

The purpose of this item is to update Construction Working Group on NDOT’s efforts to resolve construction claims and disputes through alternative forms of dispute resolution.

Background:

NDOT is working to improve how we resolve construction disputes in a timely manner by replacing the formal construction claims process with Alternative Dispute Resolution methods. This includes developing a Dispute Resolution Plan during the partnering process. The plan may include methods such as a Dispute Resolution Ladder (DRL), Facilitated Dispute Resolution (FDR) and Dispute Review Teams (DRT).

The purpose of the DRL is to encourage resolution of issues at the lowest level possible while still ensuring issues, when necessary, are escalated to the next level in a timely manner. When a dispute continues for some period of time without any movement towards a solution, the project team reaches an impasse, and at that point people are usually entrenched in their positions. The DRL is designed to keep the project team from reaching an impasse. When used judiciously this process will resolve disputes in a timely manner and preserve relationships for continued success of the project. The ladder is developed during the project partnering kick-off meeting and will look similar to this:

Level	Contractor	NDOT	Time to Elevate
IV	Branch Manager	Director’s Office	Issue Dependent
III	Construction Manager	District Engineer/ Assist. District Engineer	1 Week
II	Project Manager	Resident Engineer	2 Days
I	Project Superintendent	Lead Inspector	1 Day

Facilitated Dispute Resolution (FDR) is an extension of the partnering process and may be added as the last rung to the dispute resolution ladder before referring the dispute to the Dispute Resolution Team (DRT). FDR brings together all stakeholders with a trained, neutral facilitator to work toward agreement on outstanding disputes. FDR sessions are held in an informal setting with each side presenting their “story,” facts, and supporting information. The facilitator assists the project team in communicating with each other, breaking down complex disputes into simpler parts as necessary to help the team resolve the dispute on the merits of each part. The process itself creates a deadline for resolution and has proven to be highly effective in helping resolve complex issues. CALTRANS is currently using FDR on projects over \$10 million. The Construction Division is considering the same for NDOT construction contracts.

When the project team is not able to resolve a dispute by the methods above, CALTRANS and other State DOT’s began utilizing Dispute Resolution Advisors (DRA) on smaller projects and Dispute Resolution Teams (DRT) on larger projects. NDOT is moving in the same direction by considering using a trained, experienced, unbiased industry expert as a DRA to assist the team in resolving disputes on projects less than \$10 Million. For larger projects over \$10 million and over 120 working days NDOT is moving forward with using Dispute Resolution Teams (DRT). Similar to a DRA, a DRT is a 3-member panel of trained, experienced, unbiased industry experts. It should be noted that the FDR process is separate from the DRT and DRT panel members should not attend FDR sessions.

Selecting a DRT early in the process ensures they are kept abreast of project developments and allows them to be prepared to be called upon quickly to hear disputes and make informed recommendations. The use of unbiased DRT’s during the project rather than resolving issues as claims post-project has proven to provide significant benefits nationwide through the high rate of DRT recommendations being adopted by project teams, thus avoiding costly and time consuming claims leading to arbitration and litigation

To successfully utilize DRT’s NDOT must develop a pool of qualified dispute resolution professionals to be called upon to serve as DRT members as projects are awarded. To achieve this we are working with the Dispute Resolution Board Foundation (DRBF) to assist us in developing training programs. This training will be required for potential DRA and DRT members as a prerequisite to providing resolution services to the Department.

We must also prepare NDOT and contractor staff to effectively utilize DRT’s. The DRBF also provides training geared towards owners, contractors and other key project team personnel so that may understand the use of DRT’s and develop the skills to effectively utilize the teams and advisors in the dispute resolution process. Training modules offered by DRBF are included in Attachment “A”.

Analysis:

Not applicable to the subject matter at this time. Informational item only.

List of Attachments:

- Attachment A: Dispute Resolution Board Foundation (DRBF) Training Modules
- Attachment B: CALTRANS Alternative Dispute Resolution

Recommendation for Board Action:

Informational item only

Prepared by:

Lisa Schettler, Partnering Program Manager

Dispute Resolution Board Foundation. *Moving projects forward* since 1996.



DRBF Training Programs

Introduction to Dispute Review Boards: The Construction Industry's Preferred Alternative to Arbitration and Litigation

The DRBF offers a first look at the Dispute Review Board process, explaining what they are and how they operate. Designed for potential users, the presentation addresses key elements for a successful program, roles of the parties, and costs. It also addresses some of the misperceptions surrounding this alternative dispute resolution process. The program is presented by a DRB professional and takes about-30 minutes, making it ideal for a staff meeting or "lunch and learn" session. It can also be offered as an online webinar if participants are not in a central location.

Dispute Review Boards: A New Process for Dispute Resolution

This workshop is an introductory, day-long program designed to educate participants about what Dispute Review Boards are, how and why they work, and how they can be incorporated into a project. This workshop covers current trends and methods of minimizing and managing construction claims and disputes through the use of DRBs. This program--intended for owners, engineers, architects, contractors and lawyers--is designed to help gain a better understanding of allocation of risks, methods of claims control and resolution and their impact on costs and delays. It will also focus on application and implementation of DRBs in construction projects. This workshop is general in nature and designed to be given before larger groups. It includes lecture and PowerPoint presentations. This workshop can also be shortened to a half-day, if necessary. Topics covered include:

- Construction industry trends affecting disputes and claims
- Partnering, DRBs and new approaches to dispute resolution
- Overview of DRBs
- Nine requirements to assure DRB success
- Perceived barriers to DRBs
- Issues concerning the use of DRBs in various types of constructions
- Cost savings and other benefits as a direct result of DRBs
- Dispute prevention benefits
- Dispute resolution benefits
- Cost savings benefits of DRBs
- Other DRB issues
- Discussion and questions

Dispute Review Board Users Administration & Practice Workshop

This workshop is specifically for contractors, owners and their employees who are contemplating the use of or are involved in projects using DRBs. It is an intensive, one-day training program designed to provide basic skills training for people who are interested in working with or are using DRBs on all types of projects. It includes case study, lecture, demonstrations, exercises and the exchange of experiences and ideas for the effective use of the DRB process. The following subjects are included:

- History and background of DRBs
- Determining the role and authority of the DRB
- Selection and compensation of members
- Ethics and conflicts of interest
- Communications issues
- Working with DRBs
- Administrative operation of the DRB
- Contract language, administration and procedures
- Site visits
- Meeting procedures
- Informal processes
- Formal decision processes
- Effective presentations
- Deliberations and opinions

Dispute Review Board Member Administration & Practice Workshop

The Administration & Practice Workshop is an intensive, one-day training program designed to provide basic skills training for people who are interested in or are serving on DRBs. It includes case study, lecture, demonstrations, exercises and the exchange of experiences and suggestions for the effective use of the DRB process. The following subjects are included:

- History and background of DRBs
- Role and authority
- Selection and compensation of members
- Ethics and conflicts of interest
- Administrative operation of the DRB
- Contract language, administration and procedures
- Site visits
- Meeting procedures
- Informal processes
- Formal decision processes
- Deliberations and opinions

Dispute Review Board Chairing Workshop

The workshop is an intensive, half-day program designed to address the issues involved in chairing DRBs and is for practitioners who are interested in or are currently serving as DRB chairs. It includes case study, lecture, demonstrations, exercises, discussion of chairing issues and the exchange of experiences and suggestions for improving the DRB process for owners, contractors and DRB members. It is recommended that participants have taken the DRB Administration & Practice Workshop prior to attending this one. The following subjects are included:

- Summary of important chairing issues
- Determining the role of the DRB
- Role and authority of chair vs. other members and parties
- Jurisdiction issues
- Procedures and administrative
- Development of operating guidelines
- Communications issues
- Site visits and regular meetings
- Attendance of parties
- Subcontractor meetings and issues
- Site visit issues
- Informal processes

- Formal hearing issues and "jurisdictional" issues
- Deliberation and opinions
- Opinion drafting issues
- Ethical issues
- End of contract problems and termination
- 2-3 mocks throughout the day with full drafting of recommendations

“How to Present to a DRB” Workshop

This half-day workshop is designed for owner and contractor personnel who anticipate making presentations to a DRB. It includes recommendations for organizing and preparing documents for the Board's review prior to the Hearing and recommendations and tips for presenting at a DRB hearing. It is recommended that participants have taken the Administration & Practice Workshop before taking this workshop. The following subjects are included:

- DRB expectations and knowledge
- Joint Statement by the Parties of the issue(s) they wish the Board to address
- Importance of documents
- Preparation and document review
- Contract Documents
- Contemporaneous documents
- Chronological logs
- Document identification and referencing
- The "Common Reference Document"
- Major elements of position papers
- Issue narratives
- Schedule analysis and presentation
- Quantum calculations
- Hearing presentations
- Who should present at the hearing? Who should attend?
- Presentation tools
- Dealing with rebuttals, new information and issues that arise during the hearing
- Hearing pre-closing issues
- Specific questions to be addressed by the DRB

Customized Workshops

The DRBF trainers, working closely with the user organization, can take any one or more of the training modules described above and customize it to fit with the specific Contract Documents and project management structure/plan in which it will be implemented. Thus, for example, the training could incorporate the user's dispute resolution process that precedes the DRB process. Likewise, specific claim submission requirements could be covered as well.

In addition, the DRBF can design “hands on” workshops that include both lecture-style education and actual “mock DRB” preparation and presentation by the trainees. These workshops can also include diverse stakeholders in the project (such as representatives from the owner, contractor and designer) so that they can see the use of the process from each other's perspectives and experience. The DRBF has found that such customized workshops can have other collateral training and educational benefits beyond just learning the basics about DRBs.

For more information on DRBF Training Workshops, contact DRBF Region 1 Director of Training Kurt Dettman by email at kdettman@c-adr.com.

Caltrans Alternative Dispute Resolution

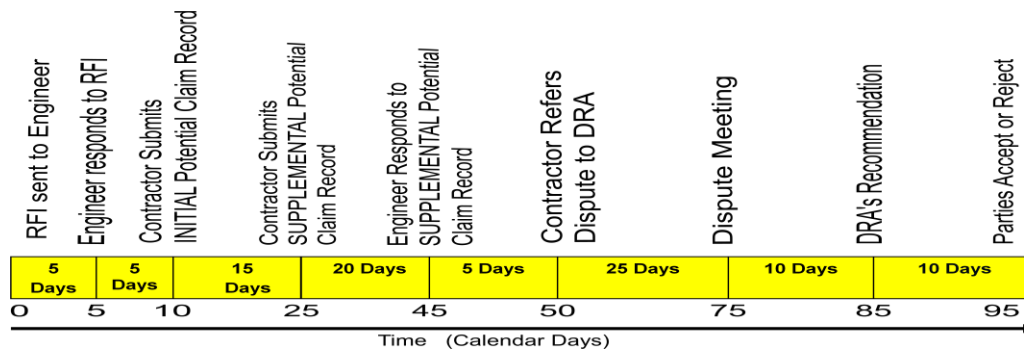
Projects \$3 million and under regardless of working days

Contracts with a total bid amount less than \$3 million, regardless of working days can implement the partnering dispute resolution ladder (DRL). The DRL is an optional part of the Caltrans administrative claims process. Caltrans' dispute resolution ladder, in ascending order, is as follows:

- Field level Inspector
- Level 1 Resident Engineer
- Level 2 Area Construction Engineer
- Level 3 Area Construction Manager, Office Chief, or Deputy District Director of Construction, as designated by the Deputy District Director of Construction

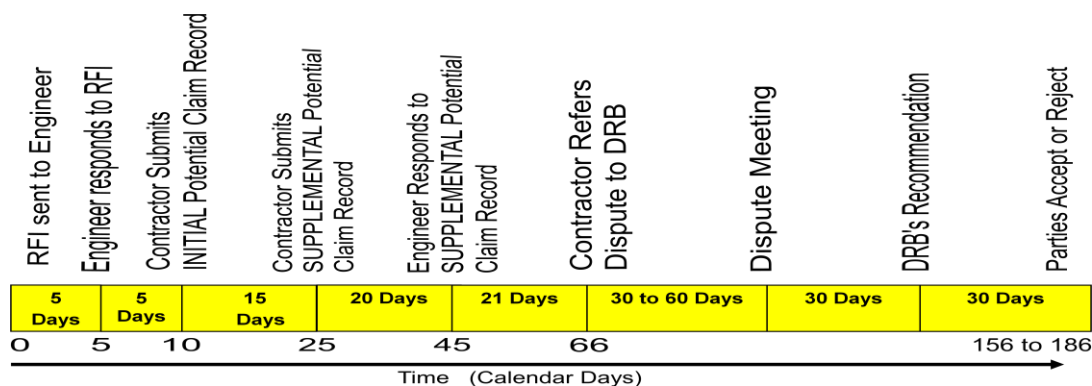
Projects \$3 million to \$10 million and at least 100 working days

A dispute resolution advisor (DRA) is an experienced neutral party Caltrans and its contractor use to help resolve disputes on contracts with a total bid of \$3 million to \$10 million and at least 100 working days.



Projects over \$10 million and at least 100 working days

Contracts with a total bid amount over \$10 million and at least 100 working days can implement the use of a dispute resolution board (DRB).



Partnering Facilitated Dispute Resolution

Partnering facilitated dispute resolution is used on contracts that have a dispute resolution board. To utilize, it is required that facilitated dispute resolution sessions are included in the partnering charter. The timeline for referring issues to the DRB adds an additional 20 days to permit this process.



Caltrans Alternative Dispute Resolution Processes

August 2013

Project Size	ADR Process	Provisions
< \$3 M	Dispute Resolution Ladder	Optional at the request of the Contractor
		Provides ADR at project level
		CT/Contractor provide corresponding names & positions
		CT/Contractor elevate dispute w/in specified time frame
		Time frames coincide with potential claim submittals
		Use concurrent with potential claim and dispute resolution provisions
	Partnering < \$1 M	Use of Partnering concepts is encouraged
\$3 M to \$10 M and > 100 WDs	Dispute Resolution Advisor	Mandatory part of dispute resolution process
		Provides ADR at project level
		One expert selected by the parties
		After initial meeting, meet only to hear disputes (informal and traditional dispute meetings)
		Provides non-binding recommendations to resolve disputes
		\$1500/day, \$150/hr approved offsite time, shared cost
		Potential claim must be referred to DRA or bar to arbitration
	Partnering \$1 M to \$10 M	Professional facilitated partnering is optional but encouraged
		CT/Contractor establish a Dispute Resolution Ladder
		Use concurrent with potential claim and dispute resolution provisions
> \$10 M and > 100 WDs	Dispute Resolution Board	Mandatory part of dispute resolution process
		Provides ADR at project level
		Three-expert board selected by the parties
		Initial meeting, status meetings every 4 mos, meet to hear disputes (informal and traditional dispute meetings)
		Provides non-binding recommendations to resolve disputes
		\$1500/member/day, \$150/hr approved offsite time, shared cost
		Potential claim must be referred to DRB or bar to arbitration
	Partnering > \$10 M	Professional facilitated partnering is required
		CT/Contractor establish a Dispute Resolution Ladder
		Use concurrent with potential claim and dispute resolution provisions
	Partnering \$10 M to \$25 M	Training in partnering skills development is optional
	Partnering > \$25 M	Training in partnering skills development is required



MEMORANDUM

August 28, 2014

TO: Department of Transportation Board of Directors,
Construction Working Group
FROM: Rudy Malfabon, P.E., Director
SUBJECT: September 8, 2014 Construction Working Group Meeting

Item # 9. Report on NDOT's Participation with AASHTO's Subcommittee on Construction – Informational Item Only.

Summary:

The purpose of this item is to provide to the Construction Working Group a report on NDOT's participation with AASHTO's Subcommittee on Construction (SOC) and our participation in the recent 2014 annual meeting.

Background:

The mission of the SOC is to be a national voice and leading source of guidance for transportation construction. Its vision is to advance efforts to improve safety in work zones, improve customer service and collaboration, promote quality, advocate for environmentally responsible construction projects, encourage technology driven improvements to business practices, develop and empower our work force to be successful, promote best practices for contract administration and utilize construction efficiency and cost effectiveness. The SOC is comprised on 51 voting members from all 50 states and the District of Columbia and non-voting members representing AASHTO, FHWA, British Columbia, Ontario, Turnpike Authorities in New Jersey and Pennsylvania and the New York State Bridge Authority.

The current Chair of the SOC is Malcolm Doughetry, Director of CALTRANS. David Hoyne, Director of Construction and Materials for the Vermont Agency of Transportation is Vice Chair. The SOC is comprised of five Technical Sections as shown below:

- Environment & Human Resources Jeff Shapiro, Nevada, Chair
Rob Wight, Utah, Vice Chair
- Computers & Technology Emanuel Banks, Arkansas, Chair
Don Greuel, Wisconsin, Vice Chair
- Roadways & Structures Marc Mastronardi, Georgia, Co-Chair
Dave Ahlvers, Missouri, Co-Chair
Rob Stott, CALTRANS, Vice Chair
Kevin Christensen, Montana, Vice Chair

- Contract Administration
- Research

Brenda O'Brien, Michigan
Lewis Cannon, Connecticut, Vice Chair
Andy Long, Wyoming, Vice Chair
Jeff Carpenter, Washington, Chair

The SOC Officers and Technical Sections meet regularly via monthly teleconferences to discuss issues and trends in transportation construction, Section annual work plans and identify best practices from member states. Nevada currently serves as Chair of the Environment and Human Resources (E&HR) Section. The E&HR also serves as the SOC's representative for AASHTO's Center for Environmental Excellence and maintains contacts with the Washington DC offices of OSHA, AGC and ARTBA on training and safety issues. The SOC also meets each year, typically in the second week of August, to discuss in person the findings and results of the past annual work plans and to develop work plans for the upcoming year. The 2014 annual meeting was held in Portsmouth, New Hampshire. Upcoming annual meetings are scheduled for Arkansas (Little Rock -2015), Wyoming (2016) and Ohio (2017)

Additional information can be found in the attachments or at the internet link shown below.

<http://construction.transportation.org/Pages/default.aspx>

Analysis:

Not applicable to the subject matter at this time. Informational item only.

List of Attachments:

Attachment A: SOC Strategic Plan
Attachment B.1: 2014 Annual Meeting Agenda
Attachment B.2: 2014 State Discussion Topics
Attachment C: Past Annual Meeting Agendas

Recommendation for Board Action:

Informational item only.

Prepared by:

Jeff Shapiro, Chief Construction Engineer

Strategic Plan for the AASHTO Subcommittee on Construction

Mission

The AASHTO Subcommittee on Construction will continue to be the national voice and leading source of guidance for transportation construction.

Vision

The AASHTO Subcommittee on Construction will advance efforts to improve safety in work zones, improve customer service and collaboration, promote quality, advocate for environmentally responsible construction projects, encourage technology driven improvements to business practices, develop and empower our work force to be successful, promote best practices for the administration of all construction contracts and utilize construction efficiency and cost effectiveness.

Goal #1

Improve the timely delivery of projects to meet specific on-time and on-budget goals

- Foster innovative contracting methods.
- Promote consistency and standardization of materials and design details locally and regionally.
- Promote the use of technology that will allow transparency of our work for our customers.
- Develop and promote performance metrics.

Goal #2

Promote and advance a national leadership role.

- Continue as the national resource for industry to consult when considering strategic business decisions.
- Maintain a web based clearinghouse of current and relevant information.
- Enhance the relationship between the owner and industry.
- Continue as the champion for construction management standards, policies, procedures and best practices.
- Practice and advocate for partnerships and collaborations.

Goal #3

Advance the state of the transportation construction industry.

- Promote and support the regional and national peer exchanges.
- Develop and promote the use of performance-based contract specifications.
- Promote best practices for sustainable construction and environmental stewardship to include recycling and reducing our carbon footprint.
- Identify the need for and deliver technical and policy information on construction related topics.
- Develop, promote, and implement research in new technologies.
- Support accelerated construction initiatives with construction expertise.
- Develop a platform to prepare the workforce of tomorrow.

Goal #4

Improve the quality of the contract documents and the completed transportation asset.

- Develop tools for reviewers that focus on bid-ability and constructibility of contract documents.
- Promote collaborative design and plan development.
- Learn from the expertise in industry which factors influence quality and share this knowledge.
- Develop e-learning tools to support complete, clear, and concise contract documents.
- Provide feedback to the project design team regarding lessons learned (e.g. change orders, claims, and changes in quantities).

Goal #5

Improve the safety of the work zone for the travelling public and the workforce

- Identify and share improvements to work zone safety practices.
- Promote training and awareness of safety hazards and risks in construction.
- Promote the adoption and implementation of work zone mobility concepts during the design phase.

Goal #6

Foster collaboration within AASHTO and with trade organizations and academia.

- Promote implementation of the subcommittee's strategic goals through active participation of the technical committees.
- Coordinate and collaborate with other AASHTO committees in the development of guidance, specifications, and procedures.
- Engage other AASHTO committees in the development and use of new technologies that result in efficiencies.
- Increase coordination with and provide feedback to and from all stakeholders.
- Support and promote attendance at training, workshops, and seminars.



AGENDA

**AASHTO Subcommittee on Construction
Annual Meeting August 10, – August 15, 2014
Sheraton Portsmouth Harborside Hotel
Portsmouth, New Hampshire
(Updated 7-24-14)**

Sunday, August 10

3:00 PM – 7:30 PM	Registration Desk Open	<i>Ballroom Lobby</i>
6:00 PM – 7:30 PM	Ice Breaker Reception	<i>Hotel Lobby</i>
7:30 PM – 8:30 PM	SOC Officer & Host State Member Meeting	<i>Wentworth Room</i>

Monday, August 11

7:00 AM – 5:00 PM	Registration Desk Open	<i>Ballroom Lobby</i>
7:00 AM – 8:30 AM	Breakfast	<i>Prescott Room</i>
8:00 AM – 9:30 AM	Opening Session	<i>Grand Ballroom</i>

Moderator – Malcolm Dougherty, Subcommittee Chair, CalTrans

- New Hampshire DOT Welcome – Christopher Clement, Commissioner
- AASHTO Welcome – Jim McDonnell, Program Director
- FHWA Welcome – Patrick Bauer, NH Division Administrator
- SOC Chair Welcome – Malcolm Dougherty, Director, CalTrans
- SOC Self Introductions – Subcommittee Members

9:30 AM – 9:45 AM	Break	<i>Harbor's Edge Room</i>
9:45 AM – 11:30 AM	General Session	<i>Grand Ballroom</i>

Moderator – David Hoyne, Subcommittee Vice Chair, VAOT

Key Note Address – Connecting Generations & Bridging Communities; The story of the Memorial Bridge River crossing between Portsmouth, NH and Kittery ME. – Jennifer Zorn, Public Outreach Coordinator, McFarland Johnson

- **AGC-ARTBA-NAPA; Work Zone Safety - Joint Efforts to Protect Workers from 3rd Party Intrusions** – Lee Cole,

Oldcastle Materials; John Obr, Director, Construction Division,
Texas DOT

FHWA Update – Butch Wlaschin, Director, Office of Asset Management, Pavements and Construction, Federal Highway Administration

11:30 AM – 12:00 PM	State Discussion Topics Moderator – David Hoyne, Subcommittee Vice Chair, Vermont AOT	<i>Grand Ballroom</i>
12:00 PM – 1:15 PM	Lunch	<i>Prescott Room and Harbor’s Edge Room</i>
12:00 PM – 1:00 PM	Lunchtime Presentation	<i>Harbor’s Edge Room</i>
	<ul style="list-style-type: none"> • Finding Relevant Climate Data: Exploring Two New Informational Resources - Ellen Mecray, NOAA Regional Climate Services Director; Marina Schauffler, Climate Network Coordinator for the Gulf of Maine Council on the Marine Environment 	
1:15 PM – 3:00 PM	Section Group Meetings	
	<ul style="list-style-type: none"> • Environmental & Human Resources • Computers & Technology • Roadways & Structures • Contract Administration 	<i>Thaxter Room</i> <i>Gardner Room</i> <i>Lear Room</i> <i>Amphitheater</i>
3:00 PM – 3:15 PM	Break	<i>Harbor’s Edge Room</i>
3:15 PM – 4:00 PM	Section Group Meetings (continued)	
4:00 PM – 5:00 PM	Section Chair Reports	
5:00 PM	ADJOURN – DINNER ON YOUR OWN	
5:00 PM – 6:00 PM	Pooled Fund Research Project Meeting Dr. Keith Molenaar, University of Colorado	<i>Lear Room</i>

Tuesday, August 12

6:30 AM – 8:00 AM	Research Subcommittee Meeting	<i>Wentworth Room</i>
7:00 AM – 5:00 PM	Registration Desk Open	<i>Ballroom Lobby</i>
7:00 AM – 8:30 AM	Breakfast	<i>Prescott Room</i>
8:00 AM – 9:30 AM	Contract Administration Session Moderator – Brenda O’Brien, Section Chair, Michigan DOT	<i>Grand Ballroom</i>

- **Fraud Awareness** – Theodore L. Doherty, III, Special Agent in Charge – Region 1, U.S. Department of Transportation, Office of Inspector General – Investigations
- **Performance Based Construction Prequalification Project** – Richard Duval, Construction Research Engineer, FHWA

9:30 AM – 9:45 AM	Break	<i>Harbor’s Edge Room</i>
9:45 AM – 11:30 AM	Contract Administration Session (continued)	
	<ul style="list-style-type: none"> • Contractor Liability; “Who is Best Able to Absorb Risk?” – Don Gillis, Walsh Construction; Glenn Cairns, George R. Cairns & Sons Inc. • Substantial Completion; “The Haze at the End of the Tunnel” – Scott Lowe, Principal, Trauner Consulting Services, Inc. 	
11:30 AM – 11:45 PM	AASHTOWARE Update	– Jim Johnson, AASHTO <i>Grand Ballroom</i>
11:45 AM – 12:00 PM	SOC Chair Discussion Topics	<i>Grand Ballroom</i>
	Moderator – Malcolm Dougherty, Subcommittee Chair, CalTrans	
12:00 PM – 1:30 PM	Lunch	<i>Prescott Room and Harbor’s Edge Room</i>
12:45 PM – 1:30 PM	Portsmouth Historic Guided Walk Tour	<i>Downtown</i>
1:30 PM – 3:00 PM	Roadways & Structures Session	<i>Grand Ballroom</i>
	Moderator – Mark Mastronardi, Section Chair, Georgia DOT	
	<ul style="list-style-type: none"> • I-5 Emergency Bridge Reconstruction – Jeff Carpenter, Director, Construction Division, Washington DOT • Colorado Flooding Experience (Operations Manual) – Miranda Lange, Area Engineer, Colorado DOT 	
3:00 PM – 3:15 PM	Break	<i>Harbor’s Edge Room</i>
3:15 PM – 4:45 PM	Roadways & Structures Session (continued)	
	<ul style="list-style-type: none"> • Recycling of Asphalt Pavements – Kent Hansen, National Asphalt Paving Association • Rap Usage in Recycled Pavements – Jo Sias Daniel. Ph.D., P.E., Associate Professor of Civil Engineering, UNH 	
4:45 PM – 5:00 PM	State Discussion Topics	<i>Grand Ballroom</i>
	Moderator – David Hoyne, Subcommittee Vice Chair, Vermont AOT	

6:00 PM – 10:00 PM **Dinner Cruise to the Isles of Shoals** *Isle of Shoals Cruises*

Wednesday, August 13

7:00 AM – 5:00 PM Registration Desk Open *Ballroom Lobby*

7:00 AM – 8:30 AM Breakfast *Prescott Room*

8:00 AM – 9:00 AM **Research Subcommittee Session** *Grand Ballroom*

Moderator – Jeff Carpenter, Section Chair, Washington DOT

- **SHRP2 Implementation Update** – David Reynaud, Senior Program Officer, NCHRP
- **NCHRP and TRB Studies Update** – David Reynaud, Senior Program Officer, NCHRP
- **UNH Engineering Research Program** – Charles Goodspeed, Ph.D., P.E., Associate Professor of Civil Engineering, UNH
- **Accelerated Bridge Construction; “Bunker Creek Bridge”** – Elizabeth Kinney, UNH Graduate Student

9:00 AM – 9:45 AM **Computers & Technology Session** *Grand Ballroom*

Moderator – Emanuel Banks, Section Chair, Arkansas HTD

- **FHWA Policies on Patented and Proprietary Products** – John Huyer, Contract Administration Engineer, FHWA; Christopher Tilley, Area Engineer, FHWA-NH Division

9:45 AM – 10:00 AM Break *Harbor’s Edge Room*

10:00 AM – 11:45 PM Computers & Technology Session (Continued)

- **Initial Post Travel Report: Domestic Scan 13-02 Advances in Civil Integrated Management (CIM)** – Charles Jahren, Ph.D., P.E., MBA, Assistant Chair of the Department of Civil, Construction & Environmental Engineering, Iowa State University
- **Intelligent Compaction; Current State of Practice** – Antonio Nieves, Construction Engineer, FHWA
- **3D Engineered Models for Construction, A Panel discussion – Panel representing the DOT designer, DOT construction, DOT Surveyor and a contractor** – Ryan Forrestel, Cold Springs

Construction; Emanuel Banks, Arkansas HTD; Joe Squire, State Construction & Materials Engineer, Oregon DOT; Brett Dean, Survey Coordinator for Construction, NY DOT; David Unkefer, Construction and Project Management Engineer, FHWA

11:45 AM – 12:00 PM	State Discussion Topics Moderator – David Hoyne, Subcommittee Vice Chair, Vermont AOT	<i>Grand Ballroom</i>
12:00 PM – 1:30 PM	Lunch	<i>Prescott Room and Harbor’s Edge Room</i>
12:45 PM – 1:30 PM	Portsmouth Historic Walk - Guided Tour	<i>Downtown</i>
1:30 PM – 5:00 PM	Technical Tour – Memorial Bridge Reconstruction	
	Designer/Contractor/Owner Discussion	<i>Grand Ballroom</i>
	Moderator: Nickie Hunter , District Construction Engineer, NHDOT Ted Zoli, National Chief Bridge Engineer, HNTB Stephen DelGrosso, Sr. Project Manager, Archer Western Contractors David Rogowski, Principal, Genesis Structures	
3:00 PM – 3:30 PM	Break and Walk to Memorial Bridge	<i>Harbor’s Edge Room</i>
3:30 PM – 5:00 PM	Memorial Bridge Site Visit	<i>On-Site</i>
5:00 PM	ADJOURN – DINNER ON YOUR OWN	
7:00 PM	Optional Concert at Prescott Park (Adjacent to Memorial Bridge)	
9:00 PM (Dusk)	Memorial Bridge Lighting Showcase	<i>Prescott Park</i>

Thursday, August 14

7:00 AM – 5:00 PM	Registration Desk Open	<i>Ballroom Lobby</i>
7:00 AM – 8:30 AM	Breakfast	<i>Prescott Room</i>
8:00 AM – 9:30 AM	Environmental & Human Resources Session	

Moderator – Jeff Shapiro, Section Chair, Nevada DOT

- **TxDOT Safety Culture: Mission Zero** – Jerral Wyer, Director, Occupational Safety Division, Texas DOT; John Obr, Director, Construction Division, Texas DOT
- **Positive Barrier Protection** - Robert Wight, Director of Construction and Materials, Utah DOT

9:30 AM – 9:45 AM	Break	<i>Harbor’s Edge Room</i>
9:45 AM – 11:45 AM	Environmental & Human Resources Session (continued)	
	<ul style="list-style-type: none"> • Transportation Curriculum Coordination Council Update – Mark Chaput, Deputy Director, Field Services Bureau, Michigan DOT • Knowledge Transfer; HQ-District - Mark Chaput, Deputy Director, Field Services Bureau, Michigan DOT; John Obr, Director, Construction Division, Texas DOT • I-93 Water Quality and Storm Water Management – Ron Crickard, Chief, Project Management Section, NHDOT; Jay Levine, I-93 Corridor Supervisor, NHDOT • AASHTO Center for Environmental Excellence; “Extreme Weather Events and Construction” – Michael Meyer, Parsons Brinkerhoff 	
11:45 AM – 12:00 PM	State Discussion Topics Moderator – David Hoyne, Subcommittee Vice Chair, Vermont AOT	<i>Grand Ballroom</i>
12:00 PM – 1:15 PM	Lunch	<i>Prescott Room and Harbor’s Edge Room</i>
1:15 PM – 3:00 PM	Section Group Meetings	
	<ul style="list-style-type: none"> • Environmental & Human Resources • Computers & Technology • Roadways & Structures • Contract Administration 	<i>Thaxter Room</i> <i>Gardner Room</i> <i>Lear Room</i> <i>Amphitheater</i>
3:00 PM – 3:15 PM	Break	<i>Harbor’s Edge Room</i>
3:15 PM – 5:00 PM	Closing Session SOC Business Meeting	<i>Grand Ballroom</i>
6:00 PM – 11:00 PM	Closing Business Meeting and Dinner Banquet	<i>Wentworth by the Sea</i>

Friday, August 15

7:00 AM – 8:00 AM	Continental Breakfast (Research Subcommittee)	<i>Lear Room</i>
8:00 AM – 12:00 PM	Research Subcommittee Meeting	<i>Lear Room</i>

2014 AASHTO Subcommittee on Construction State Discussion Topics

AASHTO Guide Specifications for Highway Construction – 2008

(David Hoynes – SOC Vice Chair) One of the responsibilities for the AASHTO SOC is to update the Guide Specifications, which were last updated in 2008. A discussion of the future of the Guide Specs and a plan for going forward needs to be established (please refer to the “Draft Scope of Work” provided in your registration packet).

Project Scheduling and Staging

(Scott Lowe - Trauner) It is not a best practice to automatically reject schedules because a contractor shows the scheduled work finishing earlier than the contract completion date. There need to be more compelling reasons (the schedule is unreasonable, the schedule does not comply with the contract phasing or staging plan, the schedule does not comply with applicable permit restrictions, etc.). Do you agree or disagree with this statement and why?

A project schedule update that shows the project finishing later than the contract date should be rejected immediately. Do you agree or disagree and why?

Related to this, it is more important for the contractor to revise the project schedule when preparing the monthly schedule update to show the actual planned sequence of construction than it is to get these revisions approved by the agency before the schedule is submitted. Do you agree or disagree with this statement and why?

The schedule is a contract document, not a project management tool. Do you think that if one of these statements is true, the other must also be true? Why or why not?

Should owner’s mandate that delays be evaluated using a time impact analysis method? Why or why not?

Is there a trend across the country where contractors bid on a project, and immediately propose to build it in a different manner either through a VE request or just a proposal to the DOT? Seems like more and more, the contractors have no intent to build the project as it is designed.

What tools are states using to deal with this?

- Design Build
- Alternative Technical Concept
- Lump sum MOT with no MOT design and just traffic restrictions and target dates

Pipe Construction and Inspection

(Brenda O’Brian - Michigan DOT) MDOT would like to know what other states are doing related to waiting for placement of paving surfaces (HMA and Concrete) over pipe installation areas. Do they have a time frame before paving can take place? If so, how long? Is there any basis for the established time?

Steel ribbed high density pipe (SRHDP) – Is anyone using this as an alternative? If so, what are people doing for acceptance, including water tight joint testing?

(Paul Metcalf – NHDOT) Are other states performing video inspection of drainage pipes to verify the quality of pipe installation? How long after the pipe has been backfilled before the video inspection can take place? Is the height of the fill limited until after video inspection can be performed? What kind of repairs are being allowed vs. replacing damaged pipe?

Pavement Construction/Rehabilitation

(Brenda O'Brian - Michigan DOT) For those states that use crushed concrete as a base material, how are you addressing the suspended solids and high pH issues with the effluent?

Do other states perform project level asphalt binder acceptance or do they use a certification process. If project level, what is the rate of testing?

What would be the short term consequences and long term effects on performance of concrete pavements when the pavement structure was used as a construction haul road prior to paving. This is with respect to potential breakdown of the base layer and also rutting of the subgrade, which would inhibit lateral drainage of water at the subbase/subgrade interface. Do states require the entire pavement structure to be reconstructed in the event of rutting. Michigan requires it be rebuilt.

Regarding Alternate Pavement Bidding (APB) –

- How many states are regularly using APB?
- Do they use an adjustment factor to account for different expected life of the pavement structure?
- How do they ensure the life cycle cost comparison is equal between the pavement alternatives; design, payment of initiatives, equal maintenance of traffic, etc.?

(Scott Bickford – Maine DOT) Are there common paving issues within the state? Common issues between states?

What HMA recycling practices are being used? How successful?

(Steve Glines – NHDOT) The NHDOT is currently doing several Cold-In-Place or PM Rap type projects as a pavement rehabilitation treatment on both Interstate and secondary highways. In most cases, the use of DOT supplied RAP is very cost effective as the Department salvages this material from other projects whenever possible. Are other states constructing these PM Rap type projects? Are they cost effective? Do they carry the load without rutting? Do they prevent transverse cracking? Is stone added? Is cement added? Are there any negative results?

(Jonathan Ledger – Del DOT) Are other States having any issues with longitudinal pavement joints on warm mix projects “opening up” requiring extensive joint sealing within a year or two of paving operations? We typically have been requiring our Contractors to seal the joints at their expense if the project has not yet been accepted. However, Contractors are beginning to make an argument that the problem is due to the nature of the warm mix material.

Asphalt Rubber Gap Graded (ARGG) Hot Bituminous Pavement

(Jim Bowles – NHDOT) Has anyone had complaints of excessive fumes and associated illness? In addition to minimum temperatures for compaction, do any states have maximum temperatures associated with reducing the fumes? What, if any, Warm Mix Asphalt additives have been used to lower temperatures in ARGG pavements?

Concrete Scaling

(Jonathan Ledger – Del DOT) Are other States experiencing concrete surface scaling problems with new sidewalk construction after one or two winters? We have experienced recent widespread concrete scaling and are requiring Contractors to either make repairs, or take a reduction in payment for the sidewalk product. DeIDOT is stating that this is due to the Contractors' means and methods, while the Contractors are arguing that the widespread scaling is due to a combination of the extreme winter experienced in 2013-2014, the large number of freeze/thaw cycles experienced, and the Department's placement of salt product.

Contract Letting/Prequalification

(John Obr – Tex DOT) Bid Tabs software by Oman, for Project Engineer's Estimate. What states are utilizing this software? Have you seen a benefit in engineer's estimates prior to letting? Are you utilizing the software for pricing justifications for change orders to the contract?

Are any states utilizing safety record of the contractor in their prequal process? Are any states utilizing "quality of work" in their prequal process?

Are any states covering contractors with owner insurance coverage? We have been informed by the Hispanic Contractors Association of Texas that there are some DOTs that self-insure small contracts in order to make prequalification easier for smaller companies.

Field Computers and Electronic File Storage

(Tom Ravn – Minn DOT) Is anyone using off the shelf collaborative Contract Administration software such as E-Builder or Pro-cure for their projects? I know that Michigan is going 100% paperless in October using Projectwise; what are other states using to handle their project correspondence, contract changes, project submittals, etc.?

(Steve Glines – NHDOT) How do other states acquire laptops, tablets and smart phones for use by dot personnel? If contractor supplied (or privately owned), are there security issues with the transmission of data to and from a central construction management system?

(Tim Kell – Illinois DOT) How many states use SiteManager for construction documentation? How do you handle funding splits? Is Site manager also used for material inspection?

What are other states experiences with 3D modeling? Are the design files delivered to the contractor by the DOT? What format are these files in?

Ride quality

(John Obr – Tex DOT) Use of contractors test results, 23 CFR 637 Subpart B allows the use of contractor's test results for acceptance if, and only if, the contractor's test results are validated by random independent sampling and testing by the owner. (Colorado validates 25% of projects, Illinois validates 10% of projects, Iowa & Nebraska validates all projects but only 10% of each project, Missouri validates all projects but only 10% of each lane, Louisiana & Minnesota unspecified validation frequency "as needed", Wisconsin validates at unspecified percentage but assures that each profiler is validated every year)

DBE Requirements/Payrolls/FHWA Oversight

(George Raymond – Oklahoma DOT) Would like to hear from FHWA what the intentions are for the changes to their monitoring of oversight projects to the projects of division interest (PoDI) and compliance assessment program (CAP) reviews. There is confusion here about the implementation of that new system.

How states address compliance with Davis Bacon requirements; specifically, the level of review of the certified payrolls and the frequency of interviews conducted on workers at the project site.

(Andy Long – Wyoming DOT) How are other states handling PEO's (Professional Employer Organizations) when it comes to payroll submittals, wage grievances, etc?

Audit

(Dennis Herrick – NHDOT) What percentage of your projects get audited? When does this happen (during/after construction, both?)

Design Build Contracts

(David Hoynes – VAOT) With respect to Design Build Contracts, what language do states have in their contracts dealing with changes to key personnel of the design build team? Is it allowed under extraordinary circumstances, are there incentive and corresponding disincentives to keep the team together? Are States seeing a lot of turnover of key personnel?

(Shailendra Patel – VDOT) Would like to know what tools or processes are used by other states for estimating design-build projects?

(Andy Long – Wyoming DOT) How do states pay for railroad flagging on construction contracts (Design Bid Build)? Is it a bid item, if so is the hourly price fixed?

(Bill Cass – NHDOT) On Design Build contracts is the DBE info submitted/required at time of the bids?

Materials and Material Shortages

(John Obr – Tex DOT) Are other states experiencing shortages (aggregate, concrete) and trucking availability? Energy sector work is overshadowing our program with purchase of raw materials and need for haulers, other states experiences and what are they doing to work with contractors experiencing these shortages?

(David Hoyne – VAOT) Re-refined engine oil bottoms in asphalt; they are used to modify the low temperature range of performance graded binders. Do states allow REOB, prohibit REOB or do you know if you are getting REOB in your asphalts. IF you allow it, is there a restriction on the percent used?

Traffic Control

(Bill Cass – NHDOT) Do variable speed limit signs help make work zones safer?

(Nickie Hunter – NHDOT) Are other states using officers for added safety in their work zones? How are they being used? What kind of work zone training are they being required to take (to be in compliance with the CFR)?

Contract Administration

(Scott Bickford – Maine DOT) How are states checking the work when the contractor is utilizing machine control (GPS)?

(Shaun Flynn – NHDOT) How are other states adapting to the new stakeless technologies being used by contractors in roadway construction. Does your state have a specification that requires layout stakes to be used so inspectors can check the work or do you require access or use of a GPS rover? How is the adaptation going? Do states have any recommendations of how to make this transition?

(David Hoyne – VAOT) What do states consider in the calculation of LD's? Is it only the cost of construction inspection or do you add in user costs or other items. This is for design bid build project and separate from A +B bidding or incentive/disincentive. I am only speaking about the table in the 100 section of the specification book.

(Nickie Hunter – NHDOT) Are any states mandating more formal QC requirements for inspection by the contractor on their projects (regardless of procurement method) prior to Quality Acceptance inspection being done by the Owner or Owner's rep? Has anyone seen a successful example of a contractor doing good QC inspection (i.e. qualified QC staff separate from production staff) without assistance from the Owner?

Guard Rail

(Jeff Benefield ALDOT) Alabama would like to know how many states specify a maximum length of cable run (i.e., max anchor spacing) for their cable barrier projects? For states that do not specify this length, do they leave the anchor spacing up to the Contractor or manufacturer?

detroit

August 11-16, 2013

AASHTO's Subcommittee on Construction ANNUAL MEETING AGENDA WITH PRESENTATIONS

Westin Book Cadillac Hotel
1114 Washington Boulevard, Detroit, MI

Sunday, August 11

- 3:00 p.m. – 7:30 p.m. . . . Registration Desk Open
4th Floor, Foyer
- 6:00 p.m. – 7:30 p.m. . . . Ice Breaker Reception
4th Floor, Venetian Prefunction Area
- 7:30 p.m. – 8:30 p.m. . . . SOC Officer and Host-State Member Meeting
3rd Floor, Washington Boardroom

Monday, August 12

- 7:00 a.m. – 5:00 p.m. . . . Registration Desk Open
4th Floor, Foyer
- 7:00 a.m. – 8:30 a.m. . . . Breakfast Buffet
4th Floor, Crystal Ballroom
- 8:00 a.m. – 9:30 a.m. . . . Opening Session
4th Floor, Venetian Ballroom

Moderator – *Michael Lewis, Subcommittee Chair, Rhode Island DOT*

Michigan DOT Welcome – *Kirk Steudle, Director, Michigan DOT*

AASHTO Welcome – *Jim McDonnell, Program Director for Engineering, AASHTO*

FHWA Welcome – *Russell Jorgenson, Division Administrator, FHWA – Michigan*

SOC Chair Welcome – *Michael Lewis, Subcommittee Chair, Rhode Island DOT*

SOC Self-Introductions – *Subcommittee Members*

- 9:30 a.m. – 9:45 a.m. . . . Break
- 9:45 a.m. – 11:30 a.m. . . . General Session
4th Floor, Venetian Ballroom
- Moderator** – *David Hoyne, Subcommittee Vice-Chair, Vermont DOT*
- Key Note Address - Connected Vehicle Technology** – 1) [John McElroy, President, Blue Sky Productions and Host of Autoline](#); 2) [John Capp, Director, Electrical & Controls Systems Research and Active Safety Technology Strategic Lead General Motors Research & Development](#); 3) [Kirk Steudle, Director, Michigan DOT](#)
- FHWA Issues** – [Julius \(Butch\) Wlaschin, Director, Office of Asset Management, Pavements and Construction, FHWA](#)
- 11:30 a.m. – noon. State Discussion Topics
Moderator – *David Hoyne, Vice-Chair, Vermont DOT*
- Noon – 1:15 p.m. Lunch
4th Floor, Crystal Ballroom
- 1:15 p.m. – 3:00 p.m. . . . Section Group Meetings
- | | |
|---|------------------------------|
| Environmental and Human Resources | 3rd Floor, Founders Room B |
| Computers and Technology | 3rd Floor, Esquire Room |
| Roadways and Structures | 3rd Floor, Founders Room A |
| Contract Administration | 4th Floor, Venetian Ballroom |
- 3:00 p.m. – 3:15 p.m. . . . Break
- 3:15 p.m. – 4:00 p.m. . . . Section Group Meetings (continued)
- 4:00 p.m. – 5:00 p.m. . . . Section Chair Reports
4th Floor, Venetian Ballroom
- 5:00 p.m. Adjourn – Dinner on Your Own
- 5:30 p.m. – 6:30 p.m. . . . Project Progress Schedule Topics
4th Floor, Venetian Ballroom
Scott Lowe, Trauner Consulting Services, Inc.

Tuesday, August 13

- 6:30 a.m. – 8:00 a.m. . . . Research Subcommittee Meeting
3rd Floor, Washington Boardroom
- 7:00 a.m. – 5:00 p.m. . . . Registration Desk Open
4th Floor, Foyer
- 7:00 a.m. – 8:30 a.m. . . . Breakfast Buffet
4th Floor, Crystal Ballroom
- 8:00 a.m. – 9:30 a.m. . . . Contract Administration Session
4th Floor, Venetian Ballroom
- Moderator** – *Brenda O'Brien, Section Chair, Michigan DOT*
- Construction Manager-at-Risk Guidelines - NCHRP 10-85 Overview** – [Douglas D. Gransberg, Chair and Professor of Construction Engineering, Iowa State University](#)
- False Claims/Fraud Identification** – *Michelle McVicker, Special Agent-in-Charge, U.S. Department of Transportation, Office of the Inspector General, Chicago*
- 9:30 a.m. – 9:45 a.m. . . . Break
- 9:45 a.m. – 11:15 a.m. . . . Contract Administration Session (continued)
- Performance Measures for Construction Programs** – 1) [David Ahlvers, Missouri DOT](#); 2) [Mark Leja, Caltrans](#)
- Dispute Review Board Practices, Panel Discussion** – 1) [Eric Kerness, Dispute Resolution Board Foundation](#); 2) [David Sadler, Florida DOT](#); 3) [Gary Angles, Ohio DOT](#); 4) [John Householder, Kokosing Construction Company, Inc.](#)

- 11:15 a.m. – 11:30 a.m. . . . AASHTOWare Construction and Materials/SiteManager Update
[Jim Johnson, AASHTOWare Project Business Manager, AASHTO](#)
- 11:30 a.m. – 11:45 a.m. . . . Construction Peer Network Update
Frances J. Hood, P.E., Idaho TD; David Sadler, Florida DOT; Rob Wight, Utah DOT
- 11:45 a.m. – noon. . . . State Discussion Topics
Moderator – *David Hoyne, Vice-Chair, Vermont DOT*
- Noon – 1:15 p.m. Lunch
4th Floor, Crystal Ballroom
- 1:15 p.m. – 2:45 p.m. . . . Roadways and Structures Session
4th Floor, Venetian Ballroom
Moderator – *David Ahlvers, Section Chair, Missouri DOT*
[Zilwaukee Bridge Repair – Matt Chynoweth, Michigan DOT](#)
[I-75 Gateway Construction Project – Victor Judnic, HNTB](#)
- 2:45 p.m. – 3:00 p.m. . . . Break
- 3:00 p.m. – 4:30 p.m. . . . Roadways and Structures Session (continued)
[The Miami Tunnel – David Sadler, Florida DOT](#)
[Wacker Drive Reconstruction – Anthony Albert, TranSystems](#)
- 4:30 p.m. – 5:00 p.m. . . . State Discussion Topics
Moderator – *David Hoyne, Subcommittee Vice-Chair, Vermont DOT*
- 6:30 p.m. – 9:30 p.m. . . . The Henry Ford Museum Dinner

Wednesday, August 14

- 7:00 a.m. – 5:00 p.m. . . . Registration Desk Open
4th Floor, Foyer
- 7:00 a.m. – 8:30 a.m. . . . Breakfast Buffet
4th Floor, Crystal Ballroom
- 8:00 a.m. – 9:00 a.m. . . . Research Session
4th Floor, Venetian Ballroom
Moderator – *Jeff Carpenter, Section Chair, Washington DOT*
[SHRP2 Implementation Update – Michael Lewis, Rhode Island DOT](#)
[SHRP2 Solutions – Greta Smith, AASHTO](#)
[TCM Pooled Fund Project Delivery Selection Matrix – Keith Molenaar, Department Chair and Professor, University of Colorado Boulder](#)
[NCHRP Studies Update – Douglas D. Gransberg, Chair and Professor of Construction Engineering, Iowa State University](#)
[NCHRP 10-89 Update, “Best Practices Guidebook for Optimal Construction Inspection” – Dean M. Testa, P.E., DMT Enterprises](#)
- 9:00 a.m. – 9:45 a.m. . . . Computers and Technology Session
4th Floor, Venetian Ballroom
Moderator – *Emanuel Banks, Section Chair, Arkansas HTD*
Innovative Approaches to Improving Worker Safety – *Emmett Russell, National Work Zone Safety Information Clearinghouse*
- 9:45 a.m. – 10:00 a.m. . . . Break
- 10:00 a.m. – noon. . . . Computers and Technology Session (continued)
[Video Inspection and Laser Profiling for Pipes – Larry Ritchie, Florida DOT](#)
[e-Construction – Cliff Farr, Construction Field Services, Michigan DOT](#)
Electronic Data Usage by Construction Staff – 1) *Jim Daavettila, P.E., Brighton TSC Construction Engineer, Michigan DOT* and 2) [John Lobbestael, P.S., Land Surveying Manager, Michigan DOT](#)
Contractor Use of Electronic Data Before and After Letting – [Steve O'Mara, P.E., Vice President, Fisher Contracting Company](#)

- Noon – 12:30 p.m. Box Lunch (Buses leave at 12:30)
- 12:30 p.m. – 5:00 p.m. . . . Technical Tour – Ford Rouge Factory Tour
- 5:00 p.m. Adjourn – Dinner on Your Own

Thursday, August 15

- 7:00 a.m. – 5:00 p.m. . . . Registration Desk Open
4th Floor, Foyer
- 7:00 a.m. – 8:30 a.m. . . . Breakfast Buffet
4th Floor, Crystal Ballroom
- 8:00 a.m. – 9:30 a.m. . . . Environmental and Human Resources Session
4th Floor, Venetian Ballroom
 - Moderator** – *Mark Leja, Section Chair, Caltrans*
 - [Leading in Lean Times – Marie Venner, Venner Consulting](#)
 - Quantifying the Environmental Impacts of Pavements** – *Tom Harman, FHWA*
- 9:30 a.m. – 9:45 a.m. . . . Break
- 9:45 a.m. – 11:30 a.m. . . . Environmental and Human Resources Session (continued)
 - [Work Zone Safety Practices – Rob Wight, Utah DOT](#)
 - [Improving Worker Safety by Identifying and Reducing Fatigue on Projects with Accelerated Delivery Schedules – Thomas F. Sanguist, Research Scientist, Pacific Northwest National Laboratory](#)
 - [Training Survey and TCCC Update – Mark Chaput, Michigan DOT](#)
- 11:30 a.m. – noon. Subcommittee Chair Discussion Topics
4th Floor, Venetian Ballroom
 - Moderator** – *Michael Lewis, Subcommittee Chair, Rhode Island DOT*
- Noon – 1:15 p.m. Lunch
4th Floor, Crystal Ballroom
- 1:15 p.m. – 3:00 p.m. . . . Section Group Meetings
 - Environmental and Human Resources *3rd Floor, Founders Room B*
 - Computers and Technology *3rd Floor, Esquire Room*
 - Roadways and Structures *3rd Floor, Founders Room A*
 - Contract Administration *4th Floor, Venetian Ballroom*
- 3:00 p.m. – 3:15 p.m. . . . Break
- 3:15 p.m. – 5:00 p.m. . . . Closing Session
4th Floor, Venetian Ballroom
- 6:00 p.m. – 9:30 p.m. . . . Closing Business Meeting and Dinner
4th Floor, Crystal Ballroom

Friday, August 16

- 7:00 a.m. – 8:00 a.m. . . . Continental Breakfast (Research Subcommittee)
3rd Floor, Washington Boardroom
- 8:00 a.m. – noon Research Subcommittee Meeting
3rd Floor, Washington Boardroom

9/17/2012

AGENDA

AASHTO Subcommittee on Construction
Annual Meeting August 12, 2012 – August 16, 2012
PARC 55 Wyndham Union Square Hotel
San Francisco, California

Sunday, August 12

3:00 PM – 7:30 PM	<i>Rm: Market Street</i>	Registration Desk Open
6:00 PM – 7:30 PM	<i>Rm: Embarcadero</i>	Ice Breaker Reception
7:30 PM – 8:30 PM	<i>Rm: Ashbury</i>	SOC Officer & Host State Member Meeting

Monday, August 13

- 7:00 AM – 5:00 PM *Rm: Market Street* Registration Desk Open
- 7:00 AM – 8:30 AM *Rm: Market Street* Breakfast Buffet
- 8:00 AM – 9:30 AM *Rm: Embarcadero* [Opening Session: A Road to the Future](#)

Moderator – Michael Lewis, RIDOT, Chair
- Caltrans Welcome (Malcolm Dougherty, Director)
 - AASHTO Welcome (Jim McDonnell, Program Director, Engineering)
-Video address by Kirk Steudle, President of AASHTO
 - FHWA Welcome (Vince Mammano, Division Administrator, Ca. Div.)
 - SOC Chair Welcome (Michael Lewis, RIDOT)
 - SOC Self Introductions (Subcommittee Members)
- 9:30 AM – 9:45 AM *Rm: Market Street* Break
- 9:45 AM – 12:00 PM *Rm: Embarcadero* General Session
- Moderator Claude Oie, Nebraska Dept. of Roads, Subcommittee Vice-Chair
 - Key Note Speaker – [A Contractor's Perspective](#) – Jim Waltze, Griffith Company
 - FHWA Issues – Butch Wlaschin, FHWA
– Greg Nadeau, FHWA Deputy Administrator
 - State Topics – Construction Peer Network Regional Exchanges – David Hoyne, VT
– Brenda O'Brien, MI
- 12:00 PM – 1:15 PM *Rm: Market Street* Lunch – Provided
- 1:15 PM – 3:00 PM Section Group Meetings
- Contract Administration *Rm: Embarcadero*
 - Roadways & Structures *Rm: Divisadero*
 - Computers & Technology *Rm: Powell*
 - Environmental & Human Resources *Rm: Sutro*
- 3:00 PM – 3:15 PM *Rm: Market Street* Break
- 3:15 PM – 4:00 PM Section Group Meetings (continued)
- 4:00 PM – 5:00 PM *Rm: Embarcadero* Section Chair Reports
- 5:00 PM ADJOURN – DINNER ON YOUR OWN
- 5:00 PM – 7:00 PM Optional Plenary Sessions
- Equitable Risk Allocation on Transportation Construction Projects *Rm: Divisadero*
 - [Construction Quality and Inspection](#) *Rm: Powell*

Tuesday, August 14

- | | | |
|--------------------|--------------------------|--|
| 6:30 AM – 8:00 AM | <i>Rm: Powell</i> | Research Subcommittee |
| 7:00 AM – 8:30 AM | <i>Rm: Market Street</i> | Breakfast Buffet |
| 8:00 AM – 4:00 PM | <i>Rm: Market Street</i> | Information Desk Open |
| 8:00 AM – 9:30 AM | <i>Rm: Embarcadero</i> | Contract Administration Session
Moderator – Brenda O'Brien, Michigan DOT, Vice-Chair |
| | | <ul style="list-style-type: none"> • Claims / Home Office Overhead – Scott Lowe, Trauner Consulting Services • Technologies for Contract Administration/Source Documentation – Jason Gutting, Michigan DOT • Times are A-Changing – Jim Johnson, AASHTO |
| 9:30 AM – 9:45 AM | <i>Rm: Market Street</i> | Break |
| 9:45 AM – 12:00 PM | <i>Rm: Embarcadero</i> | Contract Administration Session (continued) |
| | | <ul style="list-style-type: none"> • Minnesota DOT's 2011 State Government Shutdown – Tom Ravn, MN DOT
– Mike Leegard, MN DOT • Caltrans Partnering Program – Mark Leja, Caltrans • Consultant Inspection / Administration Survey Results – Sue Darling, Kansas DOT |
| 12:00 PM – 1:15 PM | <i>Rm: Market Street</i> | Lunch |
| 1:15 PM – 3:00 PM | <i>Rm: Embarcadero</i> | Roadways & Structures Session
Moderator – David Ahlvers, MODOT, Chair |
| | | <ul style="list-style-type: none"> • San Francisco Oakland Bay Bridge – Bart Ney, Public Information Officer, Caltrans • Constructing Longitudinal Joints – Steve Cooper, FHWA, Pavement & Materials Eng. |
| 3:00 PM – 3:15 PM | <i>Rm: Market Street</i> | Break |
| 3:15 PM – 5:00 PM | | <ul style="list-style-type: none"> • Presidio Parkway – Dennis Turchon, Caltrans Construction Manager • Warm Mix Asphalt – Kent Hansen, Director of Eng., National Asphalt Paving Assoc. |
| 6:30 PM – 8:30 PM | | Bay Cruise and Dinner |

Wednesday, August 15

7:00 AM – 8:30 AM	<i>Rm: Market Street</i>	Breakfast Buffet
8:00 AM – 4:00 PM	<i>Rm: Market Street</i>	Information Desk Open
8:00 AM – 9:30 AM	<i>Rm: Embarcadero</i>	Research Session Moderator – John Smythe, Iowa DOT, Chair
		<ul style="list-style-type: none"> • SHRP 2 R 04 ABC Modular Bridge Design and Construction - Mike LaViolette, HNTB • SHRP 09 Guide for the Process of Managing Risk in Rapid Renewal Projects - Keith Molenaar • NCHRP Update – David Reynauld • SHRP 2 Renewal Program Update – James Bryant • SHRP 2 Implementation Plan – Kathleen Penney, CH2M Hill
9:30 AM – 9:45 AM	<i>Rm: Market Street</i>	Break
9:45 AM – 12:00 PM	<i>Rm: Embarcadero</i>	Computers & Technology Session Moderator – Emanuel Banks, AHTD, Chair
9:45 AM – 10:15 AM	<i>Rm: Embarcadero</i>	Intelligent Construction Systems & Technologies – Antonio Nieves Torres, FHWA Construction Team
10:15 AM – 10:45 AM	<i>Rm: Embarcadero</i>	Intelligent Compaction: Myths and Methods – Chuck Deahl, BOMAG America
10:45 AM – 11:15 AM	<i>Rm: Embarcadero</i>	State-of-the-art Technology for Evaluating Tire-Pavement Noise and Pavement Texture – Robert Otto Rasmussen, The Transtec Group, Inc.
11:15 AM – 12:00 PM	<i>Rm: Embarcadero</i>	Deploying Innovation to Modernize Highway Construction Inspection – Danny Kahler, Kahler Engineering
12:00 PM – 12:30 PM	<i>Rm: Market Street</i>	Box Lunch - provided
12:30 PM – 5:00 PM		Technical Tour of San Francisco Oakland Bay Bridge Project (Mark Leja, Caltrans)
5:00 PM		ADJOURN – DINNER ON YOUR OWN

Thursday, August 16

7:00 AM – 8:30 AM	<i>Rm: Market Street</i>	Breakfast Buffet
8:00 AM – 4:00 PM	<i>Rm: Market Street</i>	Information Desk Open
8:00 AM – 9:30 AM	<i>Rm: Embarcadero</i>	Environmental & Human Resources Session Moderator – Mark Leja, Caltrans, Chair
		<ul style="list-style-type: none"> • Extreme Weather Impacts on DOT's – Marie Venner, Venner Consulting • Using Mass Haul Diagrams for Storm Measures – Skip Powe, Alabama DOT • Law Enforcement in Work Zones – Jeff Carpenter, Washington DOT
9:30 AM – 9:45 AM	<i>Rm: Market Street</i>	Break
9:45 AM – 10:45 AM	<i>Rm: Embarcadero</i>	Environmental & Human Resources Session (continued)
		<ul style="list-style-type: none"> • Changing Demographics at DOT's – Mark Cacamis, Virginia DOT • Construction Inspection Roundtable – Fran Hood, Idaho Transportation Dept.
10:45 AM – 12:00 PM	<i>Rm: Embarcadero</i>	SOC Chair Discussion Topics Moderator – Michael Lewis, RIDOT, Subcommittee Chair
		<ul style="list-style-type: none"> • AASHTO – Why we exist – Michael Lewis • SOC Strategic Plan – David Hoyne • Questions from States – Claude Oie
12:00 PM – 1:15 PM	<i>Rm: Market Street</i>	Lunch- provided
1:15 PM – 3:00 PM		Section Group Meetings
		<ul style="list-style-type: none"> • Contract Administration <i>Rm: Embarcadero</i> • Roadways & Structures <i>Rm: Divisadero</i> • Computers & Technology <i>Rm: Powell</i> • Environmental & Human Resources <i>Rm: Sutro</i>
3:00 PM – 3:15 PM	<i>Rm: Market Street</i>	Break
3:15 PM – 4:00 PM	<i>Rm: Embarcadero</i>	Closing Session
4:00 PM – 5:00 PM	<i>Rm: Embarcadero</i>	SOC Business Meeting
6:00 PM – 9:30 PM	<i>Rm: Market Street</i>	Closing Banquet



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MEMORANDUM

August 28, 2014

TO: Department of Transportation Board of Directors,
Construction Working Group
FROM: Rudy Malfabon, P.E., Director
SUBJECT: September 8, 2014 Construction Working Group Meeting
Item # 10.A. Update on eDocumentation – Informational Item Only.

Summary:

The purpose of this item is to provide the Construction Working Group with an update of the implementation of AASHTO's FieldManager® electronic documentation system on NDOT construction contracts.

Background:

NDOT is in the process of implementing AASHTO's FieldManager® electronic documentation system to administer construction contracts. The goal of implementing an electronic documentation system is to increase efficiency in construction contract administration, reduce labor and material costs, reduce errors, provide more real time reporting capabilities, increase transparency and expedite project closeouts. When seeking approval to proceed, the Construction Division estimated an electronic system would save over \$900,000.000 annually in contract setup, pay estimate processing and project closeout costs.

Implementation of Field Manager® began on March 1, 2013 with a budget of \$422,800.00. The project is currently 91% complete with \$282,499.75 paid to date (as of July 31, 2014). The majority of the internal headquarters testing involving NDOT Construction, Accounting and Information Services Divisions and The Nevada State Controller's Office is complete. Remaining work involves finalizing procedure manuals, website and helpdesk, training field staff and field testing on several smaller pilot construction projects.

NDOT began field testing on actual construction projects May 5, 2014. We are currently field testing 7 projects statewide using lap top computers and iPads and have received value feedback from the end-user construction staff. NDOT is on track to go live with the system in October with new conventional bid-build contracts advertised after October 1, 2014 being administered with Field Manager®. NDOT Construction Administration Section Staff will be teaming with InfoTech to provide training to the District 1 field crews in November 2014. The other two Districts will receive training in the spring of 2015, prior to the Notice to Proceed of their contracts. NDOT's agreement with InfoTech's contract expires on December 31, 2014. A copy of the latest monthly status report is provided in Attachment A.

Key staff members from the Construction Division's Administration Section are also scheduled to attend the 2014 TCCE / TEA / PUG Conference hosted by the Vermont Agency of Transportation in September. This annual conference provides an excellent opportunity for NDOT staff to network and exchange ideas on best practices with peers and users from other State DOT's. Information on the conference is provided in Attachment B.

Analysis:

Not applicable to the subject matter at this time. Informational item only.

List of Attachments:

Attachment A: Monthly Status Report – July 2014

Attachment B: 2014 TCCE / TEA / PUG Conference

Recommendation for Board Action:

Informational item only.

Prepared by:

Megan Sizelove, Construction Engineering Services Manager

NDOT TRNS•PORT FIELDMANAGER IMPLEMENTATION MONTHLY STATUS REPORT – JULY 2014

Project Name/Number: InfoTech Project # 1629-001	Prepared by: Eric Erskine	Reporting Date: July 31, 2014
Customer: Nevada Department of Transportation (NDOT)	Contact Name: Ann Conlin, EDOC PM	Project Type (S/M/L): M
Business Unit: Trns•port Client Services	Project Manager: Eric Erskine	NDOT Project Sponsor: Jeffrey Shapiro

Status for the Period of: July - 2014
Modules Involved: Trns•port FieldManager
Brief Project Scope: Implement the Trns•port FieldManager software at Nevada DOT. This includes: All tasks related to the planning and the administration of the project; Initial installation of the FieldManager software in a test and production environment at NDOT; Design, build, and test interfaces and additional functionality; Completed software and documentation transitioned to operations to begin production; Inventory of system modification, Inventory of system interfaces, System integration testing; Training plan, generic training course materials, and onsite training class; <u>Project Start Date:</u> March 1, 2013 NOTE: The scope of this project does not include conversion design, specification, development and unit testing related to conversion.
Original Project End / Projected Project End: Original Project End Date: December 31, 2013 / Projected Project End: December 31, 2014

OVERALL PROJECT STATUS

Project Status: Yellow Percent Complete: 91.00%	=> By mutual agreement the schedule had been extended. The Construction Admin division is planning on a Fall 2014 implementation. The extension will allow for preparation (and testing) of the procedures manuals, training materials and setup of the Field Manager Helpdesk.
--	---

Green = Project variances are under control and project will meet objectives.
Yellow = Project variances are under control but will lead to overrun in budget/scope/time.
Red = Project in jeopardy or in need of immediate assistance.

What Happened This Period:
<u>General</u>
1) System Integration testing <ul style="list-style-type: none"> a) NDOT continued unit, system, and Integration testing. b) NDOT is testing Mobile Inspector as part of their complex contract acceptance testing.
2) System Operating Procedures <ul style="list-style-type: none"> a) The NDOT team has been working on the Operating Procedures documents and has completed the DRAFT version of the documents. Procedures will be used during Pilot Projects with Districts and feedback will be incorporated into final documents prior to going implementation.

- 3) Production Planning
 - a) NDOT has created a complex contract for acceptance testing and testing is underway.
 - b) NDOT is underway with several pilot projects with field crews (at least one in each District). District one started in May and the others started in June . The pilots will completed by September.
- 4) Training
 - Agenda for on-site training August 5 & 6, 2014
 - 1st day will be to review and discuss the full training guide and PowerPoint presentation developed for NDOT for the training done in June 2013. We will run through the training curriculum (including exercises) and modify as necessary.
 - The 2nd day will consist of a Train-the-trainer class that will discuss specifics in how to conduct a training class.
- 5) Action Items Completed this period
 - a) Info Tech Items completed
 - Status Report
 - b) NDOT Items completed
 - Provided FieldManager and FieldBook training to field crews that are working with us on pilot projects.
 - Continue to work on manuals and solidifying procedures.

Notes and Alerts

None

Action Items

- 6) Info Tech Items:
 - a) Submit monthly status report within 5 working days of the following month
 - b) Determine why the initial FieldBook installation on Windows 7 laptops in Nevada is running slowly, hanging, and occasionally abending.
 - c) Checklist of items that transfer from FieldBuilder to FieldManager
- 7) NDOT Items:
 - a) Determine how NDOT wants contractors and consultants involved.
 - b) NDOT working on specification language requiring contractor to supply wi-fi to construction field office, if needed.
 - c) Test and confirm the Contract Closeout procedures
 - d) Meet with NDOT Records Division to determine how EDOC will impact current retention schedule and agree upon an acceptable file retention format.
 - e) Work with Districts to determine training needs based on projected work program.
 - f) Coordinate with Training Division on identifying adequate training facilities throughout the State.
 - g) Continue to work with and gather feedback from field crews that are running pilot projects.

Budget and/or Schedule Comments:

Original Budget \$: 301,050.00 fixed price plus 121,750 additional Time and Material as needed = \$ 422,800.00

Current Budget \$: 422,800

Billed Through July 31, 2014* \$: 282,499.75 (includes 21,549.75 for T & M)

*Disclaimer: The Project Cost data shown above are estimates based on the most recent project expenditure data available. As such, they have not been subjected to the review or reconciliation procedures normally applied to our accounting and invoicing data. These estimates are provided for project monitoring purposes only. Because the estimates are approximate, invoices may reflect different amounts.

Project is within project budget. Figures below reflect fixed price deliverables.

Selected Active Tasks (% complete) and comments:

- Task 1 - Planning and Administration **(100%)**
- Task 2 - Test and Production Technical Environments **(100%)**
- Task 3 - Proof of Concept and Detailed Functional Requirements **(100%)**
- Task 4 - Detail System Design **(100%)**
- Task 5 - System Development and Configuration **(100%)**
- Task 6 - System Integration Testing **(85%)**
 - System integration testing is underway and ongoing
- Task 7 - Documentation **(100%)**
 - Received approval from NDOT for the maintenance upgrade procedures document provided by Info Tech. This was the final document to complete this task and an invoice is being generated.
- Task 8 - System Operating Procedures **(85%)**
 - NDOT is working on user guides specific to their business practice. These documents are schedule to be complete in mid-May
- Task 9 - Training **(3%)**
 - Train-the-Trainer date August 5th & 6th
- Task 10 - Acceptance Testing (NDOT responsibility) **(60%)**
- Task 12 - Production System Implementation **(0%)**
- Task 13 - Post Implementation Evaluation and Review **(0%)**

Highlighted Project Risks and Constraints

- None identified at this time

Planned Activity for Next Period:

- Continued integration testing and System documentation. NDOT has decided to perform parallel testing on a single contract with each of the three Districts over the summer.

Upcoming Info Tech Travel/Visits

- Info Tech on-site training visit August 5th & 6th, 2014



**2014 TCCE/TEA/PUG Conferences
September 2, 2014 ~ September 12, 2014**

The Registration Website is now active!

Conference registration fees for the 2014 TCCE, TEA, & PUG conferences are as follows:

TCCE – Free of Charge

TEA – \$350.00

PUG – \$400.00

The above fees are for conference attendance only (see agenda). Attendees will be responsible for transportation to Vermont, any meals not included in the event(s), entertainment not included in the event(s), and incidentals.

You can register for one or all the events by following the link below:

<https://secure.vermont.gov/AOT/eventreg/>

Please register early!!!

We look forward to seeing you in Vermont!

Posted 5/27/14

2014 TCCE / TEA / PUG Master Schedule

2014 TCCE Begins				
Date	Start Time	End Time	Function	Location / Room
9/2/2014	(Tuesday)			
	12:00 PM	5:00 PM	TCCE Registration	Lobby
9/3/2014	(Wednesday)			
	8:00 AM	12:00 PM	TCCE Registration	Lobby
	---	8:00 AM	Breakfast	On Own
	8:00 AM	10:00 AM	TCCE Meeting	Atrium
			Welcome and Introductions (Chair – Lesly Tribelhorn, MT)	
			Committee Objective & Goals	
			Roundtable Discussions & Items of Interest	
			States' Top 3 Discussion	
			National Trends	
			AASHTO Inter-Committee Coordination	
			Report Back from 2014 Subcommittee on Design	
			Estimation TRT Update	
			FHWA National Cost Estimate Reviews Update (Edwin Okonkwo, FHWA)	
	10:00 AM	10:15 AM	Mid- Morning Break	Atrium
	10:15 AM	12:00 PM	Session 1	Atrium
			Budget Estimates & Bid Estimates (Lesly Tribelhorn)	
			State of Practice for Construction Project Cost Estimating: Objectives, Goals, Tools, & Strategies	
	12:00 AM	1:30 PM	Lunch	On Own
	1:30 PM	3:00 PM	Session 2	Atrium
			Planning the Funding and Expenditures	
			Cumulative Cash Flow Curves (Charles Nickel, LADOTD)	
			Project Pipelines (Ken Spear, WYDOT)	
	3:00 PM	3:15 PM	Mid-Afternoon Break	Atrium
	3:15 PM	5:00 PM	Session 3	Atrium
			Indexing	
			Update on FHWA Research Project: Index-Based	
			Cost Estimation with Accuracy and Precision Analysis by (Zongwei Tao - Weris, Inc. and Richard Duval of FHWA)	
			Construction Cost Indexing: More Uses, Methods, and Tools by (Charles Nickel)	
	5:00 PM	---	Dinner	On Own
9/4/2014	(Thursday)			
	---	8:00 AM	Breakfast	On Own
	8:00 AM	10:00 AM	Session 4	Atrium
			Cost Estimating Research (Lesly Tribelhorn)	
			Research Briefings	
			New research assignments	
			Discussion of SCOD input	
	10:00 AM	10:15 AM	Mid- Morning Break	Atrium

2014 TCCE Continues

Date	Start Time	End Time	Function	Location / Room
9/4/2014 (Thursday)	10:15 AM	12:00 PM	Session 5 Risk Workshop Recap of Atlanta Peer Exchange Tools and Strategies (Greg Davis - FLDOT and Jack Young - CalTrans)	Atrium
	12:00 AM	1:30 PM	Lunch	On Own
	1:30 PM	3:00 PM	Session 6 Life Cycle Cost Analysis (Alan Ellis, VTrans) Lessons Learned from Letting Emergency Projects (Jay Drye, WSDOT)	Atrium
	3:00 PM	3:15 PM	Mid-Afternoon Break	Atrium
	3:15 PM	5:00 PM	Session 7 Work Session (Break into Work Groups) Webpage Revisions (Melanie Douglas, AASHTO) Research Proposals (TBD) Draft Guidance for ER Projects (Jay Drye) SharePoint Maintenance (Lesly Tribelhorn)	Atrium
	6:30 PM	9:00 AM	TEA Reception	Atrium

2014 TEA Begins

Date	Start Time	End Time	Function	Location / Room
9/4/2014	(Thursday)			
	12:00 PM	5:00 PM	TEA Registration	Lobby
	6:00 PM	6:30 PM	TEA Board Meeting	Timber Room
	6:30 PM	9:00 PM	TEA Reception	Atrium
9/5/2014	(Friday)			
	7:00 AM	8:00 AM	Breakfast	Atrium
	8:00 AM	5:00 PM	Demo Room	Mansion Ballroom
	8:00 AM	8:45 AM	TEA Opening Meeting	Atrium
			<ul style="list-style-type: none"> • Opening of 2014 TEA - Alan Ellis, VT • Introduction of Officers • Roll Call of States / Introduction Attendees • Introduction of Vendors, Description of available demos • Welcome To Vermont - Kevin Marshia P.E. Deputy Chief Engineer, Highway Division 	
	8:45 AM	10:00 AM	• Constructability Reviews and the affect on Risk, Price, and Competition - Panel Discussion - Chris Wilson moderator	Atrium
	10:00 AM	10:15 AM	Mid- Morning Break	Atrium
	10:15 AM	11:15 PM	TEA Meeting	Atrium
			<ul style="list-style-type: none"> • Renegotiation of Highway Construction Contracts: An Economic Analysis of Change Orders issued by the Vermont Agency of Transportation Presentation by Rich Sicotte 	
	11:15 AM	12:00 PM	• Risk Contingency and Management Panel Discussion - Greg Davis	
	12:00 AM	1:30 PM	Lunch	Atrium
	1:30 PM	2:30 PM	TEA Meeting	Atrium
			<ul style="list-style-type: none"> • Data Sources and Procedures for Cost Based Estimating Panel Discussion - Moderators - Troy Patterson, and Mary Lacho • Officers TCCE Review - Lesly Tribelhorn • AASHTO Cost Estimation TRT Update - Melanie Douglass & Lesly Tribelhorn • Oman Systems Update - Brad Towe 	
2:30 PM	3:00 PM			
3:00 PM	3:15 PM	Mid-Afternoon Break	Atrium	
3:15 PM	5:00 PM	TEA Meeting	Atrium	
		<ul style="list-style-type: none"> • Contractor Panel John Walsh - Kubricky Construction Corporation Tim Parent - Parent Construction, Inc. Eric Boyden - J. A. McDonald, Inc. 		
6:30 PM	9:00 PM	TEA Banquet	Atrium	

2014 TEA Continues

Date	Start Time	End Time	Function	Location / Room
9/6/2014	(Saturday)			
	7:00 AM	8:00 AM	Breakfast	Atrium
	8:00 AM	5:00 PM	Demo Room	Mansion Ballroom
	8:00 AM	8:45 AM	TEA Meeting	Atrium
	8:45 AM	9:30 AM	<ul style="list-style-type: none"> • TEA Business Meeting - TEA Board • Preliminary Estimates and tools - Panel Discussion Moderator - Lesly Tribelhorn, Alan Ellis	
	9:30 AM	10:00 AM	<ul style="list-style-type: none"> • Estimate tracking through project life, Estimate Growth Control, Estimate Performance Measures, Bid vs. Build cost analysis Moderator - George Macdougall, Alan Ellis	
	10:00 AM	10:15 AM	Mid- Morning Break	Atrium
	10:15 AM	10:45 AM	TEA Meeting	Atrium
	10:45 AM	11:30 AM	<ul style="list-style-type: none"> • FHWA Bid Analysis, what is expected Mark Richter VT FHWA • Bid history estimating practices (updates frequency, estimating low use item, methods) Moderator - George Macdougall	
	11:30 AM	12:00 PM	• Demo Room Visits	
	12:00 AM	1:30 PM	Lunch	On Own
	1:30 PM	3:00 PM	TEA Meeting	Atrium
			<ul style="list-style-type: none"> • Negotiation Training for change orders & innovative Contracts Presentation / workshop Moderators Chris Wilson & John Henry	
	3:00 PM	3:15 PM	Mid-Afternoon Break	Atrium
	3:15 PM	4:00 PM	TEA Meeting	Atrium
			<ul style="list-style-type: none"> • CMGC - Lessons learned - ICE Presentation / Panel Discussion- Alan Ellis Moderator 	
	4:00 PM	5:00 PM	• Open discussion, General questions, Comments	
	5:00 PM	---	Dinner	On Own

2014 PUG Begins

Date	Start Time	End Time	Function	Location / Room
9/7/2014 (Sunday)	12:00 PM	5:00 PM	PUG Registration	Lobby
	6:00 PM	8:00 PM	PUG Primer	Atrium
			Introductions New Electronic Innovations - Cliff Farr, MI Fact or Fiction ~ You Decide - PUG Board	
9/8/2014 (Monday)	7:00 AM	8:00 AM	Breakfast	Atrium
	8:00 AM	12:00 PM	PUG Registration	Lobby
			Pending	Mansion Ballroom
	8:00 AM	10:00 AM	PUG Opening Meeting	Atrium
			<ul style="list-style-type: none"> • Opening of 2014 PUG - Janet Wasteneay • Welcome to Vermont - Brian Searles, VTrans Secretary • Introduction of Officers - Janet Wasteneay • Roll Call - Vonda Lane • Project Task Force Report - Todd Bergland 	
	10:00 AM	10:15 AM	Mid- Morning Break	Atrium
	10:15 AM	12:00 PM	PUG Meeting	Atrium
			"Back to the Basics" Each module represented – what the module does, what it’s for, what release is out, new functionality, how it fits into overall picture Each group represented – PUG Board, EUDs, SCOJD, T-&AA, PTF, AASHTO, TAGs, TRTs, Contractor – (who does what, terms, how to become part of a group) Mobile Inspector - Chad Schafer (ITI), Kevin Fox (MI), Brigitte Codling (VT), Bob Lewis (KY)	
	12:00 AM	1:30 PM	Lunch	On Own
	1:30 PM	3:00 PM	TAG Sessions	Mansion Salon I/II/III
			Civil Rights & Labor TAG Materials TAG AASHTOWare Project 3.00 training: Construction	
	3:00 PM	3:15 PM	Mid-Afternoon Break	Atrium
	3:15 PM	4:00 PM	TAG Sessions	Mansion Salon I/II/III
			Data Warehouse TAG Preconstruction TAG AASHTOWare Project 3.00 training: Construction (cont)	
	4:30 PM	5:00 PM	TAG Coordinator & Ass't / PUG Board Meeting	Boardroom
	6:00 PM	9:00 PM	PUG Reception	Atrium

PUG Continues

Date	Start Time	End Time	Function	Location / Room
9/9/2014	(Tuesday)			
	7:00 AM	8:00 AM	Breakfast	Atrium
			Pending	Demo Room
	8:00 AM	10:30 AM	PUG Meeting	Mansion Ballroom
			ITI Contractor's Report – Tom Rothrock & Teresa Ferguson	Atrium
			AECOM Contractor's Report – Sarah Edson	
			Web-based AASHTOWare Project Update – Monelle McKay	
			"The Good, the Bad, the Ugly, and the Beautiful" Panel	
			Discussion of AASHTOWare Project 3.0 Beta - led by Gina Merseal	
	11:00 AM	11:30 AM	Transportation to Burlington, VT	Lobby
	11:30 PM	1:00 PM	Lunch	On Own
	1:30 PM	3:00 PM	AASHTOWare Project 3.00 training: Multiple Functional Areas - Upon Request	Mansion Salon I/II/III
	1:00 PM	5:30 PM	All Group PUG Outing Burlington, VT	Off - Site
	5:30 PM	9:00 PM	Spirit of Ethan Allen Dinner Cruise	Lake Champlain
9/10/2014	(Wednesday)			
	7:00 AM	8:00 AM	Breakfast	Atrium
			Pending	Demo Room
	8:00 AM	10:00 AM	TAG Sessions	Mansion Ballroom
			Construction Management TAG	Mansion Salon I/II/III
			Information Technology TAG	
			AASHTOWare Project 3.00 training: Materials Training	
	10:00 AM	10:15 AM	Mid- Morning Break	Atrium
	10:15 AM	12:00 PM	TAG Sessions	Mansion Salon I/II/III
			Construction Management/Field Management/CRL TAGs - (joint meeting)	
			Contract Monitoring TAG	
			AASHTOWare Project 3.00 training: Estimation	
	12:00 PM	1:30 PM	Lunch	Atrium
	1:30 PM	3:00 PM	TAG Sessions	Mansion Salon I/II/III
			ConstructionManagement/FieldManagement/Materials TAGs - (joint meeting)	
			Contract Monitoring/Data Warehouse TAGs - (joint meeting)	
			AASHTOWare Project 3.00 training: Civil Rights & Labor and Preconstruction	
	3:00 PM	3:15 PM	Mid-Afternoon Break	Atrium
	3:15 PM	4:00 PM	TAG Sessions	Mansion Salon I/II/III
			Estimation TAG	
			AASHTOWare Project 3.00 training: Overview & Quick Tips	
	5:00 PM	---	Dinner	On Own

PUG Continues

Date	Start Time	End Time	Function	Location / Room
9/11/2014 (Thursday)	7:00 AM	8:00 AM	Breakfast	Atrium
		Pending	Demo Room	Mansion Ballroom
	8:00 AM	10:00 AM	PUG Meeting	Atrium
			Electronic/Digital Signatures - Danica Stovall-Taylor, MO	
			Totally Paperless Projects - Cliff Farr, MI	
			Preconstruction Implementation Process - Melissa Horne, MS	
	10:00 AM	10:15 AM	Mid- Morning Break	Atrium
	10:15 AM	11:30 AM	PUG Meeting	Atrium
			Stockpiles ~ The Florida Way - Steve Carter, FL	
			Hosted Services and AASHTOWare Project - Marty Provost, ITI	
			Web Implementation Tips & Tricks – Marty Provost, ITI	
	11:30 AM	12:00 PM	PUG Board/PUG User Reps/PTF Meeting	Atrium
	12:00 AM	1:30 PM	Lunch	On Own
	1:30 PM	3:00 PM	PUG Business Meeting	Atrium
	3:00 PM	3:15 PM	Mid-Afternoon Break	Atrium
	3:15 PM	5:00 PM	PUG Business Meeting (Cont.)	Atrium
	6:00 PM	9:00 PM	PUG Banquet w/ Asphalt Cowboys	Atrium



Paving the Way to Quality Transportation Software

PROJECT USERS GROUP

Documents

List Service

People

The Chair's Corner

The Modules

Events!

Special Committees

PRE-BALLOT ITEM INFORMATION (Cloverleaf User ID required)

Click to see [What's New!](#)

Links to the [TEA](#) and [Cloverleaf](#) web sites!

Viewers needed for this site: [Adobe Acrobat](#), [MS Excel Viewer](#), [MS Word Viewer](#)

PUG Objectives:

- To provide a forum for a unified voice to direct the course of AASHTOWare Projects, hereinafter called the products, or any products which may supersede these products.
- To provide cooperative technical support of the products.
- Provide input to the Product Management Task Force on product effectiveness, product deficiencies, and needed product enhancements.
- Define product training and support needs.
- Prioritize maintenance, enhancements, and support needs.
- Submit recommendations to the Product Management Task Force.

What's New?

- June 25, 2014: [2014 PUG Conference Website](#)
- May 2, 2013: [2013 PUG Conference Website](#)
- May 22, 2012: [2012 TUG Conference Website](#)
- Information about Trns.port releases is available in the [PTF](#) area.
- October 5, 2011: [2011 TUG](#) Conference Presentations.

[Back to Top](#)

For problems or questions regarding this web page contact [Webmaster](#), Nebraska Department of Roads.
Last updated: June 16, 2014.

AASHTO Trns-port Task Force (TTF) Information

- Seven member task force approved by AASHTO
 - Cross section of users from Trns-port community
 - Cross section of Trns-port experience
- Prepares product information for distribution to the AASHTO membership.
- Prepares, refines, and when approved by the Special Committee on Joint Development, implement a product marketing plan, including recommendation of appropriate fee schedules.
- Receive advice and recommendations from the users group. (TUG)
- Develop and recommend work plans for contracts for maintenance, enhancement, and support.
- Monitor and direct the product distribution activities and also contract compliance and progress.
- Review all contractor invoices and make recommendations on contractor payments.
- Recommend requests to proceed with project or product-related software development activities from AASHTOWare Contractors.
- In a nutshell, the TTF manages the development, maintenance, support, and all related activities of AASHTOWare Trns-port software.



Info Tech Information

- Info Tech is the official AASHTO contractor for the Trns-port product suite.
- Founded in 1977, Info Tech is currently headquartered in Gainesville, FL. The company also maintains three regional offices in Atlanta, GA, Austin, TX, and Frederick, MD. In addition, there are numerous Info Tech professionals working on-site with clients and transportation agencies across the United States and in Manila, Philippines.
- Nationally recognized company providing customer oriented, highly technical consulting, software development, implementation, systems integration, network communications services, and user training for state and local government highway transportation agencies.
- Info Tech's software products are installed in 38 state departments of transportation, several hundred cities and counties, and two foreign countries.

Updated October 2005

Sources for Information

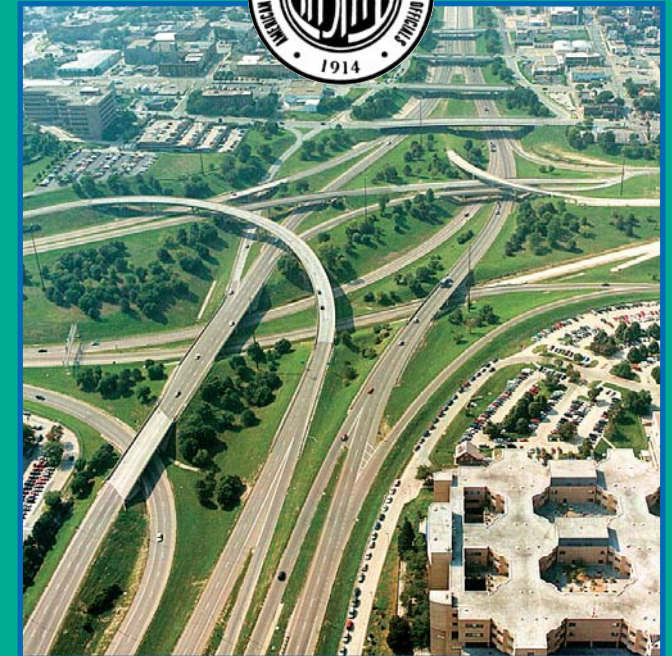
AASHTO	http://www.transportation.org/
AASHTOWare	http://www.aashtoware.org/
Federal Highway Administration	http://www.fhwa.dot.gov/
Info Tech	http://www.infotechfl.com/
Next Generation Trns-port Information	https://www.cloverleaf.net/ngt/
Next Generation Trns-port Message Board	https://www.cloverleaf.net/support/forum/
Trns-port Suite of Products Web Site	http://www.cloverleaf.net/
State Transportation Web Sites	http://www.fhwa.dot.gov/webstate.htm
Transportation Estimators Association	http://www.tea.cloverleaf.net/
Trns-port Users Group-Official Site	http://tug.cloverleaf.net/
USDOT Intelligent Transportation Systems	http://www.its.dot.gov/

Acronyms you might hear being thrown around

AASHTO	American Association of State Highway and Transportation Officials.
CIRT	Construction Issues Review Team. TUG subgroup created to help provide input on Trns-port Modification Requests.
JAD	Joint Application Development. A meeting of subject experts to help determine system or design requirements for software development.
LRWP	Trns-port Long-Range Work Plan (5 year).
MIRT	Materials Issues Review Team. Task Force subgroup created to help provide input on Trns-port Modification Requests.
MSE	Trns-port Maintenance, Support, and Enhancement Work Plan.
NGT	Next Generation Trns-port
SCOJD	AASHTO Special Committee on Joint Development. Manages all AASHTOWare product task forces.
TAG	Technical Advisory Group. TUG subgroup created to provide input to the TUG on issues associated to specific AASHTOWare Trns-port products.
TEA	Transportation Estimators Association
TMR	Trns-port Modification Request. Two types: 1.) Maintenance (TMR) requests correction of an error or unacceptable performance issue. 2.) Enhancement (TMR) requests change to software programs or documentation
TRT	Technical Review Team. Three to five member team appointed by Trns-port Task Force to assist in development of new product or enhancement.
TUG	Trns-port Users Group
TTF	Trns-port Task Force. AASHTO task force that manages all aspects of AASHTOWare Trns-port software.

Trns-port Users Group

Things You Should Know



Trns-port Users Group Information

The User Group began in 1986. In 1988, it was formally organized as the AASHTO BAMS Users Group, or the BUG. The name was changed to the Trns-port Users Group or TUG, in 1996 to reflect the AASHTOWare Trns-port® name. The people that comprise the TUG come together specifically to exchange ideas, discuss issues, and improve their overall capabilities using the AASHTOWare Trns-port suite of products. The TUG has a four-member Board of Directors that consist of a Chairperson, Vice Chairperson, Past Chairperson, and Secretary-Treasurer. To serve on the Board of Directors, you must be an official representative or appointed by an official representative of a member organization. The Vice Chair and the Secretary-Treasurer are elected at the annual users group meeting. The Chair is filled by advancement of the previous Vice Chair.



TUG Objectives:

- To provide a forum for a unified voice to direct the course of Trns•port, hereinafter called the products, or any products which may supersede these products.
- To provide cooperative technical support of the products.
- Provide input to the Product Management Task Force on product effectiveness, product deficiencies, and needed product enhancements.
- Define product training and support needs.
- Prioritize maintenance, enhancements, and support needs.
- Submit recommendations to the Product Management Task Force.

Representative's Objectives:

- Individually represent your participating members, departments, or licensed organizations interest in the product.
- Participate in discussions on product maintenance, enhancement or support needs.
 - Open Discussion - General session
 - Technical Advisory Group meetings - TAG's

Construction Management	To provide input to the Trns•port Users group on issues associated with SiteManager, SitePad, SiteXchange, and CAS.
Cost Estimation	Provide input to the Trns•port Users Group in issues associated with the Estimator and CES.
Contract Monitoring	Provide input to the Trns•port Users Group on issues associated with the BAMS/DSS.
Field Management	Provide input to the Trns•port Users Group on issues associated with the FieldManager suite of software.
Information Technology	To provide input to the Trns•port Users Group on technical issues relating to the enhancement and development of all the Trns•port modules.
Materials	Provide input to the Trns•port Users group on issues associated with the materials portion of SiteManager
Proposal through Award	Provide input to the Trns•port Users Group on issues associated with the PES, LAS, and the Expedite.

- Network with other members with Trns-port products to provide or receive advice on the product's effectiveness or deficiencies.
- ASK QUESTIONS.
- Remember to explore your surroundings and have an enjoyable experience.

AASHTO Information

Established by the State DOTs in 1914 to work toward common transportation goals.

Primary Functions:

- Advocate for transportation issues in Washington.
- Develop globally-recognized transportation engineering guides, standards, and software.
- Facilitate information-sharing between the Member Agencies through meetings, workshops, and the internet.





























AASHTO Structure:

- Governed by a Board of Directors
- CEO of each Full Member Agency
 - 50 State DOTs
 - District of Columbia DOT
 - Puerto Rico DOT
- Eleven Standing Committees
 - Modal Committees - Aviation, Highways, Public Transportation, Railroads, Water Transportation
 - Topic Oriented Committees - Administration, Environment, Planning, Quality, Research, Safety
- Over 200 committees with the AASHTO Structure
- Members are primarily State DOT representatives

Cooperative Software Development Program:

- AASHTO Program under which AASHTOWare is developed and managed.
- AASHTOWare is software developed, supported, and maintained through an economical, not-for-profit, pooled-fund process known as "AASHTO joint development."



 <input checked="" type="checkbox"/> Subject	Due Date	
 <input type="checkbox"/> Change order requests on the Kingsbury Job	Mon 9/8/2014	
 <input checked="" type="checkbox"/> Item 12: Discuss FSP self-performed costs	Mon 12/9/2013	
 <input checked="" type="checkbox"/> ITEM 11: Contract Change Orders	Mon 12/9/2013	
 <input type="checkbox"/> ITEM 5: FHWA DBE Process Review	Mon 11/11/2013	
 <input checked="" type="checkbox"/> ITEM 3: Distribute minutes of the RE Meeting	Mon 8/12/2013	
 <input checked="" type="checkbox"/> ITEM 6: Distribute RE Survey results	Mon 8/12/2013	
 <input checked="" type="checkbox"/> ITEM 1: Question to Dennis G. re: residency requirements	Mon 8/12/2013	
 <input checked="" type="checkbox"/> ITEM 2: Payments to primes on the web	Mon 8/12/2013	
 <input checked="" type="checkbox"/> ITEM 7: Monthly Contractor Pay	Mon 12/30/2013	
 <input checked="" type="checkbox"/> ITEM 8: Response to question on consultant audits	Mon 8/12/2013	
 <input checked="" type="checkbox"/> ITEM 4: Distribute the FHWA Program Review on Project Closeout and Inactive Funds Mana...	Mon 8/12/2013	
 <input checked="" type="checkbox"/> ITEM 9: Report on contract overpayments	Mon 8/12/2013	
 <input checked="" type="checkbox"/> ITEM 10: Distribute Civil Rights PPT	Mon 5/13/2013	

	<input checked="" type="checkbox"/> Subject	Due Date	
	<input type="checkbox"/> Item 01: NDOT DBE Process	Thu 4/30/2015	
	<input type="checkbox"/> Item 02: Change Order Requests on Kingsbury Crage CMAR (3564)	Fri 7/31/2015	
	<input type="checkbox"/> Item 03: Contractor Prequalification, Bidding and Contractor Litigation	None	
	<input type="checkbox"/> Item 04: Project Delivery Methods: Roles Project Management, Design, District and Constr...	None	
	<input type="checkbox"/> Item 05: NDOT Job Costing On projects in Litigation	Mon 12/15/2014	

Shapiro, Jeffrey M

Subject: Item 01: NDOT DBE Process
Start Date: Monday, May 13, 2013
Due Date: Thursday, April 30, 2015
Priority: High

Status: In Progress
Percent Complete: 75%

Total Work: 0 hours
Actual Work: 0 hours

Owner: Shapiro, Jeffrey M

Continuation from the FHWA's Process Review on DBE procedures

From Rick Nelson's CWG Task List (8/29/14)

December 2, 2013 – Yvonne Schumann (Civil Rights Officer) reports that we have been negotiating final recommendations with FHWA and the Final Report should be completed soon.

During the May CWG meeting Yvonne mentioned the FHWA conducted a process review of the DBE Good Faith Effort. CWG would like to review the Process Review once it is finalized.

New Tasks:

Shapiro, Jeffrey M

Subject: Item 02: Change Order Requests on Kingsbury Crage CMAR (3564)
Start Date: Monday, August 18, 2014
Due Date: Friday, July 31, 2015

Status: In Progress
Percent Complete: 25%

Total Work: 0 hours
Actual Work: 0 hours

Owner: Shapiro, Jeffrey M

Change Order 1: "Buy America" Clauses: Cost Change None ; Time Change None

Shapiro, Jeffrey M

Subject: Item 03: Contractor Prequalification, Bidding and Contractor Litigation

Status: Not Started

Percent Complete: 0%

Total Work: 0 hours

Actual Work: 0 hours

Owner: Shapiro, Jeffrey M

Shapiro, Jeffrey M

Subject: Item 04: Project Delivery Methods: Roles Project Management, Design, District and Construction Divisions

Status: Not Started

Percent Complete: 0%

Total Work: 0 hours

Actual Work: 0 hours

Owner: Shapiro, Jeffrey M

Shapiro, Jeffrey M

Subject: Item 05: NDOT Job Costing On projects in Litigation
Start Date: Monday, September 08, 2014
Due Date: Monday, December 15, 2014

Status: Not Started
Percent Complete: 0%

Total Work: 0 hours
Actual Work: 0 hours

Owner: Shapiro, Jeffrey M

Agenda
AGC / NDOT luncheon
AGC Las Vegas
150 N. Durango Dr.
Las Vegas, NV
(July 10, 2014)

1. Opening Remarks (Sean, Rudy, Tracy)
2. Introductions (all)
3. Federal funding update/ state funding update (Rudy)
4. 2015 Legislative Priority
 - a. A.B. 413 gas tax revenues
5. Projects (John)
 - a. NDOT
 - b. RTC
6. DBE/contract compliance (Tracy)
 - a. Goal current
 - b. Feds letter- withholding funds for non attainment of DBE goals
 - c. Documentation - GFE
 - d. CUF commercially useful function
 - e. Working with crews on peer exchange
7. Sanctions for non attainment of DBE
8. CWG reporting (Rick)
 - a. dispute resolution
 - b. contract close out
 - c. Streamline
 - d. Change specs - e.g. bonding instead of 2-3year plant establishment
9. Edocs
10. Contractor payments
11. Silver Book Update
12. Material Task Force Board (Reid)
 - a. hot drops
 - b. test reporting by NDOT
 - c. why do we have calendar based fixed design expiration
 - d. rap prices
13. Work Zone Safety Task Force (John)
14. Q & A

AGC/NDOT COMMITTEE
12:00 p.m., Friday, August 22, 2014
Peppermill Hotel – Naples 6 Room

AGENDA

1. Self-Introductions
2. Review minutes of previous meeting dated Friday, May 16, 2014.
3. Five Year Project List – John Terry
4. Maintenance Project List – John Terry
5. Closeout – Jeff Shapiro
6. Materials Working Group Update – Reid Kaiser
7. NDOT Financial Update – Rudy Malfabon
 - a. Highway Fund – Additional 2014/15 Projects – Rudy Malfabon
 - b. 2014 Fuel Tax Revenues – Rudy Malfabon
8. 2015 NDOT Bill Draft Requests – Rudy Malfabon
9. Project Neon Update – Rudy Malfabon
10. Partnering Update – Jeff Shapiro
 - a. Dispute Resolution Teams – Jeff Shapiro
11. DBE Goals and Program – Tracy Larkin-Thomason (tentatively) or Rudy Malfabon
12. NDOT Storm Water Requirements – John Terry
13. E-Docs – Jeff Shapiro
 - a. Contractor's Workshop – Jeff Shapiro
14. Silver Book Update – John Terry
15. Personnel Changes and Updates – Rudy Malfabon
16. Upcoming AGC Events
 - a. AGC Fall Golf Tournament – 7:30 a.m., Friday, September 12, 2014 – Wolf Run Golf Course
 - b. AGC Construction Leadership Council Truckee River Fishing Derby – Saturday, October 4, 2014
 - c. AGC 75th Anniversary Dinner – 6:00 p.m., Wednesday, October 29, 2014 - Eldorado
17. Other
18. Next meeting tentatively scheduled for 12:00 noon, Friday, October 24, 2014.

cc: Craig Holt, President
Will Hellickson, Chair
Mike Brown
Ross Brown
Chris Burke
Jack Byrom
Jim Cain
Daniel Caldwell
Mark Casey
Matt Cates
Jason Clack
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
Matt Gotta
Mike Grock
Kevin Hamilton
Buzz Harris
Tom Herschbach
George Jordy
Kyle Larkin

Dan LeBlanc
Verdie Legg
Kevin Linderman
Tom Massaro
Barry McKeegan
Royal Mortier
Doug Olsen
Jonathan Pease
Robert Perrine
Dan Peterson
Pam Pierce
Taylor Polan
Cale Pressey
Randi Reed
Mike Robinson
Brian Roll

Mike Rooley
Jeff Shapiro
Paul Shogren
Randi Shover
Lee Smithson
Art Sperber
Shawn St. Jacques
Jesse Steverman
Rich Stoltz
Gregg Sutton
Ray Taft
Brian Wacker
Dean Weitzel

AGC/NDOT COMMITTEE
12:00 p.m., Friday, May 16, 2014
AGC NAM Training Room-5400 Mill Street
DRAFT MINUTES

1. Meeting was called to order by committee Chair Will Hellickson at 12:00 noon and those present were asked to introduce themselves.
2. Motion was made, seconded and carried that the minutes of the previous meeting dated Friday, November 1, 2013 be approved and accepted as presented.
3. New Partnering Program Manager for NDOT Lisa Schettler was introduced by NDOT Director Rudy Malfabon. Mr. Malfabon briefly reviewed the background and experience of Lisa. Lisa was given the opportunity to say a few words about her plans for the program. She indicated she was excited and looking forward to helping the partnering program continue.
4. Jeff Shapiro reviewed the project list and spoke briefly about current funding levels and their impact on future projects. A three page list of projects by district was distributed and reviewed.
5. Mr. Shapiro also discussed the summary of contract closeouts and it progress continues to be made on closing out projects that been completed for some time. It was reported that very few projects pending for an extended period of time remain open.
6. Reed Kaiser gave a materials update and reported that the department had begun using intelligent compaction. Mr. Kaiser noted that warm mix is not being used by the department.
7. Director Rudy Malfabon reported on legislative priorities which included a primary seat belt law and legislation that would allow bonding for 30 years. Mr. Malfabon also indicated that current legislation defines two years as a current program and that the department would like to change that time to three years. The department is also promoting a change in legislation that would require drivers to move over a lane for emergency vehicles and maintenance operations.
8. Reviewed Freight Program that NDOT is promoting and was reported in the local newspaper the previous Sunday
9. Director Malfabon gave a report on the status of state and federal funding. It was reported that the bill promoted by Barbara Boxer to extend current highway funding. It was hoped in the agreement could be reached to pass the bill shortly. In the meantime, additional work is being put out to bid, but a failure to enact a federal funding bill would put considerable strain on the state funding resources. Fuel tax revenues have increased approximately 1% and \$26 million in the highway fund will be allocated to the DMV based on legislation passed in 2013.
10. Mr. Malfabon pointed out that FHWA is closely scrutinizing the utilization of DBE's on certain NDOT projects. Mr. Malfabon also noted that new legislation was passed in 2013, which requires the utilization of small business enterprises in certain instances and that the department will be closely watching to ensure compliance.
11. Jeff Shapiro updated on dispute resolution process and reported that the silver book now has the Dispute Resolution Board, which will focus on alternate dispute resolution similar to what has been done in other states. Reported that the e-documents have completed testing and will go live with a pilot project in the next few weeks.
12. Paul Frost reported on the update of the silver book which should be available to contractors shortly.
13. Reviewed upcoming AGC events and noted that the next meeting was tentatively scheduled for 12:00 noon Friday, August 22 in the NAM AGC training room.

AGC/NDOT COMMITTEE

12:00 p.m., Friday, May 16, 2014

Draft Minutes, Page 2

14. There being no further business meeting was adjourned at 1:29 p.m.

cc: Craig Holt, President
Will Hellickson, Chair
Chris Spross, Vice Chair
Mike Brown
Ross Brown
Chris Burke
Jack Byrom
Jim Cain
Daniel Caldwell
Mark Casey
Matt Cates
Jason Clack
Fred Courier
Marty Crew
Randy Cunningham
Bill Darnell

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

Kyle Larkin
Dan LeBlanc
Verdie Legg
Kevin Linderman
Tom Massaro
Barry McKeegan
Royal Mortier
Doug Olsen
Jonathan Pease
Robert Perrine
Dan Peterson
Pam Pierce
Taylor Polan
Cale Pressey
Randi Reed
Mike Robinson

Brian Roll
Mike Rooley
Jeff Shapiro
Paul Shogren
Randi Shover
Lee Smithson
Art Sperber
Shawn St. Jacques
Jesse Steverman
Rich Stoltz
Gregg Sutton
Ray Taft
Brian Wacker
Dean Weitzel

Upcoming NDOT Construction Projects - Revised August 20, 2014

County	Location & Description	Contract Range and Cost
Aug-14		
LY	Location: DAYTON VALLEY ROAD AT SUTRO ELEMENTARY SCHOOL IN DAYTON (OFF SYSTEM) Description: PURCHASE AND INSTALL RECTANGULAR RAPID FLASHING BEACONS (RRFB) PEDESTRIAN ACTIVATED WARNING LIGHT SYSTEMS AT (4) FOUR CROSSWALK LOCATIONS.	R2 \$10,000.01 to \$50,000
NY	Location: US 95 FROM 1.2 MILES NORTH OF FRCL 34 TO 0.9 MILES NORTH OF THE TRAILING EDGE OF I-1075. MP CL 120.68 TO 132.14 AND NY 0.00 TO 6.86 Description: 3" COLD MILL, 3" PLANTMIX BITUMINOUS SURFACE WITH A 3/4" OPEN GRADED WEARING COURSE AND SLOPE FLATTENING	R33 \$20,000,000.01 to \$23,500,000
Sep-14		
CL	Location: SR 147 FROM 2 MILES EAST OF EUL OF NORTH LAS VEGAS CL 9.67 TO APPROX. BOUNDARY LAKE MEAD NRA MP CL 14.23 PHASE 1 Description: 1.5 IN COLDMILLING, WITH 2 IN PLANTMIX BITUMINOUS SURFACE WITH 3/4 IN OPEN GRADE, WIDEN SHOULDERS, FLATTEN SLOPES, INCLUDING DRAINAGE IMPROVEMENTS	R28 \$7,950,000.01 to \$9,550,000
WA	Location: CARSON CITY: I 580 AND US 395, MP CC 3.146-9.283; FRCC 10, MP CC 0.00-0.372; WA CO: I 580 AND US 395, MP WA 0.00-17.003; US 395A, WA 0.00-16.704; SR 431 MP 22.789-24.413; & SR 341, MP 5.577-6.296 Description: PERMANENT WASHOE VALLEY WIND WARNING SYSTEM - DMS, HAR SIGNS, RWIS	R24 \$3,850,000.01 to \$4,600,000
Oct-14		
LA	Location: SR722 MP LA 0.0 TO LA 12.00 AND FRPE01 MP PE 4.50 TO PE 16.58 Description: 2 INCH COLDMIX OVERLAY	R25 \$4,600,000.01 to \$5,500,000
LY	Location: SR 823 LOWER COLONY ROAD MP LY 0.00-7.61 Description: CONSTRUCTION NECESSARY TO ADD 3" COLD IN-PLACE RECYCLE DOUBLE CHIP SEAL	R18 \$1,300,000.01 to \$1,550,000
LN	Location: US 93 MP LN 0.00 TO LN 24.00 AND SPCL54 MP CL 0.0 TO CL 11.10 Description: MICROSURFACE EXISTING ROADWAY	R20 \$1,850,000.01 to \$2,200,000
CL	Location: US 93 BOULDER CITY BYPASS PART 1, PACKAGE 3 FROM SILVERLINE TO FOOTHILLS RD. CL 16.35 to CL 14.72 Description: CONSTRUCTION NECESSARY FOR PKG 3 TO CONSTRUCT REALIGNED US 95/US 93 MAINLINE FROM SILVERLINE TO FOOTHILLS RD TO INCLUDE THE NEW INTERCHANGE AT RAILROAD PASS AND BIKE PATH.	R39 \$59,000,000.01 to \$71,000,000

Upcoming NDOT Construction Projects - Revised August 20, 2014

County	Location & Description	Contract Range and Cost
Nov-14		
DO	<p>Location: US 50 FROM CAVE ROCK TO SR-28 SPOONER JUNCTION.</p> <p>Description: FINAL DESIGN AND CONSTRUCTION OF SLOPE STABILITY, WATER QUALITY AND EROSION CONTROL IMPROVEMENTS NOT COMPLETED IN PHASE A AND PHASE B.</p>	R26 \$5,500,000.01 to \$6,600,000
CL	<p>Location: I 15 IN NORTH LAS VEGAS. MP CL 44.13 TO CL 48.43</p> <p>Description: SEISMIC RETROFIT AND REHABILITATION OF STRUCTURES H-948 (OWENS), G-949 (UPRR), G-953 (CAREY/UPRR), AND I-956 (CRAIG).</p>	R20 \$1,850,000.01 to \$2,200,000
WA	<p>Location: I 580 FROM THE SOUTHBOUND OFF RAMP AT THE NO CARSON ST INTERCHANGE TO 0.86 MI SOUTH OF THE BOWERS INTERCHANGE. MP CC 8.49 TO 9.28 AND MP WA 0.00 TO WA 5.99 ROADWAY DESIGN MAY HAVE THIS CODED AS 580-2</p> <p>Description: ROADWAY REHABILITATION, WIDENING FOR AUXILIARY LANE AND SEISMIC RETROFIT. (I-812 N/S AND I-1261 N/S)</p>	R32 \$16,500,000.01 to \$20,000,000
ES	<p>Location: US 95 0.796 MI SO OF DRY WASH B-1478 TO 1.198 MI SO OF THE ES/NY COUNTY LINE MP ES 32.880 TO 44.194 JCT SILVER PEAK RD. MP ES 23.479 JCT LIDA RD. MP ES 4.196</p> <p>Description: 2.5" MILL 3" PBS WITH OG WIDEN SILVER PEAK FOR RIGHT TURN LANE AND LIDA FOR RIGHT AND LEFT TURN 16" BASE, 6" PBS WITH OPEN GRADE</p>	R28 \$7,950,000.01 to \$9,550,000
ES	<p>Location: US 95 SOUTH OF TONOPAH. MP ES 0.00 TO 44.20</p> <p>Description: CONSTRUCTION NECESSARY TO WIDEN SHOULDERS AND FLATTEN SLOPES (EARTHWORK ONLY). CONSTRUCT TWO PASSING LANES. ALL WORK IS WITHIN EXISTING ROW</p>	R28 \$7,950,000.01 to \$9,550,000
WA	<p>Location: 5 SCHOOLS IN WASHOE COUNTY-OFF SYSTEM: 1) VIRGINIA PALMER ELEM SCHOOL, KLONDIKE & E 9TH; 2) LEMMON VLY ELEM SCHOOL, PATRICIAN DR, LEMMON TO LEMMON VLY PARK; 3) ELIZABETH LENZ ELEM SCHOOL, HOMELAND AND EDMANDS; 4) NANCY GOMES ELEM SCHOOL, LIMKIN ST; 5) BROWN ELEM SCHOOL, WESTERN SKIES DR.</p> <p>Description: 1)CONSTRUCT SIDEWALK AND NEW GATE WITH STEPS; 2) CONSTRUCT SIDEWALK AND INSTALL PEDESTRIAN SIGNAL; 3) CONSTRUCT SIDEWALK; 4) CONSTRUCT SIDEWALK; 5) CONSTRUCT SIDEWALK.</p>	R11 \$360,000.01 to \$430,000
PE	<p>Location: FR PE01 (NORTHEAST OF LOVELOCK) AT THE UPRR GRADE SEPARATION</p> <p>Description: REMOVE STRUCTURE G-29 AND ABANDON PORTION OF ROADWAY.</p>	R11 \$360,000.01 to \$430,000
LY	<p>Location: NORDYKE ROAD OVER THE EAST FORM OF THE WALKER RIVER IN LYON COUNTY - OFF SYSTEM</p> <p>Description: REPLACE BRIDGE B-1610 (SUFFICIENCY RATING 38.9)</p>	R17 \$1,050,000.01 to \$1,300,000

Upcoming NDOT Construction Projects - Revised August 20, 2014

County	Location & Description	Contract Range and Cost
Dec-14		
CL	Location: US 95 NW PHASE 3A; CC215 FROM US 95 TO TENAYA WAY, MP CL .88 Description: CONSTRUCTION NECESSARY TO CONSTRUCT THE N/E AND W/S RAMPS AND S/B COLLECTOR ROAD FOR THE US 95/CC 215 INTERCHANGE	R37 \$41,000,000.01 to \$49,000,000
Jan-15		
CH	Location: US 95 FROM THE JUNCTION OF SR 726 TO 0.822 MI SOUTH OF THE TRAILING EDGE OF B-680. MP CH 28.21 TO CH 57.00. Description: CONSTRUCT PASSING LANES AND SLOPE FLATTENING	R29 \$9,550,000.01 to \$11,500,000
DO	Location: US 395 IN DOUGLAS COUNTY MP DO 29.09 TO DO 29.21 Description: SEISMIC RETROFIT, SCOUR COUNTERMEASURES AND REHABILITATION OF STRUCTURES B-1262 N/S (CARSON RIVER) AND B-1263 N/S (CRADLEBAUGH SLOUGH)	R18 \$1,300,000.01 to \$1,550,000
CL	Location: I 215 FROM THE JUNCTION OF RAMP ONE AT US 95/I 515 TO I 15; SR171 FROM I 215 TO THE ENTRANCE OF THE AIRPORT TUNNEL. MP CL 0.00 TO CL 11.284; MP CL 0.00 TO CL 0.639. Description: PROFILE GRIND, SAW AND SEAL JOINTS.	R23 \$3,200,000.01 to \$3,850,000
Feb-15		
CC	Location: US 50 CARSON CITY LOWER AND CENTRAL CLEAR CREEK WATERSHED STORM DRAIN PROJECT FROM THE CLEAR CREEK INTERCHANGE TO THE JCT OF US 395. MP CC 3.00 - CC 7.60 Description: CONSTRUCT MULTIPLE STORM DRAINS, DROP INLETS, TRENCH DRAINS, SLOPE FLATTENING, GRADING, CONCRETE CURB AND GUTTERS, AND CHANNEL WORK.	R26 \$5,500,000.01 to \$6,600,000
CC	Location: I 580/ US 395, CARSON CITY FREEWAY, FROM SOUTH CARSON STREET (SR 529) TO FAIRVIEW DRIVE PACKAGE 2B-3. CC 0.00 TO CC 3.15 Description: CONSTRUCT FOUR LANE CONTROLLED ACCESS FREEWAY TO INCLUDE SIGNS, LIGHTING, SOUND WALLS AND L&A.	R37 \$41,000,000.01 to \$49,000,000
Mar-15		
CL	Location: SR 160 BLUE DIAMOND ROAD, CLARK COUNTY, FROM MP CL 17.5 (BEGINNING OF MOUNTAINOUS AREA) TO SR 159 RED ROCK CANYON RD. MP CL 17.5 TO 11.04. Description: CONSTRUCTION NECESSARY TO WIDEN 2 TO 4 LANES. PHASE 1.	R35 \$28,500,000.01 to \$34,000,000
CL	Location: SR 158 DEER CREEK ROAD MP CL 0.00-CL 8.88 Description: CONSTRUCTION NECESSARY TO ADD 2" COLD MILL 2" PLANTMIX BITUMINOUS SURFACE	R20 \$1,850,000.01 to \$2,200,000
CL	Location: I 15 AT HARDY WAY IN MESQUITE. CL 118.00 Description: CONSTRUCT A NEW INTERCHANGE.	R26 \$5,500,000.01 to \$6,600,000
WA	Location: I 580 AT SO VIRGINIA, MP WA 15.91; AT DAMONTE RANCH PKWY, MP WA 16.98; AT SOUTH MEADOWS INTERCHANGE, MP WA 18.33; AT SO VIRGINIA ST/PATRIOT BLVD, MP WA 19.30; AND AT NEAL AVE, MP WA 20.72. Description: CONSTRUCT LANDSCAPE AND AESTHETICS.	R21 \$2,200,000.01 to \$2,650,000

Upcoming NDOT Construction Projects - Revised August 20, 2014

County	Location & Description	Contract Range and Cost
May-15		
CH	Location: SR 115 HARRIGAN RD AT L LINE CANAL MP CH 4.03 Description: REPLACE EXISTING OFF-SYSTEM STRUCTURE B-100.	R16 \$890,000.01 to \$1,050,000
Jun-15		
CL	Location: SR 604, LAS VEGAS BLVD, FROM E. CAREY AVE TO 0.080 MI NORTH OF CRAIG RD MP CL 45.77 TO CL 50.40 Description: ROADWAY REHABILITATION AND CONCRETE BUS LANES	R30 \$11,500,000.01 to \$13,500,000
Jul-15		
CL	Location: I 15 NORTH, PART 2 PACKAGE A, IN LAS VEGAS CRAIG RD TO SPEEDWAY BLVD. MP CL 48.43 TO 53.62 Description: REMOVE/REPLACE PCCP WITH ACP, AND ADD ONE LANE EACH DIRECTION (CRAIG TO LAMB); ACP (LAMB TO SPEEDWAY), AND ROW FENCE REPLACEMENT (3R AND 4R); AND SEISMIC RETROFIT AND WIDENING OF G-958/G-958N STRUCTURES	R31 \$13,500,000.01 to \$16,500,000
Aug-15		
WA	Location: SR 431, MT. ROSE HIGHWAY, MP 0.268 TO 0.651 Description: CONSTRUCT A TRUCK ESCAPE RAMP	R24 \$3,850,000.01 to \$4,600,000
DO	Location: US 395 GARDNERVILLE FROM MILL ST TO KINGS LANE, MP DO 20.85 TO 21.57 Description: RECONSTRUCT CURB, GUTTER, SIDEWALK, ADA RAMPS, AND PED FLASHERS AT CROSSWALKS AT FOUR SEPARATE INTERSECTIONS	R9 \$250,000.01 to \$300,000
CL	Location: I 15 NORTH PART 2 PACKAGE E IN LAS VEGAS FROM SOUTH OF SPEEDWAY BLVD TO APEX. MP CL 53.19 TO 58.14 Description: CONSTRUCT ITS ELEMENTS	R21 \$2,200,000.01 to \$2,650,000
CL	Location: I 15 CLARK COUNTY FROM SPEEDWAY TO UTAH STATE LINE, MP 53.00 TO MP 123.00 (FAST PKG H) Description: INSTALL ITS INFRASTRUCTURE, FAST PKG H	R31 \$13,500,000.01 to \$16,500,000

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Department of Transportation
Construction Contract Closeout Status
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Cont. No.	DIST	Crew	Contractor - Resident Engineer	Description	Contract Bid Price	Retent. Held	EEO	LAB	AB	CPPR	LE	ATSS	WC	CONSTRUCTION Compl.	Cleanup Finalized	Plant Estab. (Exp. Date)	District Accept	Director Accept	Pick Up Comp.	R P U	Comments	Priorities	Change Orders # Needed
3392	1	922	WILLIAMS BROTHERS - CHRISTIANSEN MELISSA	VARIOUS INTERSECTIONS IN THE CITY OF LAS VEGAS AND VARIOUS INTERSECTIONS IN CLARK COUNTY.	\$944,304.33	\$47,215.22	A	A	A	A	A	A		9/29/11	11/1/2011	N/A	1/6/13	4/2/13	6/22/12		Pending Litigation		
3409	1	926	CAPRIATI CONSTRUCTION - SULAHRRA (ASST. RE) MELISSA	US 95 FROM RAINBOW/SUMMERLIN INTERCHG. TO RANCHO/ANN RD. & DURANGO DR. (PKG. 1)	\$68,763,309.90	\$50,000.00	N	A	N	A	N	A	Y	12/1/12	2/15/13	12/16/13	1/7/14	3/12/14		Y	Jeff addressing claims. Books are submitted for review on 2/12/14, still waiting on final and CM19L.	4 - Melissa	Address CO#9, #12. Paid on prior #11.
3421	1	916	LAS VEGAS PAVING - RUGULESKI MELISSA	ON US 95AT SUMMERLIN PARKWAY	\$26,080,589.00	\$50,000.00	N	A	A	A	A	S		8/10/12			5/6/14	8/27/14	6/2/14	Y	Contractor sent qty's on 6/16/14 (express 7/16/14). Final payoff pending EEO & (Expire of Notice of Creditors 7/17/2014).	done	
3454	1	916	FISHER INDUSTRIES - RUGULESKI MELISSA	ON I-15 FROM TROPICANA AVENUE TO US 95 (SPAGHETTI BOWL)	\$5,995,000.00	\$50,000.00	S	A	A	A	A	A	Y	3/28/13			4/25/13	5/21/13	9/4/12	Y	Contractor has Title 6 complaint against it which is holding EEO. Waiting for Contract Compliance to resolve EEO before processing Final Payment. Final quantities approved by Contractor.		
3565	1	915	INTERMOUNTAIN SLURRY - STRGANAC MELISSA	CHIP SEAL OF EXISTING ROADWAY	\$4,114,893.06	\$50,000.00	N	N	N	N	N	N									N		
3466	1	922	AGGREGATE INDUSTRIES - CHRISTIANSEN MATT	ON I-15 FROM THE SPEEDWAY / HOLLYWOOD INTERCHANGE TO 0.108 MILES NORTH OF THE DRY LAKES REST AREA	\$18,006,000.00	\$50,000.00	S	A	A	A	A	A		1/15/13	4/15/13	N/A	1/14/2013	2/13/2013	6/19/14	Y	Contractor sent qty's on 7/15/2014, (expres 8/15/14). Final payoff pending EEO Clearance.	done	
3474	1	906	LAS VEGAS ELECTRIC - PETREMKO MELISSA	ON US 93 FROM RAILROAD PASS CROSSING TO THE I-215 / I-515 INTERCHANGE IN HENDERSON	\$6,647,491.75	\$50,000.00	A	A	A	A	A	A		4/30/13			7/18/13	7/29/13	5/15/14	Y	FINAL PAYMENT 3/2/2014		
3481	1	901	AGGREGATE INDUSTRIES - ALJHWAYEK MELISSA	ON US 95 FROM 1.47 MI SOUTH OF THE AMAGOSA RIVER TO 6.46 MI NORTH OF THE TRAILING EDGE OF 8-636	\$850,000.00	\$50,000.00	A	A	A	A	A	A		10/28/12			3/29/13	5/12/13	2/5/14	Y	Final qty's sent to contractor on 1/24/2014, possible payoff on 3/24/2014 Contractor disputed qty's on 3/21/14. RE and Contractor working on solution.		
3504	1	906	LAS VEGAS PAVING - PETREMKO MELISSA	COLD MILL AND PLANT MIX WITH OPEN GRADE AND BRIDGE REPAIR ON 1707N, 1711N, 1713N, 1715N, 1717N NORTH AND SOUTH	\$1,420,000.00	\$50,000.00	S	A	A	A	A	N		11/4/13			1/7/14	1/10/14	6/23/14	Y	FINAL PAYMENT 8/14/2014 NEED ATSS		
3526	1	915	TRANSORE ITS LLC - STRGANAC SAGUISA	CONSTRUCT ITS ELEMENTS FROM CRAIG ROAD TO SPEEDWAY	\$4,850,856.00	\$50,000.00	N	A	S	A	A	A		10/24/13			4/30/14	4/28/14		Y	Pick-up nearly complete, at 99%	2 - Melissa	
3530	1	902	LAS VEGAS PAVING CORP - YOUSUF MELISSA	CONSTRUCT NEW INTERCHANGE I-15 AT CACTUS AVENUE	\$38,900,000.00	\$50,000.00	N	N	N	N	N	N									N		
3531	1	903	LAS VEGAS PAVING - YONGT MELISSA	REMOVE AND REPLACE EXPANSION JOINTS ON I-15	\$308,500.00	\$15,425.00	A	A	S	N	A	A		5/20/13			4/11/14	4/18/14	7/30/14	Y	Contractor sent qty's on 7/21/2014, poss payoff on 8/21/14. CPPR needed.	1 - Melissa	

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Cont. No.	DIST	Crew	Contractor - Resident Engineer	Description	Contract Bid Price	Retain Held	EEO	LAB	AB	CPPR	LE	ATSS	WC	CONSTRUCTION Compl.	Cleanup Finalized	Plant Estab (Exp. Date)	Disbid Accept	Director Accept	Pick Up Comp.	R P U	Comments	Priorities	Change Orders # Needed
3535	1	922	INTERMOUNTAIN SLURRY - CHRISTIANSEN MELISSA	US 6, SR 361, SR 375, AND SR 160 CHIP SEAL OF EXISTING ROADWAY	\$3,966,996.00	\$50,000.00	N	N	N	N	N	N		7/1/14			8/8/14			N	Construction ongoing.		
3548	1	901	SIERRA NEVADA CONSTRUCTION - ALHWAYEK MELISSA	CHIP SEAL OF EXISTING ROADWAY	\$1,174,007.00	\$50,000.00	N	N	N	N	N	N		7/18/14			7/11/14			N			
3549	1	926	TRANCORE ITS LLC - CHRISTIANSEN MELISSA	SIGNAL SYSTEM MODIFICATION @ MULTIPLE INTERSECTIONS IN CLARK CO	\$850,995.40	\$42,894.23	N	A	N	N	N	N		5/20/14			8/8/14			N	Working on punchlist items. No Pickup request to date.		
3553	1	915	AGGREGATE INDUSTRIES - STRGANAC MELISSA	EMERGENCY RECONSTRUCTION OF WASHED OUT PORTION OF SR 164 NIPTON RD WITH HYDRAULIC IMPROVEMENTS	\$540,000.00	\$27,000.00	A	A	S	A	N	N		2/6/14			4/8/14	4/9/14	Y	Pick-up has been requested. 0% complete	3 - Melissa		
3560	1	906	MKD CONSTRUCTION INC - MELISSA	FREE INSTALL ENHANCED MILEPOST MARKERS & MINIMAL CENTERLINE/SHOULDER RUMBLE STRIPS	\$426,000.00	\$21,300.00	N	N	N	N	N	N								N			
3292	2	910	FISHER INDUSTRIES - DURSKE ROB-MATT	FROM 395 S. OF BOWERS MANSON CUTOFF NORTH TO MOUNT ROSE HWY.	\$393,383,383.00	\$50,000.00	N	A	N	S	A	N		11/19/12		2/28/15	Partial Relief of Material 3/31/2014			Y	HQ working with Crew on closeout. Plant establishment complete 2/28/15.		pd on prior 064853. Contractor has 31,78A and District 9L.
3377	2	907	ROAD & HIGHWAY BUILDERS - LAM DEENA	US 395, CARSON CITY FREEWAY FROM FAIRVIEW DR. TO US 50 E. PHASE 2	\$44,568,049.00	\$50,000.00	A	A	A	A	A	A		10/6/09			7/21/11	8/23/11	Y	FINAL PAYMENT 7/9/2014.			
3377*	2	911	PEEK CONSTRUCTION - ANGEL ROB-MATT	SR 207, KINGSBURY GRADE, FROM THE JUNCTION WITH HIGHWAY 50 TO THE SUMMIT AT DAGGETT PASS	\$6,852,746.00	\$50,000.00	N	N	N	N	N	N								N	Pending litigation		
3389	2	913	MEADOW VALLEY CONST - COCKING DEENA	I-580 AT MEADOWOOD MALL EXCHANGE	\$21,880,634.63	\$50,000.00	N	N	N	N	N	N		7/10/13		11/1/13	8/12/14			N	Working with contractor on LOA's and CD's.		crew working on 3,10,20,23,24,27,28 Routing 33-2674 Contractor has 11, 12.
3400	2	907	Q & D CONSTRUCTION - LAM MATT	ON US 395, THE CARSON CITY FREEWAY, FROM CLEARVIEW DRIVE TO FAIRVIEW DRIVE. PACKAGE 2B-1.	\$7,548,315.70	\$50,000.00	A	A	A	A	A	A		11/30/11		11/30/12	12/10/12	12/21/12	Y	Crew has requested closeout (6/11/14), 0% complete. Scheduled pickup is 8/18/14	1 - Matt		
3401	2	913	GRANITE CONSTRUCTION - COCKING ROB-DEENA	US 395 FROM MOANA TO I 80	\$31,495,495.00	\$50,000.00	S	A	S	A	A	N		9/10/12		4/3/13	4/22/13	5/9/13	Y	Crew has requested closeout (8/18/14), 0% complete.	2		
3433	2	911	GRANITE CONSTRUCTION - ANGEL DEENA	US 50, FROM CAVE ROCK TO SR 28	\$3,661,661.00	\$50,000.00	S	A	S	A	A	Y		12/12/12		11/20/15	Partial Relief of Material 5/6/2013			N	Closeout request pending plant establishment (11/20/2015). Outstanding items pending completion plant establishment.		
3440	2	911	Q&D CONSTRUCTION - ANGEL MATT	ON SR 28 FROM JUNCTION WITH ST 432 TO CALIFORNIA/NEVADA STATE LINE	\$5,613,054.00	\$50,000.00	A	A	A	A	A	A		10/20/12		10/19/13	6/4/14	6/23/14	Y	Crew has requested closeout (6/11/14), 0% complete.	4		

Item 10.C. Reports & Documents
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3465	2	904	SIERRA NEVADA CONSTRUCTION - BOGE DEENA-MATT	SR 341 VIRGINIA CITY FROM STOREY/WASHOE CO. LINE TO THE JUNCTION OF TOLL RD. & SR 341 VIRGINIA CITY FROM .02 MILES S. D ST.	\$6,969,007.00	\$50,000.00	N	A	N	N	A	A		12/31/12	3/27/13	Done	6/4/14	7/15/14		Y	Crew has requested closeout (7/15/14), 0% complete.	5	
3471	2	911	Q & D CONSTRUCTION - ANGEL DEENA-MATT	SR 28 AT THE INTERSECTION OF MT. ROSE HWY & SR 431	\$2,414,236.00	\$50,000.00	N	A	N	A	A	A		8/17/12		10/12/13	6/5/14	6/30/14		N	Crew has requested pickup on (6/11/2014), 0% complete. Contract Compliance working with contractor to resolve payroll issues. Crew will submit AB when HQ picks up books for closeout.	3	
3501	2	911	Q & D CONSTRUCTION - ANGEL DEENA-MATT	ON SR 431, MT. ROSE HWY, FROM THE JUNCTION WITH SR 28 TO INCLINE LAKE RD.	\$5,318,188.00	\$50,000.00	N	A	N	A	A	A		11/9/13		10/17/13	6/3/14	6/23/14		N	Crew working on preparing for closeout request. Contract Compliance working with contractor to resolve payroll issues. Crew will submit AB when HQ picks up books for closeout.		
3505	2	907	GRANITE CONSTRUCTION - LAMI DEENA-MATT	US 50, LYON COUNTY, CHAVES ROAD TO ROY'S ROAD	\$21,212,121.00	\$50,000.00	N	N	N	N	N	N		10/3/13		10/3/14				N	Working on punch list items. Closeout request pending plant establishment.		#6 is a prior 1-4 are missing no prior no Co
3509	2	904	A & K EARTHMOVERS - BOGE MATT	COLD-IN-PLACE RECYCLE W/ DOUBLE CRP SEAL ON SR 116 AND SR 860	\$2,094,000.00	\$50,000.00	N	N	N	N	N	N		8/1/14						N			
3510	2	907	SIERRA NEVADA CONSTRUCTION - LAMI MATT	ON MULTIPLE ROUTES CC, CHURCHILL, LYON & WASHOE COUNTIES	\$1,772,007.00	\$50,000.00	A	A	N	A	A	A		8/16/13		N	5/25/14	5/28/14		Y	Crew has requested closeout (6/27/14) via email, 0% complete.	6	
3512	2	907	SIERRA NEVADA CONSTRUCTION - LAMI MATT	US 95A FIG 0.13 MILES N. of JUNCT US 50 IN SILVER SPRINGS TO THE TRUCKEE RIVER CANAL	\$886,007.00	\$46,300.35	A	A	A	A	A	A		4/25/13	5/14/13	N	7/8/13	7/22/13	8/14/13	Y	FINAL PAYMENT 7/22/14		
3516	2	907	GRANITE CONSTRUCTION - LAMI MATT	US 895 CARSON CITY FREEWAY FROM CARSON ST. TO FAIRVIEW	\$9,545,454.00	\$50,000.00	N	N	N	N	N	N		7/12/14						N	No request for pickup.		CO - talk to Rob
3518	2	913	GRANITE CONSTRUCTION - COOKING DEENA	I-580 ON THE MOANA INTERCHANGE	\$6,978,978.01	\$50,000.00	A	A	A	A	A	A		2/19/13		2/19/14	5/23/14	5/28/14		Y	HQ working on contract pickup, approx 25% complete.	1- Deena	
3536	2	904	SIERRA NEVADA CONSTRUCTION - BOGE MATT	SR 854 MP PED.00 TO 3.59; SR 396 MP PE 1.422 TO 7.70 CRP SEAL OF EXISTING ROADWAY	\$369,007.00	\$18,450.35	N	A	N	N	N	N		8/15/13		N	8/12/14			N	Crew preparing to request closeout, pending resolution of punchlist items. Need District Acceptance.		
3541	2	911	Q & D CONSTRUCTION - ANGEL DEENA	CONSTRUCT PHASE 1 C MULTI USE TRAIL OF STATELINE TO STATELINE BIKEWAY PROJECT	\$1,424,018.00	\$50,000.00	N	A	N	S	A	A		10/15/13		12/2015				N	No pickup request to date. Per Project Management, TTD in agreement with NDDT to do Weed Monitoring activities until 12/2015.		
3547	2	904	SIERRA NEVADA CONSTRUCTION - BOGE MATT	CRP SEAL OF EXISTING ROADWAY	\$558,007.00	\$50,000.00	N	N	N	N	N	N		7/15/14						N	No request for pickup.		

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Department of Transportation Construction Contract Closeout Status August 20, 2014																							
Cont. No.	DIST	Crew	Contractor - Resident Engineer	Description	Contract Bid Price	Retent Held	CONTRACT CLOSEOUT	L A B	A B	C P P R	LE	ATSS	WC	CONSTRUCTION Compl.	Cleanup Finalized	Plant Estab (Exp. Date)	District Acclpt	Director Acclpt	Pick Up Comp.	R P U	Comments	Priorities	Change Orders # Needed
3553	2	910	DIVERSIFIED STRIPING SYSTEMS - DURSKI MATT	INSTALL INTERSECTO SAFETY IMPROVEMENTS INCL. SOLAR FLASHING STOP BEACONS	\$479,629.79	\$23,981.49	N	N	N	N	N	N								N	Construction ongoing		
3407	3	908	PEEK CONSTRUCTION - MOURITSEN (ACTING RE) RO3	US 93 AT HD SUMMIT	\$3,156,345.49	\$50,000.00	A	S	S	S	S	S		11/19/10			7/18/11	9/23/11		Y	Pending litigation		pd on prior #4,6,7,8 Shapiro has CO's
3435	3	908	ROAD & HIGHWAY BUILDERS (AGG. INDUSTRIES) - MOURITSEN (ACTING RE) DEENA	I-80 FROM 0.26 MILES EAST OF THE HALLECK/RUBY VALLEY INTERCHANGE TO 0.60 MI EAST OF THE GREY'S CREEK GRADE SEPARATION	\$33,699,999.00	\$50,000.00	N	A	A	A	A	A		11/21/12	8/22/13	N	4/28/13	9/30/13		Y	Initial contact pickup completed, will schedule trip in near future to Elko to go over needed corrections with crew	Done pending corrections	
3451	3	Asst. District Eng (Hesterlee)	ROAD & HIGHWAY BUILDERS (AGG. INDUSTRIES) - HESTERLEE DEENA	US 50 FROM 3.38 MI. OF HICKSON SUMMIT TO THE LANDER / EUREKA COUNTY LINE.	\$10,799,999.00	\$50,000.00	N	A	A	S	A	A		1/24/12		1/25/14	6/3/14	6/26/14	11/5/12	Y	Final City's sent to R/WB mid-June. District (Hesterlee) working with contractor to provide revised final p/r letter.		
3456	3	918	ROAD & HIGHWAY BUILDERS (AGG. INDUSTRIES) KELLY MATT	US 93 SCHELLBOURNE REST AREA	\$1,832,222.00	\$50,000.00	S	A	A	A	A	A		9/10/12	1/15/13	5/27/13	7/29/13	8/18/13	2/28/13	Y	Closeout is complete. Final payment pending EEO clearance. City's sent to contractor on 4/22/2014.		
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	N	N	N	N	N	N		11/15/13		11/1/14	Partial final 5/9/2014			N	Working on punch list items. Closeout pending plant establishment.		CO #12 in progress
3468	3	912	Q & D CONSTRUCTION - SIMMONS MATT	DN I-80 AT THE WEST CARLIN INTERCHANGE AND DN SR 766 AT THE CENTRAL CARLIN INTERCHANGE	\$7,263,806.50	\$50,000.00	S	A	A	A	A	A		7/17/13	7/22/13	N	8/2/13	8/1/13	10/28/13	Y	Closeout complete. Final payment pending EEO clearance. City's sent to contractor on 4/22/2014.		
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								N	Construction ongoing		
3525	3	912	ROAD & HIGHWAY BUILDERS - SIMMONS MATT	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								N			
3533	3	910	Q & D CONSTRUCTION - DURSKI/ SIMMONS MATT	PBS OVERLAY WITH OPEN GRADE, PAVED CROSSOVER, CHAIN UP AREAS, AND WORK @ BEOWAWE INTERCHANGE	\$14,283,000.00	\$50,000.00	N	N	N	N	N	N		7/14/14						N	Construction Completed, 30 day cleanup started on 7/15/2014. No requested for pickup		
3537	3	908	Q & D CONSTRUCTION - SENIARD DEENA	COLDMILLING AND PLACING PLANTMIX SURFACE, PAVING CROSSOVER SAND PURCHASING LIGHTING FIXTURES	\$2,818,944.00	\$50,000.00	N	A	N	N	N	N								N	Construction ongoing. Closeout with Cont 3540(construction on-going)		

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 12, 2014

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

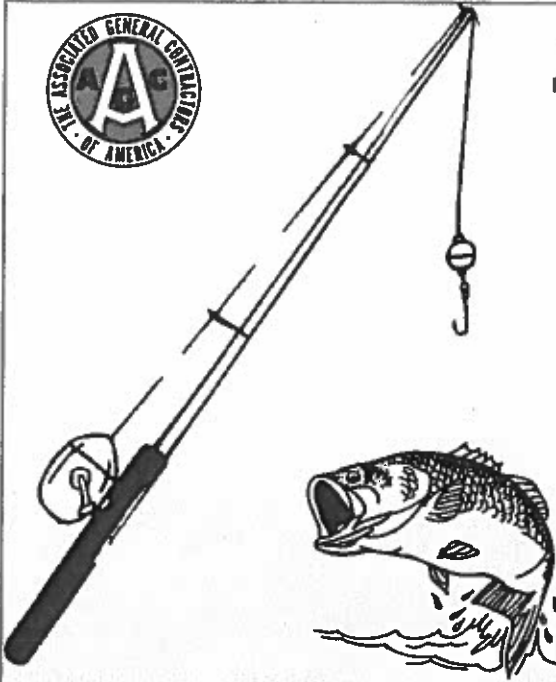
Mail To: P.O. Box 7578 Reno, NV 89510

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

e-mail your form to Ashley at

AshleyS@nevadaagc.org

Thank You For Your Support!



AGC Construction Leadership Council Presents: Truckee River Fishing Derby

Saturday, October 4, 2014

Check In: 7:30 a.m. at

AGC 5400 Mill Street-89502

Start: 8:00 a.m. at Truckee River

Weigh In & Awards: 2:00 p.m. at

AGC 5400 Mill Street-89502

Hosted AGC BBQ: 2:00 p.m.

Join us for the AGC Construction Leadership Council Truckee River Fishing Derby! Prizes will be awarded to those who catch the heaviest and longest fish!

The CLC Fishing Derby will start at the Truckee River. Weigh In will be at 2:00 p.m. at the AGC office 5400 Mill Street-Reno, NV 89502. After weigh in and prizes are awarded the AGC will have a hosted BBQ and raffle!

- \$20 entry fee per rod. Family and friends welcome! Kids under 12 are \$10.
- Must have a NV fishing license and trout stamp. Please visit www.ndow.com/fish for more information.
- Bring your own fishing gear!
- Prizes for heaviest fish and longest fish will be awarded!

Attendees: Name (Include First and Last)

_____	_____
_____	_____
_____	_____
_____	_____

Name: _____ **Company:** _____

Phone: _____ **Email:** _____

Please Make

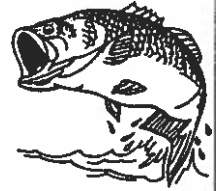
Check Payable To:

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 Brian at
BrianR@nevadaagc.org.



CLC Fishing Derby Fundraiser Sponsorship Opportunities



_____ \$500- Hat Sponsor (1)

_____ \$100- BBO Sponsor (4)

_____ \$100- Drink Sponsor (2)

_____ Raffle Prize Donation (unlimited)

___ **Yes, I would like to be a sponsor in the amount of \$ _____**

Name: _____ **Company:** _____

Phone: _____ **Email:** _____

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 Brian at
BrianR@nevadaagc.org.

Thank You For Your Support!

**If you have any questions, please contact
Brian at the AGC office (775)329-6116 or
brianr@nevadaagc.org.**

You Are Cordially Invited...
Nevada Chapter AGC
75th Anniversary Dinner

Wednesday, October 29, 2014

6:00 p.m. Cocktails

7:00 p.m. Dinner

Eldorado Hotel

\$95 per person



Downtown Reno
1940's



Building A Better Nevada
Since 1939



Virginia Street Bridge
1930's

We hope you will join us as we celebrate 75 years of providing service to exceptional members of the construction industry.

<i>Names (First and Last)</i>	<i>Company or Affiliation</i>

Please make check payable to Nevada Chapter AGC. If you would like to pay with a credit card, please call the AGC at (775)329-6116.

Fax form back to the AGC at (775)329-6575 or email ashleys@nevadaagc.org.

Please RSVP no later than 5:00 p.m., Wednesday, Oct 22, 2014.

48 hours notice for cancellation or your company will be billed.



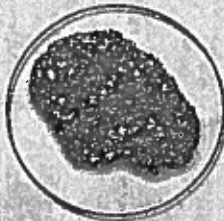
Sponsorship Opportunities 75th Anniversary Dinner



Diamond Circle Sponsor

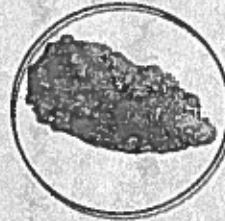
\$1,500

Includes attendance for two!



Platinum Circle Sponsor

\$1,000



Gold Circle Sponsor

\$750



Silver Circle Sponsor

\$500



Copper Circle Sponsor

\$250

Yes, our firm would like to be an AGC 75th Anniversary Dinner Sponsor. Please bill us for \$_____.

By: _____ Company: _____ Phone: _____

Fax form back to the AGC at (775)329-6575 or email ashleys@nevadaagc.org
Please RSVP no later than 5:00 p.m., Wednesday, Oct 22, 2014.
48 hours notice for cancellation or your company will be billed.



NDOT 5 YEAR PLAN

Working Copy - Subject to Funding and Approval

July 1, 2014

MAJOR/CAPACITY PROJECTS (over \$500k)

PCEMS NO	PIN/EA NO	PROJ NAME	2014	2015	2016	2017	2018	NOTES
1-03355	60566	I 215 from I 15 to Windmill Lane (Airport Connector)	\$35,000,000					Clark Co Project
1-03365	73652	NEON - R/W AC	\$30,000,000					
7-03007	73824	SR 593, Tropicana Ave. at SR 604 Las Vegas Blvd. (Replace Escalators)	\$20,000,000					LVCVA Funding
2-03254	60617	US 93 Boulder City Bypass Part 1 Pkg 3 from Silverline to Foothill Rd. MP CL 16.35 to CL 14.72	\$50,100,000					Includes RR Bridge (pkg 5) and Ped Bridge for COH; \$ 10 M RTC funds over and above \$50 M and \$2 M CMAQ for COH bridge.
1-03365	73652	NEON - R/W AC		\$30,000,000				
4-03389	60633	SR 160 Phase 1 - Blue Diamond Road, from Beginning of Mountain Area to SR 159 Red Rock Canyon Rd. MP CL 17.5 to 11.04		\$25,000,000				Cost decrease from \$30.33M Back up Project
2-25051	60604	US 395, Carson City Freeway, from south Carson Street (SR 529) to Fairview Drive Pkg 2B-3. MP CC 0.05 to CC 3.65		\$42,000,000				At grade intersection alternative
6-03143	60638	US 95 NW Phase 3A; CC 215 from US 95 to Tenaya Way MP CL 0.88 - N/E & W/S Ramps and S/B collector road		\$35,200,000				STIP needs to be updated (missing FRI Funds), \$6.5M RTC over and above \$35.2M
1-03352	CONST2A	I 15 North - Part 2 Pkg A,C,D			\$36,300,000			Pkg A, C, D combined into one contract Cost decrease from \$51.9M
1-03365	73652	NEON - R/W AC			\$30,000,000			
3-23068	UNASSIG NED	SR 160, from Rainbow Avenue to Calvada Blvd. MP NY 7.00 to 8.50.			\$4,200,000			Adv with 3R and Safety Projects
2-03250	CONSTPK G2B	US 95 from Durango Dr. to Kyle Canyon Rd - Pkg 2B. MP CL 89.92 to 92.37.			\$36,353,000			Backup Project
Not Scheduled		I 15 at SR 593 Tropicana - Operational Improvements				\$40,000,000		Scope and budget TBD
1-03367	73687	I 15 Starr Ave, Las Vegas, at MP CL 29.375				\$53,000,000		FRI funding and Earmark
Not Scheduled		I 515 - Operational Improvements				\$40,000,000		Scope and Budget TBD
1-03365	73652	NEON - R/W AC				\$30,000,000		
6-03145	73536	I 15, Las Vegas, at the CC 215 Northern Beltway Interchange					\$40,000,000	Phase, Scope and Budget TBD
Not Scheduled		I 580 Operational Improvements					\$40,000,000	Scope and Budget TBD
1-03365	73652	NEON - R/W AC					\$30,000,000	
4-03389	160PH2	SR 160 Phase 2 - Blue Diamond Road from 1.24 mi no of Mountain Springs Summit to Beginning of Mountain Area. MP CL 22.00 to 17.5					\$45,000,000	Cost decrease from \$60.33M
2-19073	UNASSIG NED	US 50, Lyon County, from Roy's Road to the junction with US 95A Pkg 2. MP LY 19.90 to LY 29.44.					\$36,000,000	
SubTotal:			\$135,100,000	\$132,200,000	\$106,853,000	\$163,000,000	\$191,000,000	



NDOT 5 YEAR PLAN

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July 1, 2014

ROADWAY (3R) PROJECTS

PCEMS NO	PIN/EA NO	PROJ NAME	2014	2015	2016	2017	2018	NOTES
1-31225	73788	I 580 from Moana Lane to Glendale Ave	\$16,000,000					Complete Adv Date 5/28/2014 Contract Number 3574
1-13054	60577 60626	I 80 FM 1.474 MW of the Golconda Int from the crossover to 0.967 ME of the Pumpnickel Vly Int and the I754 Bridge on FRHU05 over I 80. MP HU 29.28 to HU 42.44, and Frontage Roads FRHU13, FRHU24, FRHU25; FRHU26; FRHU05	\$11,432,000					Cost decrease from \$16M Complete Adv Date 1/29/2014 Contract Number 3559 went with EA 60626
3-05054	60590	SR 207, Kingbury Grade, from US 50 to 3.76 miles East of US 50	\$16,500,000					Complete Adv Date 3/12/2014 Contract Number 3564
3-31136	60552	SR 431 from 0.106 miles East of Mt Rose Summit to US 395	\$14,180,000					Complete Adv Date 3/12/2014 Contract Number 3558
2-25059	60609	US 50 from 0.343 ME of Deer Run Rd to 0.499 ME SR 341	\$8,079,000					Complete Adv Date 1/29/2014 Contract Number 3561
2-00007	60553	US 95 from 1.189 MN of FRCL34 to 1.688 MS of Jackass Flat Road. MP CL 120.68 to NY 6.86	\$22,000,000					
Not Scheduled		I 580 and I 80 Various Ramps in Reno/Sparks UL		\$5,000,000	\$5,000,000			
2-31131	60616	I 580 FM S/B Off Ramps at the N Carson St Intch To 0.86 MS of the Bowers Intch		\$17,500,000				
1-13055	60573	I 80 FM 1.065 MW of HU/LA Co Ln to HU/LA Co Ln; I 80 FM HU/LA Ln to 0.93 ME of E Battle Mtn Intch. MP HU 60.31 to HU 61.38; LA 0.0 to LA 9.05		\$19,700,000				Cost increased from \$17.4M
1-27067	73666	I 80 FM 1.776 ME of Humbolt Intch to 0.516 MW of Dunn Glen Intch. MP PE 51.38 to PE 62.49	\$14,300,000	\$14,300,000				Cost decreased from \$16.1M Tentative; 2015 if funds available otherwise 2018
4-03430	73780	SR 592, Flamingo Road, from Paradise to Boulder Highway (Relinquishment)		\$9,000,000				Agmt. To pay \$9 M In 2015 & \$9 M In 2016 to the RTC
4-03429	73779	SR 593, Tropicana Ave, from Dean Martin to Boulder Highway. MP CL 24.830 to 32.176 (AC Pavement Only)		\$12,000,000	\$12,000,000			Broken into two projects with scope change
4-03428	73781	SR 604, Las Vegas Blvd, from E. Carey Ave to 0.080 mi North of Craig Rd. MP CL 45.77 to CL 50.40		\$12,000,000				Does not include \$4M for Road Transfer to NLV
2-09041	73648	US 6 from 0.187 miles east of the junction of US 6/US95 to 1.974 miles west of Millers Roadside Park. MP ES 19.055 to 43.939		\$16,500,000				Adv with Safety Project
2-09044	73784	US 95 from 0.796 MS of Dry Wash B-1478, to the ES/NY Co Ln. MP ES 32.00 to 44.00		\$8,000,000				Adv with Safety 60632
2-19081	73639	US 95A, LY Co, FM US 50 Jct in Silver Springs to SR 427 MP LY 44.254 to 58.39 (3R, truck lane and passing lane) SR 160 from 0.465 miles north of Basin Road to a functional class break at the 2010 NUL of Pahrump. MP NY 11.193 to 26.363	\$10,900,000	\$10,900,000		\$21,900,000		Pending Front Office Approval: Backup for 2015 otherwise 2016 Pending Front Office Approval; Advertise with 3-23068 widening project
Not Scheduled		SR 529 Carson Street from the junction of USSO to Fairview Drive. MP CC 0.560 to 2.548				\$4,400,000		Pending Front Office Approval; Relinquishment
4-03430	73780	SR 592 Flamingo Road, from Paradise to Boulder Highway (Relinquishment)				\$9,000,000		Agmt. To pay \$9 M In 2015 & \$9 M In 2016 to the RTC
4-31231	73549	SR 648, Glendale Ave, FM Kietzke Ln to McCarran Blvd. MP WA 2.70 to 5.357				\$12,800,000	\$12,800,000	Cost decrease from \$15M Pending Front Office Approval; Possible Relinquishment
2-15023	60539	US 50 FM CH/LA Co Ln to 0.565 ME of SR 305 to 1.030 ME of SR 305. MP LA 0.00 to LA 24.00		\$14,500,000	\$14,500,000			Cost Increase from \$10.9M Pending Front Office Approval; Advertise with Safety
Not Scheduled		US 6 from 0.736 miles East of the ES/NY County Line to US095; US 95 NY 109.51 to 108.44; US 6 NY 0.74 to 1.80; US 95 NY 107.22 to 108.84; US 95 NY 151.41 to 151.96; US 95 NY 108.84 to 109.51; NY 151.96 to 152.63				\$5,100,000		Pending Front Office Approval
2-33085	73636	US 6 from the junction with SR318 to 0.30 miles east of Murry Street. MP WP 13.92 to 40.15				\$16,000,000		Pending Front Office Approval
Not Scheduled		US 93 N of McGill, Success Summit Rd. MP WP 66.99 to 75.99				\$6,100,000		Cost decrease from \$6.9M Pending Front Office Approval; Advertise with Safety
Not Scheduled		I 580 Carson City, US 50/Williams St to CC/WA Co Ln				\$4,900,000		Tentative
Not Scheduled		I 80 from 0.419 miles E of the East Fernley Grade Separation to the 2010 EUL of Fernley				\$13,600,000		Tentative
Not Scheduled		I 80 from the CA/NV Stateline to the 2010 West Urban Limits of Reno and Frontage road				\$13,400,000		Tentative; FR Cost with State Funds
Not Scheduled		I 80 From the EU/EL County Line to 0.274 miles West of the West Portal of the Carlin Tunnels, the beginning of the PCCP MP EL 0.000 to 7.512				\$5,600,000		Tentative
1-13058	73789	I 80 West Strip Grade Sep to East Winnemucca Intch				\$8,400,000		Tentative
		SR 159, Red Rock Road, from 1.989 miles West of Durango Road to 0.048 miles West of Rainbow SR159				\$4,600,000		Tentative
		SR 160, Pahrump Valley Road, fro 1.030 miles north of Mountain Springs Summit to the CL/NY County Line. MP CL 21.723 to 43.293				\$21,500,000		Tentative
Not Scheduled		SR 596 Jones Blvd, from 0.024 miles South of Bromley Avenue to Smoke Ranch Road. MP CL 43.204 to 45.038				\$3,400,000	\$3,400,000	Cost decrease from \$7M - limits changed Tentative
Not Scheduled		SR 877, Franktown Road, from SR429 then north to SR429 near Bowers Mansion. MP WA 0.00 to 4.29				\$1,500,000		Tentative
2-33086	73650	US 50 Ely, Ruth/Kimberly Rd to US 6. MP WP 61.79 to 68.43				\$15,600,000		Cost decrease from \$18.2M Tentative
Not Scheduled		US 93 Cattle Pass to SR 229. MP EL 30.76 to 43.07			\$9,000,000	\$9,000,000		Tentative
1-07124	73787	I 80 FM the trailing edge of H-902 to 0.93 MW of Osino Intch. MP EL 26.61 to 31.98		\$14,400,000			\$14,400,000	Cost increase from \$13.1M Tentative
1-07125	73793	I 80 from 1.040 miles East of Moor Intch to 1.108 miles East of Moor Intch and I 80 from a Maintenance Break at Oasis Intch to 1.871 miles East of the Oasis Intch. MP EL 83.26 to EL 102.79					\$17,400,000	Tentative
Not Scheduled		SR 227 Lamaille Rd, FM N of Spring Creek to Crossroads Lane					\$4,700,000	Cost decrease from \$6.6M Tentative
Not Scheduled		SR 28 Incline to NV/CA Stateline					\$3,100,000	Tentative
Not Scheduled		SR 593, Tropicana Ave, from Dean Martin to Boulder Highway. MP CL 24.830 to 32.176 (Concrete Bus Lane and ADA)					\$23,000,000	Cost TBD; Broken out of 73779
Not Scheduled		US 50 from 0.008 miles east of Allen Rd to the east urban limits of Fallon at Rio Vista. MP CH 19.351 to 21.708					\$2,600,000	Tentative
Not Scheduled		US 50 from 1.00 miles East of Alpine Road to 0.868 miles West of the road to Antelope, US 50 from 0.868 miles West of the road to Antelope to the CH/LA County Line. MP CH 85.961 to 106.845					\$14,300,000	Tentative
2-03275	73644	US 93 FM FRCL08 on the S side Garnet Intch to 15.887 mi N of FRCL07 at Garnet Intch. MP CL 48.63 to 64.52		\$24,400,000			\$24,400,000	Tentative; Advertise with Safety Project
Not Scheduled		US 95 from the CA/NV Stateline to 7.790 miles North of Loran Station Road. MP CL 0.00 to 17.423					\$8,800,000	Tentative
SubTotal:			\$88,191,000	\$124,900,000	\$89,800,000	\$101,500,000	\$112,700,000	



NDOT 5 YEAR PLAN

Working Copy - Subject to Funding and Approval

July 1, 2014

BRIDGE/STRUCTURES PROJECTS (over \$500k)

PCEMS NO	PIN/EA NO	PROJ NAME	2014	2015	2016	2017	2018	NOTES
6-31206	73813	B-178 (Virginia St) Bridge Replacement	\$10,000,000					City of Reno Project
Not Scheduled		Bridge Inventory/Inspection Program	\$2,000,000					Annual Program
3-11027	73548	FR EU 02 near Dunphy at the UPRR and at the Humboldt River	\$9,500,000					Completed; Adv Date 12/18/2013; Contract Number 3557
1-31222	73760	I 580 at Airport Ramps in WA Co. Seismic Retrofit and Rehab of Structures I-1773 and I-1774	\$1,500,000					Completed; Adv Date 5/28/2014; Contract Number 3574; Advertise with 73788 (3R-4)
6-19012	73762	Bridge B-1610 Nordyke Rd over the East Fork of the Walker River in LY		\$1,100,000				
Not Scheduled		Bridge Inventory/Inspection Program		\$2,000,000				Annual Program
6-27026	73753	FR PE 01, G-29 Structure Removal	\$1,400,000	\$1,400,000				
1-03374	73796	I 15 North Las Vegas - Rehab/Retrofit H-948, G-949, G-953, I-956		\$1,500,000				
Not Scheduled		I 515 at Flamingo Interchange, MSE Wall Rehab		\$2,500,000				
3-01040	73798	SR 115, Harrigan Rd, at L Line Canal, Replace Structure B-100		\$1,000,000				
	73801	US 395, WA & DO Co - Rehab/Retrofit I-1261, B-812N/S, B-1262N/S, B-1263N/S		\$2,500,000				
Not Scheduled		Bridge Inventory /Inspection Program			\$2,000,000			Annual Program
6-13010	73701	Eden Valley Rd at Humboldt River Replace off-system structure B-1658			\$5,500,000			Cost decrease from \$7M R/W acquisition needed
1-03375	73797	I 515 at LV Downtown Viaduct - Rehab/Retrofit G-947, I-947R, I-947M		\$26,000,000	\$26,000,000			Cost Increased by \$20M for added scope
1-31227	73799	I 80 at Truckee River and UPRR near Verdi Address Scour B-764 E/W and G-772 E/W			\$3,500,000			
Not Scheduled		SR 206, Genoa Lane, at Carson River Address Scour B-1239			\$300,000			
Not Scheduled		SR 605, Paradise Road, at Tropicana Wash Replace B-1344			\$1,500,000			
3-05056	73800	SR 757, Muller Lane at Carson River Replace Structure B-474			\$1,200,000			
Not Scheduled		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, B-716E/W			\$6,000,000	\$6,000,000		
3-03178	73803	SR 163 at Colorado River in Laughlin widen and Rehab structure B-1847				\$10,000,000		Scope and Budget TBD
3-31139	73750	SR 447 at Washoe County Near Nixon B-1351 MP 15.49		\$1,100,000		\$1,100,000		
Not Scheduled		Bridge Inventory/Inspection Program					\$2,000,000	Annual Program
Not Scheduled		I 15 at Muddy River - Rehab/Retrofit B-781 N/S			\$1,000,000		\$2,000,000	
Not Scheduled		I 515 at Boulder Highway and Sahara - Rehab/Retrofit I-1449, H-1446			\$800,000		\$800,000	
Not Scheduled		SR 589, Sahara Ave, at UPRR Rehab/Retrofit G-1064			\$1,400,000		\$1,400,000	
Not Scheduled		SR 88 in Douglas County - Rehab/Retrofit B-553, B-575, B-580, B-576, and B-627				\$4,000,000	\$4,000,000	
Not Scheduled		Tedford Bridge at Truckee-Carson Canal Replace off-system B-1707					\$600,000	
Not Scheduled		US 50 at Carson River West of Fallon Address Scour B-1557			\$600,000		\$600,000	
SubTotal:			\$23,000,000	\$12,000,000	\$40,000,000	\$19,100,000	\$11,400,000	

SAFETY PROJECTS (over \$500k)

PCEMS NO	PIN/EA NO	PROJ NAME	2014	2015	2016	2017	2018	NOTES
8-03128	60625	Multiple Intersections in Dist. 1 (CLV) PKG 2-Replace Signal/Peds Heads	\$1,780,000					Completed; Adv Date 2/19/2014; Contract Number 3567
8-03126	60624	Multiple Intersections in Dist. 1 (CNLV) PKG 2-Replace Signal/Ped Heads	\$885,000					
4-03416	60630	SR 147, Lake Mead Blvd, PKG 1 CL 9.67 - 14.23	\$6,500,000					Pkg 1 no R/W
	73807	SR 318 - Enhanced Milepost Markers	\$760,000					Completed Adv Date 3/05/2014; Contract Number 3560
	73857	Strategic Highway Safety Plan	\$950,000					Annual Program
2-05116	60631	US 395 South of Gardenerville at the Indian Colony. MP 00 17.89	\$1,200,000					Completed Adv Date 4/30/2014; Contract Number 3571
2-33088	60584	US 93, PKG 2 MP EL 12.00 to EL 54.47 - Shoulder widening and slope flattening	\$9,100,000					Completed Adv Date 5/28/2014; Contract Number 3551; Carried over from FY13 - pkg 3 work being added
3-31143	60640	SR 431 Truck Escape Ramp		\$8,800,000				Cost increase from \$4M \$4M Safety funds, \$4.8M funding TBD
		Strategic Highway Safety Plan		\$950,000				Annual Program
		Traffic Incident Management		\$600,000				Annual Program
Not Scheduled		US 6 MP ES 18.86 to ES 38.00 - Shoulder widening and slope flattening		\$9,400,000				Advertise with 3R 73648
2-09043	60632	US 95 MP ES 0.00 to ES 44.13 - Shoulder widening and slope flattening		\$10,000,000				Advertise with 3R 73784
2-01085	73616	US 95 from 0.16 MS of the Junction with 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		\$10,000,000				
Not Scheduled		SR 147, Lake Mead from Civic Center to Pecos - Safety improvements			\$4,500,000			
3-23066	73837	SR 372 at Blagg Roundabout			\$674,500			
3-23067	73841	SR 372 at Pahrump Valley Roundabout			\$1,092,250			
		Strategic Highway Safety Plan			\$950,000			Annual Program
		Traffic Incident Management			\$600,000			Annual Program
2-05121	73862	US 395 at Airport, Johnson Lane and Stephanie Lane			\$750,000			
Not Scheduled		US 50 LA 0.00 to LA 25.00 - Shoulder widening and slope flattening		\$10,350,000	\$10,350,000			Advertise with 3R 60539
2-23065	73715	US 95 MP NY 60.00 to NY 80.00 - Shoulder widening			\$4,500,000			
2-23065	73715	US 95 MP NY 80.00 to NY 107.24 - Shoulder widening and slope flattening			\$5,000,000			
		Strategic Highway Safety Plan				\$950,000		Annual Program
		Traffic Incident Management				\$600,000		Annual Program
Not Scheduled		US 93 MP CL 64.52 to 86.58 - Shoulder widening and slope flattening				\$10,350,000	\$10,350,000	
2-23064	73714	US 95 MP NY 7.00 to NY 30.00 - Shoulder widening and slope flattening				\$4,500,000		
Not Scheduled		SR 147, Lake Mead Blvd, PKG 2 CL 7.56 - 9.67						Cost TBD - pkg 2 needs R/W
Not Scheduled		SR 667, Kietzke Lane, Safety Improvements - PKG 1					\$3,700,000	Project scope, limits and estimate TBD
		Strategic Highway Safety Plan					\$950,000	Annual Program
		Traffic Incident Management					\$600,000	Annual Program
Not Scheduled		US 6 MP ES 38.00 to ES 57.74 - Shoulder widening and slope flattening					\$9,400,000	
Not Scheduled		US 93 CL 48.63 to CL 64.52 - Shoulder widening and slope flattening		\$5,800,000			\$5,800,000	Advertise with 3R 73644
SubTotal:			\$21,175,000	\$39,750,000	\$28,416,750	\$16,400,000	\$20,450,000	



NDOT 5 YEAR PLAN

Working Copy - Subject to Funding and Approval

July 1, 2014

TRAFFIC OPERATIONS PROJECTS (over \$500k)

PCEMS NO	PIN/EA NO	PROJ NAME	2014	2015	2016	2017	2018	NOTES
1-31205	73828	Freeway Service Patrol - Incident Response Vehicle - Las Vegas	\$775,000					Annual Program
1-03325		Freeway Service Patrol - Reno	\$365,000					Annual Program
1-03325	73833	Freeway Service Patrol - Las Vegas	\$1,842,000					Annual Program
1-31205		Freeway Service Patrol - Incident Response Vehicle - Las Vegas		\$775,000				Annual Program
1-03325		Freeway Service Patrol - Reno		\$365,000				Annual Program
1-03325		Freeway Service Patrol - Las Vegas		\$1,842,000				Annual Program
1-03369	73844	I 15 from Speedway Blvd to Apex - Install ITS infrastructure FAST Pkg H1	\$4,000,000	\$4,000,000				Split up into 3 Pkgs. Could Spend CMAQ Funds
1-03376		Replace DMS signs, I 15 at Sahara, Tropicana, Summerlin		\$600,000				
Not Scheduled		Replace Faulty High Mast Lowering System along I 15, Phase 1		\$3,000,000				
8-25014	73860	Washoe Valley Wind Warning System	\$4,500,000	\$4,500,000				Cost increase from \$4.2M Funding not identified - State Funds?
1-31205		Freeway Service Patrol - Incident Response Vehicle - Las Vegas			\$775,000			Annual Program
1-03325		Freeway Service Patrol - Reno			\$365,000			Annual Program
1-03325		Freeway Service Patrol - Las Vegas			\$1,842,000			Annual Program
1-03369	73844	I 15 from AZ State Line to Speedway - Install ITS infrastructure FAST Pkg H2			\$5,500,000			Split up into 3 Pkgs.
1-31220		I 580 from Neil Road to Moana - Install ITS infrastructure, TM Pkg 1			\$2,000,000			
Not Scheduled		Replace High Mast HPS Lighting with LED Lighting			\$1,500,000			
2-03276	73840	US 95 from Bypass to Laughlin - Install ITS infrastructure, FAST Pkg K1		\$4,000,000	\$4,000,000			Split up into 2 Pkgs.
8-00250		District 3 - Install Rural ITS Smart Zones Pkg A				\$2,000,000		
1-31205		Freeway Service Patrol - Incident Response Vehicle - Las Vegas				\$775,000		Annual Program
1-03325		Freeway Service Patrol - Reno				\$365,000		Annual Program
1-03325		Freeway Service Patrol - Las Vegas				\$1,842,000		Annual Program
1-03369	73844	I 15 from AZ State Line to Speedway - Install ITS infrastructure FAST Pkg H3				\$5,500,000		Split up into 3 Pkgs.
1-31221		Install Electronic Check Station Signage, I 80 at Garson Road				\$200,000		Ready in 2016
2-03276	73840	US 95 from Bypass to Laughlin - Install ITS infrastructure, FAST Pkg K2				\$4,000,000		Split up into 2 Pkgs.
8-00249		District 1 - Install Rural ITS Smart Zones Pkg A					\$2,000,000	
1-03325		Freeway Service Patrol - Reno					\$365,000	Annual Program
1-03325		Freeway Service Patrol - Incident Response Vehicle - Las Vegas					\$775,000	Annual Program
1-03325		Freeway Service Patrol - Las Vegas					\$1,842,000	Annual Program
1-31219		I 580 from Mt. Rose to Neil Rd - Install ITS infrastructure - TM Pkg 2A				\$3,000,000	\$3,000,000	Cost decrease from \$10M
3-03176		SR 160 from Pahrump to I 15 - Install ITS devices FAST Pkg J			\$8,000,000		\$8,000,000	
SubTotal:			\$2,982,000	\$15,082,000	\$15,982,000	\$14,682,000	\$15,982,000	

HYDRAULICS/TAHOE PROJECTS

PCEMS NO	PIN/EA NO	PROJ NAME	2014	2015	2016	2017	2018	NOTES
8-05009	73208	Burke-Rabe Meadow Coop	\$50,000					
		Clear Creek Erosion Control Program	\$500,000					
		Zephyr Cove Coop	\$50,000					
8-05009	73208	Burke-Rabe Meadow Coop		\$250,000				
		Clear Creek Erosion Control Program		\$500,000				
		Incline Green Streets Projects Coop		\$80,000				
		Lake Tahoe Stormwater Project Coop		\$300,000				
CC199808	73414	Master Plan Water Quality & Erosion Control Improvements - SR 28 from 0.13 Miles East of the CC/WA line to Sand Harbor		\$1,000,000				\$2M split into 2 years TTD Agreement State Funds
Not Scheduled		SR 88 Cottonwood Slough		\$350,000				
2-05120	60628	US 50 Clear Creek Watershed Storm Drain Project		\$4,000,000				Cost decrease from \$6M
		Zephyr Cove Coop		\$250,000				
8-05009	73208	Burke-Rabe Meadow Coop			\$300,000			
		Clear Creek Erosion Control Program			\$500,000			
		Lake Tahoe Stormwater Project Coop			\$600,000			
CC199808	73414	Master Plan Water Quality & Erosion Control Improvements - SR 28 from 0.13 Miles East of the CC/WA line to Sand Harbor			\$1,000,000			\$2M split into 2 years TTD Agreement State Funds
Not Scheduled		US 395 Martin Slough			\$250,000			
2-05115	73653	US 50 Slope Stability, Water Quality, and Erosion Control Imp. - US 50 from Cave Rock to SR-28 Spooner Junction			\$5,000,000			
		Clear Creek Erosion Control Program				\$500,000		
		Lake Tahoe Stormwater Project Coop				\$600,000		
2-25062	73674	US 50 Spooner Summit Storm Drain Project				\$2,000,000		
2-25064	73676	US 50 Upper Clear Creek Watershed Storm Drain Project				\$4,200,000		
		Clear Creek Erosion Control Program					\$500,000	
		Lake Tahoe Stormwater Project Coop					\$600,000	
SubTotal:			\$600,000	\$6,730,000	\$7,650,000	\$7,300,000	\$1,100,000	

LANDSCAPE & AESTHETICS PROJECTS

PCEMS NO	PIN/EA NO	PROJ NAME	2014	2015	2016	2017	2018	NOTES
Not Scheduled		I 15 Flamingo Interchange		\$2,500,000				
1-31228	73812	US 395, SR 431, 341 Interchange - Sierra Summit		\$2,000,000				
Not Scheduled		US 93 Hoover Dam - US Route State Gateway		\$150,000				
Not Scheduled		US 93 Jackpot - US Route State Gateway		\$150,000				
Not Scheduled		Veterans Parkway Roundabout aesthetic improvements		\$200,000	\$200,000			
Not Scheduled		Hidden Gems Highway - Info kiosks/pull-outs (4 locations)			\$160,000			
Not Scheduled		I 580 SB On Ramp Plumb Lane			\$1,000,000			
Not Scheduled		Russell Road and I 515			\$2,000,000			
Not Scheduled		US 395 Damonte Ranch Interchange			\$2,000,000			
Not Scheduled		Charleston Rd and I-515				\$2,000,000		Cost decrease from \$2.5M
Not Scheduled		Community Gateway to Winnemucca/Recreational to Black Rock Desert				\$50,000		
Not Scheduled		I 15 Spring Mountain			\$1,000,000			
Not Scheduled		I 80 Winnemucca Structures				\$1,000,000		
Not Scheduled		SR 28 Crystal Bay - State Route Gateway				\$150,000		
Not Scheduled		US 395 N. Bordertown - US Route State Gateway				\$150,000		
Not Scheduled		US 395 South Meadows Interchange				\$1,250,000		
Not Scheduled		US 50 Stateline S Lake Tahoe - State Route Gateway				\$150,000		
Not Scheduled		Boulder Highway/ I 515					\$2,500,000	
Not Scheduled		I 15 Lake Mead Blvd					\$1,500,000	
Not Scheduled		I 580 Spaghetti Bowl to Moana West Side					\$2,500,000	
Not Scheduled		US 395 Neil Road Interchange					\$750,000	
SubTotal:				\$5,000,000	\$5,160,000	\$5,750,000	\$7,250,000	



ADA PROJECTS

PCEMS NO	PIN/EA NO	PROJ NAME	2014	2015	2016	2017	2018	NOTES
Not Scheduled		SR 653 E. Plumb Ln. ADA Improvemets FM Kietzke Ln to Harvard Way		\$50,000				
4-31231	73549	SR 648, Glendale Ave, FM Kietzke Ln to McCarran Blvd					\$1,700,000	
SubTotal:				\$50,000			\$1,700,000	

MISCELLANEOUS PROJECTS

PCEMS NO	PIN/EA NO	PROJ NAME	2014	2015	2016	2017	2018	NOTES
1-31230	73825	I 80 at 4th, Rock, and Pyramid Interchange Sparks	\$595,000					Completed Adv Date 3/12/2014; Contract Number 3568
4-03437	73856	SR 160 at Buffalo, Cimarron, and Durango - Signal and Ped Access	\$1,270,000					Completed Adv Date 4/17/2014; Contract Number 3573
6-31202	73827	5 Schools in Washoe County SRTS		\$650,000				
8-09001	73624	US 95 in Goldfield from 1st Street to 2nd Street. ES 19 29 to ES 19 35		\$931,000				Cost increase from \$741k Verify Right of Way Issues - May be Canceled
		SR 317 Rainbow Canyon			\$1,000,000			
SubTotal:			\$1,865,000	\$1,581,000	\$1,000,000			

DISTRICT BETTERMENT PROJECTS

PCEMS NO	PIN/EA NO	PROJ NAME	2014	2015	2016	2017	2018	NOTES
		District Betterments		\$24,879,358				
SubTotal:				\$24,879,358				

Grand Total	Grand Total	\$272,913,000	\$362,172,358	\$294,861,750	\$327,732,000	\$361,582,000
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Qualifiers/Disclaimers

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

The list of projects shows those projects which NDOT has identified as being funded or potentially funded with money controlled by NDOT, such as STP Statewide, NHPP, Safety, state funds , etc.
The list does not show projects which are solely locally funded or funded with federal funding controlled by the MPOs, such as CMAQ or STP Local funds.
The list does not show Local Public Agency (LPA) projects which do not have NDOT controlled funds included in the project or an agreement to have NDOT controlled funds in them.

The dollar amounts may not be the total project cost but rather the amount of NDOT controlled funds in the project. It does not include any funding from federal earmarks or local/Developer funds.
The dollar amounts show the federal fiscal year in which it is anticipated the funds may be obligated. It does not represent the year that the funds will be expended.
The dollar amounts shown are for the construction phase only and does not reflect design or right of way costs.

Backup projects may be used in the year shown. If not used, backup projects will be used the following year.
Contingency projects may be used to replace any planned project in a year that experiences issues . If not used, contingency projects are reevaluated for use in future years.
Projects whose funding has not yet been identified may not be obligated in the year shown. There are not current commitments to actual fund those projects but staff recommends them.

2B Scheduled - indicates that the project is not currently scheduled in NDOT's Project Scheduling and Management System (PSAMS)

CHANGES FROM THE 3-24-14 VERSION OF THE FIVE YEAR PLAN ARE SHOWN IN BOLD AND BLUE

Contract Closeout Summary as of August 4, 2014

	Being Tracked	Const. Completed	Completed Pending Dist Accept	Pending Pickup	Working on Pickup	Pickup complete Pending other	In Plant Establishment
District 1	12 -	10 ↓	2 ↑	2 ↑	3 ↓	6 -	0 -
District 2	19 ↓	16 -	7 ↑	8 -	7 -	0 ↓	4 ↑
District 3	7 ↑	5 -	1 -	1 -	1 -	3 -	1 -
Totals	38	31 ↓	10 ↑	11 ↑	11 ↓	9 ↓	5 ↑

19 Number of contracts closed since January 1, 2014

\$97,003,383.16 Total contractor pay since January 1, 2014

<u>Completed By Contractor</u>		<u>Completed By Crew/Resident Engineer</u>	
3	Aggregate Industries	1	Crew 901 – D1
1	Capriati Construction	1	Crew 903 – D1
3	Fisher Industries	3	Crew 904 – D2
5 ↑	Granite Construction	4 ↓	Crew 907 – D2
1 ↑	Intermountain Slurry	1 ↓	Crew 908 – D3
0 ↓	Las Vegas Electric	1	Crew 910 – D2
2 ↓	Las Vegas Paving	5	Crew 911 – D2
1	Meadow Valley	1	Crew 912 – D3
6	Q&D Construction	3	Crew 913 – D2
3 ↓	RHB	2	Crew 915 – D1
4	Sierra Nevada Construction	2	Crew 916 – D1
2	Transcore	2	Crew 918 – D3
		2 ↓	Crew 922 – D1
		2	Crew 926 – D1
		1	District 3 (Hesterlee) – D3

Factoids

Oldest contract remaining to be closed:

3400, District 2, Crew 907, Carson freeway phase 2B-1, Construction was completed 11/2011, Q&D Construction

Oldest contract waiting for district acceptance

3292, District 2, crew 905, I580 Reno to Washoe Valley, construction complete 11/2012, Fisher Industries (Partial relief of maintenance granted, Plant establishment will expire 2/28/2015)

Oldest contract waiting for pickup

3389, District 2, crew 913, I580 Meadowood Mall exchange, construction complete 7/2013, Meadow Valley Construction

Contracts in litigation omitted from the summary

Bold indicates a change from the last reporting period, the arrow is the direction the value moved

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

Department of Transportation Construction Contract Closeout Status August 4, 2014																								
Cont. No.	DIST	Crew	Contractor - Resident Engineer	Description	Contract Bid Price	Retent Held	EEO	LAB	AB	CP	PR	LE	ATSS	WC	Construction Compl.	Cleanup Finalized	Plant Estab (Exp. Date)	District Accept	Director Accept	Pick Up Comp.	RPU	Comments	Change Orders # Needed	
3392	1	922	WILLIAMS BROTHERS -CHRISTIANSEN	VARIOUS INTERSECTIONS IN THE CITY OF LAS VEGAS AND VARIOUS INTERSECTIONS IN CLARK COUNTY.	\$944,304.33	\$47,215.22	A	A	A	A	A	A	A		9/29/11	11/1/2011	N/A	3/6/12	4/2/12	6/22/12		Pending Litigation		
3409	1	926	CAPRIATI CONSTRUCTION - SULAHRIA (ASST. RE)	US 95 FROM RAINBOW/SUMMERLIN INTERCHG. TO RANCHO/ANN RD. & DURANGO DR. (PKG. 1)	\$68,761,909.90	\$50,000.00	N	A	N	A	N	A	Y		12/1/12	2/15/13	12/16/13	3/7/14	3/12/14		Y	Jeff addressing claims. Books are submitted for review on 2/12/14, still waiting on final and CM19I.	Address CO#9, &12. Paid on prior #11.	
3421	1	916	LAS VEGAS PAVING -RUGULEISKI	ON US 95AT SUMMERLIN PARKWAY	\$26,080,589.00	\$50,000.00	N	A	A	A	A	S			8/10/12			6/6/14	6/27/14	6/2/14	Y	Contractor sent qty's on 6/16/14 (expires 7/16/14). Final payoff pending EEO & (Expire of Notice of Creditors 7/17/2014) .		
3454	1	916	FISHER INDUSTRIES - RUGULEISKI	ON I-15 FROM TROPICANA AVENUE TO US 95 (SPAGHETTI BOWL)	\$5,995,000.00	\$50,000.00	S	A	A	A	A	A	Y		3/23/12			4/20/12	5/21/12	9/4/12	Y	Contractor has Title 6 complaint against it which is holding EEO. Waiting for Contract Compliance to resolve EEO before processing Final Payment. Final quantities approved by Contractor.		
3466	1	922	AGGREGATE INDUSTRIES - CHRISTIANSEN	ON I-15 FROM THE SPEEDWAY / HOLLYWOOD INTERCHANGE TO 0.103 MILES NORTH OF THE DRY LAKES REST AREA	\$18,006,000.00	\$50,000.00	S	A	A	A	A	A			1/16/13	4/15/13	N/A	1/24/2013	2/13/2013	6/19/14	Y	Contractor sent qty's on 7/15/2014, (expires 8/15/14). Final payoff pending EEO Clearance.		
3481	1	901	AGGREGATE INDUSTRIES - ALHWAYEK	ON US 95 FROM 1.47 MI SOUTH OF THE AMAGOSA RIVER TO 6.46 MI NORTH OF THE TRAILING EDGE OF B-636	\$850,000.00	\$50,000.00	A	A	A	A	A	A			10/29/12			5/23/13	6/12/13	2/5/14	Y	Final qty's sent to contractor on 2/24/2014, possible payoff on 3/24/2014 Contractor disputed qty's on 3/21/14. RE and Contractor working on solution.		
3526	1	915	TRANSCORE ITS LLC - STRGANAC	CONSTRUCT ITS ELEMENTS FROM CRAIG ROAD TO SPEEDWAY	\$4,850,856.00	\$50,000.00	N	A	S	A	A	A			10/24/13			4/10/14	4/18/14		Y	Pick-up has been requested. 0% complete		
3530	1	902	LAS VEGAS PAVING CORP - YOUSUF	CONSTRUCT NEW INTERCHANGE I-15 AT CACTUS AVENUE	\$38,900,000.00	\$50,000.00	N	N	N	N	N	N											Construction ongoing.	
3531	1	903	LAS VEGAS PAVING - VOIGT	REMOVE AND REPLACE EXPANSION JOINTS ON I-15	\$308,500.00	\$15,425.00	A	A	S	N	A	A			5/20/13			4/11/14	4/18/14	7/10/14	Y	Contractor sent qty's on 7/21/2014, poss payoff on 8/21/14. CPPR needed.		
3535	1	922	INTERMOUNTAIN SLURRY - CHRISTIANSEN	US 6, SR 361, SR 375, AND SR 160 CHIP SEAL OF EXISTING ROADWAY	\$3,966,996.00	\$50,000.00	N	N	N	N	N	N			7/1/14						N	Working on punchlist items. No Pickup request to date.		
3548	1	901	SIERRA NEVADA CONSTRUCTION - ALHWAYEK	CHIP SEAL OF EXISTING ROADWAY	\$1,174,007.00	\$50,000.00	N	N	N	N	N	N									N	Construction ongoing.		
3549	1	926	TRANCORE ITS LLC - CHRISTIANSEN	SIGNAL SYSTEM MODIFICATION @ MULTIPLE INTERSECTIONS IN CLARK CO	\$850,935.40	\$42,894.23	N	A	N	N	N	N			5/20/14						N	Working on punchlist items. No Pickup request to date.		
3553	1	915	AGGREGATE INDUSTRIES - STRGANAC	EMERGENCY RECONSTRUCTION OF WASHED OUT PORTION OF SR 164 NIPTON RD WITH HYDRAULIC IMPROVEMENTS	\$540,000.00	\$27,000.01	A	A	S	A	N	N			2/6/14			4/8/14	4/8/14		Y	Pick-up has been requested. 0% complete		
3292	2	910	FISHER INDUSTRIES - DURSKI	FROM 395 S. OF BOWERS MANSION CUTOFF NORTH TO MOUNT ROSE HWY.	\$393,393,393.00	\$50,000.00	N	A	N	S	N	N			11/19/12		2/28/15	Partial Relief of Maint on 2/14/2014			Y	HQ working with Crew on closeout. Plant establishment complete 2/28/15.	pd on priors #64&69. Contractor has 31,78A and District 91.	
3377*	2	911	PEEK CONSTRUCTION - ANGEL	SR 207, KINGSBURY GRADE, FROM THE JUNCTION WITH HIGHWAY 50 TO THE SUMMIT AT DAGGETT PASS	\$6,852,746.00	\$50,000.00	N	N	N	N	N	N									N	Pending litigation		
3400	2	907	Q & D CONSTRUCTION - LANI	ON US 395, THE CARSON CITY FREEWAY, FROM CLEARVIEW DRIVE TO FAIRVIEW DRIVE. PACKAGE 2B-1.	\$7,548,315.70	\$50,000.00	A	A	A	A	A	A			11/30/11		11/30/12	12/10/12	12/21/12		Y	Crew has requested closeout (6/11/14), 0% complete.		
3401	2	913	GRANITE CONSTRUCTION - COCKING	US 395 FROM MOANA TO I 80	\$31,495,495.00	\$50,000.00	S	A	S	A	A	N			9/10/12		4/3/13	4/22/13	5/9/13		Y	Crew has requested closeout (6/16/14), 0% complete.		
3433	2	911	GRANITE CONSTRUCTION - ANGEL	US 50, FROM CAVE ROCK TO SR 28	\$3,661,661.00	\$50,000.00	S	A	A	S	A	A	Y		12/12/12		11/20/15	Partial Relief of Maint on 9/6/2013		N	Closeout request pending plant establishment (11/20/2015). Outstanding items pending completion plant establishment.			
3440	2	911	Q&D CONSTRUCTION - ANGEL	ON SR 28 FROM JUNCTION WITH ST 432 TO CALIFORNIA/NEVADA STATE LINE	\$5,613,054.00	\$50,000.00	A	A	A	A	A	A			10/20/12		10/19/13	6/4/14	6/23/14		Y	Crew has requested closeout (6/11/14), 0% complete.		
3465	2	904	SIERRA NEVADA CONSTRUCTION - BOGE	SR 341 VIRGINIA CITY FROM STOREY/WASHOE CO. LINE TO THE JUNCTION OF TOLL RD. & SR 341 VIRGINIA CITY FROM .02 MILES S. D ST.	\$6,969,007.00	\$50,000.00	N	A	N	N	A	A			12/21/12	3/27/13	Done	6/4/14	7/15/14		Y	Crew has requested closeout (7/15/14), 0% complete.		
3471	2	911	Q & D CONSTRUCTION - ANGEL	SR 28 AT THE INTERSECTION OF MT. ROSE HWY & SR 431	\$2,414,236.00	\$50,000.00	N	A	N	A	A	A			8/17/12		10/12/13	6/5/14	6/30/14		Y	Crew has requested pickup on (6/11/2014), 0% complete. Contract Compliance working with contractor to resolve payroll issues. Crew will submit AB when HQ picks up books for closeout.		

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 August 4, 2014																							
Cont. No.	DIST	Crew	Contractor - Resident Engineer	Description	Contract Bid Price	Retent Held	EEO	LAB	AB	CPPR	LE	ATSS	WC	Construction Compl.	Cleanup Finalized	Plant Estab (Exp. Date)	District Accept	Director Accept	Pick Up Comp.	RPU	Comments	Change Orders # Needed	
3501	2	911	Q & D CONSTRUCTION - ANGEL	ON SR 431, MT. ROSE HWY, FROM THE JUNCTION WITH SR 28 TO INCLINE LAKE RD.	\$5,318,188.00	\$50,000.00	N	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. Contractor Compliance working with contractor to resolve payroll issues. Crew will submit AB when HQ picks up books for closeout.		
3505	2	907	GRANITE CONSTRUCTION - LANI	US 50, LYON COUNTY, CHAVES ROAD TO ROY'S ROAD	\$21,212,121.00	\$50,000.00	N	N	N	N	N	N		10/3/13		10/3/14				N	Working on punch list items. Closeout request pending plant establishment.	#6 is a prior 1-4 are missing no prior no Co	
3509	2	904	A & K EARTHMOVERS - BOGE	COLD-IN-PLACE RECYCLE W/ DOUBLE CHIP SEAL ON SR 116 AND SR 860	\$2,094,000.00	\$50,000.00	N	N	N	N	N	N								N	Construction ongoing		
3510	2	907	SIERRA NEVADA CONSTRUCTION - LANI	ON MULTIPLE ROUTES CC, CHURCHILL, LYON & WASHOE COUNTIES	\$1,772,007.00	\$50,000.00	A	A	N	A	A	A		8/16/13		N	5/15/14	5/28/14		Y	Crew has requested closeout (6/27/14) via email, 0% complete.		
3516	2	907	GRANITE CONSTRUCTION - LANI	US 395 CARSON CITY FREEWAY FROM CARSON ST. TO FAIRVIEW	\$9,545,454.00	\$50,000.00	N	N	N	N	N	N		7/11/14						N	No request for pickup.	CO - talk to Rob	
3518	2	913	GRANITE CONSTRUCTION - COCKING	I-580 ON THE MOANA INTERCHANGE	\$6,978,978.01	\$50,000.00	A	A	A	A	A	A		2/19/13		2/19/14	5/13/14	5/28/14		Y	HQ working on contract pickup, approx 25% complete.		
3533	2	910	Q & D CONSTRUCTION - DURSKI	PBS OVERLAY WITH OPEN GRADE, PAVED CROSSOVER, CHAIN UP AREAS, AND WORK @ BEOWAWE INTERCHANGE	\$14,283,000.00	\$50,000.00	N	N	N	N	N	N										Construction ongoing	
3536	2	904	SIERRA NEVADA CONSTRUCTION - BOGE	SR 854 MP PE0.00 TO 3.59; SR 396 MP PE 1.422 TO 7.70 CHIP SEAL OF EXISTING ROADWAY	\$369,007.00	\$18,450.35	N	A	N	N	N	N		8/15/13		N				N	Crew preparing to request closeout, pending resolution of punchlist items. Need District Acceptance.		
3541	2	911	Q & D CONSTRUCTION - ANGEL	CONSTRUCT PHASE 1 C MULTI USE TRAIL OF STATELINE TO STATELINE BIKEWAY PROJECT	\$1,424,013.00	\$50,000.00	N	A	N	S	A	A		10/15/13		12/2015				N	No pickup request to date. Per Project Management, TTD in agreement with NDOT to do Weed Monitoring activities until 12/2015.		
3547	2	904	SIERRA NEVADA CONSTRUCTION - BOGE	CHIP SEAL OF EXISTING ROADWAY	\$558,007.00	\$50,000.00	N	N	N	N	N	N		7/15/14						N	No request for pickup.		
3555	2	910	DIVERSIFIED STRIPING SYSTEMS - DURSKI	INSTALL INTERSECTIO SAFETY IMPROVEMENTS INCL SOLAR FLASHING STOP BEACONS	\$479,629.79	\$23,981.49	N	N	N	N	N	N										Construction ongoing	
3389 ARRA	2	913	MEADOW VALLEY CONSTRUCTION - COCKING	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				N	Working with contractor on LOA's and CO's.	crew working on 3,10,20,23,24,27,28. Routing 19 -26. Contractor has 11, 17a	
3407	3	908	PEEK CONSTRUCTION - MOURITSEN (ACTING RE)	US 93 AT HD SUMMIT	\$3,156,345.49	\$50,000.00	A	S	S	S	S	S		11/19/10			7/18/11	9/23/11		Y	Pending Litigation	pd on prior #4,6,7,8 Shapiro has CO's	
3435	3	908	ROAD & HIGHWAY BUILDERS (AGG. INDUSTRIES) - MOURITSEN (ACTING RE)	I-80 FROM 0.26 MILES EAST OF THE HALLECK/RUBY VALLEY INTERCHANGE TO 0.60 MI EAST OF THE GREY'S CREEK GRADE SEPARATION	\$33,699,999.00	\$50,000.00	N	A	A	A	A	A		11/21/12	8/22/13	N	8/28/13	9/30/13		Y	HQ working on contract pickup. Appom 99% done.		
3451	3	Asst. District Eng (Hesterlee)	ROAD & HIGHWAY BUILDERS (AGG. INDUSTRIES) - HESTERLEE	US 50 FROM 3.38 MI. OF HICKSON SUMMIT TO THE LANDER / EUREKA COUNTY LINE .	\$10,799,999.00	\$50,000.00	N	A	A	S	A	A		1/24/12		1/25/14	6/3/14	6/26/14	11/5/12	Y	Final Qty's sent to RHB mid-June. District (Hesterlee) working with contractor to provide revised final p/r letter.		
3456	3	918	ROAD & HIGHWAY BUILDERS (AGG. INDUSTRIES) - KELLY	US 93 SCHELLBOURNE REST AREA	\$1,832,222.00	\$50,000.00	S	A	A	A	A	A		9/10/12	1/15/13	5/27/13	7/29/13	8/19/13	2/28/13	Y	Closeout is complete. Final payment pending EEO clearance. Qty's sent to contractor on 4/22/2014.		
3461	3	918	FISHER INDUSTRIES - KELLY	I-80 EAST OF OASIS INTERCHANGE TO WEST PF PILOT PEAK INTERCHANGE	\$30,999,999.00	\$50,000.00	N	N	N	N	N	N		11/15/13		11/1/14	Partial Relief 5/8/2014			N	Working on punch list items. Closeout pending plant establishment.	CO #12 in progress	
3468	3	912	Q & D CONSTRUCTION - SIMMONS	ON I-80 AT THE WEST CARLIN INTERCHANGE AND ON SR 766 AT THE CENTRAL CARLIN INTERCHANGE	\$7,263,806.50	\$50,000.00	S	A	A	A	A	A		7/17/13	7/22/13	N	8/1/13	8/1/13	10/28/13	Y	Closeout complete. Final payment pending EEO clearance. Qty's sent to contractor on 4/22/2014.		
3524	3	920	GRANITE CONSTRUCTION - SCHWARTZ	RUBBLIZING, PBS WITH OG SEIMIC RETROFIT AND REHABILITATION	\$32,106,106.01	\$50,000.00	N	N	N	N	N	N								N	Construction ongoing		
3537	3	908	Q & D CONSTRUCTION - SENRUD	COLDMILLING AND PLACING PLANTMIX SURFACE, PAVING CROSSOVER SAND PURCHASING LIGHTING FIXTURES	\$2,818,944.00	\$50,000.00	N	A	N	N	N	N								N	Construction ongoing. Closeout with Cont 3540(construction on-going)		

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 Internal

State of Nevada
Department of Transportation
Construction Division

District 1 - Construction Contract Closeout Monthly Meeting Minutes

July 1, 2014

Construction Admin Section w/ Conference Call – 9 a.m.

Attendees:

Sami Alhwayek, Resident Engineer, Crew 901	Megan Sizelove, Consultant PM, HQ
Wes Clyde, Lab, HQ	Cecilia Whited, Const Admin Supervisor, HQ
	Rob Liebherr, Const Admin Section, HQ
	Melissa Sharp, Const Admin Section, LV
	Deena Rose, Const Admin Section, HQ
	Matt Goodson, Const Admin Section, HQ

***For the RE's not in attendance the notes may still reflect what was discussed during previous meetings.*

Crew/Contract (Construction Completion Date):

Crew 901 – Sami Alhwayek

- 3453 (6/29/12) – Closeout complete, final payment 6/9/2014.
- 3481 (10/29/12) – Closeout complete. Final quantities sent to Contractor 2/24/2014. RE is working with contractor regarding disputed quantities.

Crew 902 – Sami Yousuf

- No outstanding contracts at this time.

Crew 903 – Vacant

- 3531 (5/20/13) – HQ is working on closeout, approx 90% complete. Outstanding items include: CPPR and LE.

Crew 906 – Vacant

- 3474(4/10/13) – Closeout complete, final payment 6/9/2014. Outstanding item include: LE.
- 3504(12/6/12) – Closeout complete. Anticipate sending quantities to contractor week 6/30/14. Outstanding items include: LE and ATSS.

Crew 914 – Neil Kumar

- No outstanding contracts at this time.

Crew 915 – Martin Strganac

- 3519(5/24/13) – Closeout complete, final payment 6/19/2014.

- 3526(10/24/13) – Pickup has been requested, 2nd in queue for HQ. Outstanding items include: EEO (final payroll letter sent on April 2014).
- 3553(2/6/2014) - Pickup has been requested, 3rd in queue for HQ. Outstanding items include: LE and ATSS.

Crew 916 – Tim Ruguleiski

- 3421(8/1/10) – Closeout complete. Final quantities sent to contractor 6/16/14. Final payoff pending EEO approval from Contract Compliance and expiration of Notice to Creditors (7/17/14).
- 3454 (3/23/12) – Closeout complete. Contractor approved final quantities. Final payoff pending resolution of Title VI complaint from Contract Compliance.

Crew 922/926 – Don Christiansen

- 3392 (9/29/11) – Closeout complete. Contractor payment is being held due to ongoing claim.
- 3409 (12/1/12) – Partial relief was granted on 2-12-13. Outstanding items include: EEO, AB, and LE. Chief Construction Eng addressing ongoing claim.
- 3466(1/16/13) – HQ is working with crew on finalizing closeout, approx 90% complete. Contract Compliance is working with crew/contractor on EEO clearance. Outstanding clearances include EEO and LE.
- 3535 – Construction ongoing
- 3549(5/20/2014) – Construction complete, finishing cleanup phase.

State of Nevada
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District 2 - Construction Contract Closeout Monthly Meeting Minutes

July 1, 2014

Construction Admin Section w/ Conference Call – 10 a.m.

Attendees:

Brad Durski, Resident Engineer, Crew 910	Megan Sizelove, Const Eng Services Mangr, HQ
Sam Lompa, Resident Engineer, Crew 905	Cecilia Whited, Const Admin Supvr, HQ
Larry Boge, Resident Engineer, Crew 904	Matt Goodson, Const Admin Section, HQ
Jerry Pete, Asst Resident Engineer, Crew 911	Deena Rose, Const Admin Section, HQ
Justine Elges, Office Person, Crew 911	Rob Liebherr, Const Admin Section, HQ
	Wes Clyde, Lab, HQ

***For the RE's not in attendance the notes may still reflect what was discussed during the previous meeting.*

Crew/Contract (Construction Completion Date):

Crew 904 - Larry Boge

- 3465 (10/4/12) – Crew working on preparing books for closeout, anticipate mid-July. Partial Relief of Maint 6/2014. Outstanding items include: EEO, AB, CPPR, LE and ATSS. Need District Acceptance.
- 3536(8/15/13) – Closeout request pending resolution of punch list items. Outstanding items include: EEO, AB, CPPR, LE, ATSS and District Acceptance.

Crew 905 – Sam Lompa

Crew 907 – Stephen Lani

- 3327 (10/8/09) – Closeout complete. Final quantities sent to contractor 6/9/14, anticipate final payment 7/9/14.
- 3400 (11/30/11) – Crew requested pickup (6/11/14), 2nd in queue for HQ.
- 3505(10/3/13) – Working on punch list items. Plant Establishment expires 10/3/2014. No request for pickup to date. All items outstanding (EEO, Lab, AB, CPPR, LE, ATSS). Need District Acceptance.
- 3510(8/16/13) – Crew requested pickup (6/28/14), 5th in queue for HQ. Outstanding items include: AB and LE. Contract Compliance working with Contractor on EEO issues.
- 3512 (4/25/13) – Closeout is complete. Final quantities sent to contractor 4/22/2014. Anticipate final payment mid July.
- 3516 – Construction ongoing.

Crew 910 – Brad Durski

- 3292 (11/19/12) – Crew working with HQ on closeout. Outstanding items include EEO (pending plant establishment completion 2/28/2015), AB, CPPR, LE and ATSS.

- 3555 – Construction ongoing.
- 3533 – Construction ongoing.

Crew 911 – John Angel

- 3377 – Pending litigation.
- 3433 (12/12/12) – Closeout request pending plant establishment (completion 11/20/2015). Outstanding items include EEO and CPPR (pending plant establishment). Partial Relief of Maint granted 9/6/2013.
- 3440 (10/20/12) – Crew requested pickup (6/11/14), 4th in queue for HQ.
- 3471 (8/17/12) – Crew working on preparing books for closeout. Contract Compliance working with contractors to resolve payroll issues
- 3501(11/8/13) – Crew working on preparing books for closeout. Contract Compliance working with contractors to resolve payroll issues
- 3541(10/15/13) – No pickup request to date. Request pending closeout of other contracts.

Crew 913 – Shane Cocking

- 3389ARRA (7/10/13) – RE working with Contractor on LOAs and Change Orders. All items are outstanding (EEO, Lab, AB, CPPR, LE, ATSS). Need District Acceptance
- 3401 (8/27/12) – Crew requested pickup (6/16/14), 3rd in queue for HQ. Outstanding items include EEO, AB (get at time of pickup) and ATSS.
- 3518 (2/19/13) – HQ is working on closeout, approximately 25% complete.

State of Nevada
Department of Transportation
Construction Division

District 3 - Construction Contract Closeout Monthly Meeting Minutes

July 1, 2014

Construction Admin Section w/ Conference Call – 11 a.m.

Attendees:

Dave Lindeman, Asst District Engineer Winn	Sharon Foerschler, Asst. Construction Engineer
Mike Murphy, Asst District Engineer, Elko	Megan Sizelove, Const Eng Services Mangr, HQ
Dave Swartz, Resident Engineer, Crew 920	Cecilia Whited, Const Admin Supervisor
Darren Hansen, Asst RE, Crew 918	Rob Liebherr, Const Admin Section, HQ
Tim Mouritsen, Asst Resident Engineer, Crew 908	Deena Rose, Const Admin Section, HQ
Nick Senrud, Asst Resident Engineer, Crew 908	Matt Goodson, Const Admin Section, HQ
Wes Clyde, Lab, HQ	

***For the RE's not in attendance the notes may still reflect what was discussed during the previous meeting.*

Crew/Contracts (Construction Completion Date):

Crew 908 – Nick Senrud/Tim Mouritsen (acting RE's)

- 3407 (11/19/10) – Closeout complete. Final quantities pending litigation.
- 3435 (11/21/12) – HQ working on closeout, approx. 25% complete. Outstanding item includes: EEO, pending final payroll submittal. RE attempting to contact contractor via email regarding submittal, however contractor non-responsive.
- 3537 – Construction ongoing, closeout with Contract 3540 (also ongoing).

Crew 912 – Mike Simmons

- 3468(7/17/13) – Contract closeout complete. Quantities sent to contractor 4/22/2014. Final payment pending EEO clearance.

Crew 918 – Casey Kelly

- 3456(1/15/13) – Contract closeout complete. Quantities sent to contractor 4/22/2014. Final payment pending EEO clearance.
- 3461(11/15/13) – Working on punch list items. Partial relief of maint completed 5/8/2014. Crew preparing to request pickup, pending plant establishment (ends 11/1/14). All items outstanding: EEO, Lab, AB, CPPR, LE, ATSS.

Crew 920 – Dave Schwartz

- No outstanding contracts

District - Ratliff

- 3506(9/3/13) – Complete, final paid 6/24/2014.

Others

- 3451 (Atkins, Randy Hesterlee) (1/24/13) – Closeout complete. Outstanding items include EEO, need final payroll letter to be submitted to Contract Compliance. Randy Hesterlee, Asst District Engineer – Ely, working with contractor on submittal.

**NDOT Construction Contracts Closed Out
May 2014 thru August 2014**

Contract	Description	Contractor	Resident Engineer	NDOT/Consultant	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
3327	PLANTMIX AND OPEN GRADE	ROAD & HIGHWAY BUILDERS LLC	Crew 907 - Lani	Casey Conner	\$44,968,149.00	\$2,152,984.12	4.8%	\$ 1,452,261.08	3.2%	\$48,573,394.20	\$ 3,605,245.20	108%	\$46,613,794.00	\$ 1,959,600.20	104%
3453	US 93 WIDENING, DRAINAGE AND ANIMAL CROSSING	FISHER SAND & GRAVEL CO.	Crew 901 - Alhwayek	Tony Lorenzi	\$15,858,585.85	\$1,507,424.45	9.5%	\$ 831,485.31	5.2%	\$18,197,495.61	\$ 2,338,909.76	115%	\$17,765,944.00	\$ 431,551.61	102%
3472	DISTRICT 1 MULTIPLE SIGNAL UPGRADES	LAS VEGAS ELECTRIC INC	Crew 922 - Christianson	Jim Ceragioli	\$3,393,786.20	\$168,778.12	5.0%	\$ (115,139.99)	-3.4%	\$3,447,424.33	\$ 53,638.13	102%	\$3,671,352.00	\$ (223,927.67)	94%
3474	US 93 ITS AND COMMUNICATIONS UPGRADES	LAS VEGAS ELECTRIC INC	Crew 906 - Petrenko	John Dickinson	\$6,647,492.75	\$0.00	0.0%	\$ (91,078.38)	-1.4%	\$6,556,414.37	\$ (91,078.38)	99%	\$7,046,367.00	\$ (489,952.63)	93%
3506	SR 225 AND 226 CHIP SEAL OF EXISTING ROADWAY	VALLEY SLURRY SEAL COMPANY	Ratliff	Anita Bush	\$1,129,336.00	\$0.00	0.0%	\$ 47,463.67	4.2%	\$1,176,799.67	\$ 47,463.67	104%	\$1,208,389.00	\$ (31,589.33)	97%
3507	SR 121 AND US 95A CHIP SEAL OF EXISTING ROADWAY	INTERMOUNTAIN SLURRY SEAL, INC	Crew 907 - Lani	Anita Bush	\$1,285,000.00	\$0.00	0.0%	\$ 8,171.65	0.6%	\$1,293,171.65	\$ 8,171.65	101%	\$1,374,949.00	\$ (81,777.35)	94%
3512	US 95A ANIMAL FENCE INSTALLATION	SIERRA NEVADA CONSTRUCTION INC	Crew 907 - Lani	Victor Peters	\$886,007.00	\$0.00	0.0%	\$ 101,032.10	11.4%	\$987,039.10	\$ 101,032.10	111%	\$988,027.00	\$ (987.90)	100%
3519	I-515/FLAMINGO INTERCHANGE LANDSCAPE TREATMENT	LAS VEGAS PAVING CORPORATION	Crew 915 - Strganac	Lucy Joyce	\$2,144,539.61	\$22,863.00	1.1%	\$ 70,720.68	3.3%	\$2,238,123.29	\$ 93,583.68	104%	\$2,356,103.00	\$ (117,979.71)	95%
3542	I-80, BRIDGE REPAIRS AND MAINTENANCE	Q&D CONSTRUCTION INC	Crew 905 - Lompa	Doug Fromm	\$1,330,000.00	\$32,685.58	2.5%	\$ (107,985.58)	-8.1%	\$1,254,700.00	\$ (75,300.00)	94%	\$4,176,400.00	\$ (2,921,700.00)	30%
3544	DISTRICT II MAINTENANCE YARD WATER LINE UPGRADES	SIERRA NEVADA CONSTRUCTION INC	Crew 905 - Lompa	Anita Bush	\$623,007.00	\$5,743.32	0.9%	\$ (12,098.09)	-1.9%	\$616,652.23	\$ (6,354.77)	99%	\$669,237.00	\$ (52,584.77)	92%
Totals					\$78,265,903.41	\$3,890,478.59	5%	\$ 2,184,832.45	3%	\$84,341,214.45	\$ 6,075,311.04	108%	\$85,870,562.00	\$ (1,529,347.55)	98%
Number of Projects Over/ Under Agr. Estimate (Budget)												Projects Over Budget	2	Projects Equal to or Under Budget	8

Contract No.: 3327
NDOT Project No.: 60253
FHWA Project No.: NH-395-1(018)
County: Carson City
Length: 1.774 miles
Location: US 395, the Carson City Freeway, Fairview Drive to US 50 East - Phase 2A
Work Description: Construction necessary for a 4 lane controlled access freeway
Advertised Date: December 14, 2006
Bid Opened: July 19, 2007
Contract Awarded: August 16, 2007
Notice to Proceed: October 8, 2007
Work Completed: October 8, 2009
Work Accepted: July 21, 2011
Final Payment: July 9, 2014

Contractor: Road and Highway Builders LLC
Resident Engineer: Stephen Lani

Project Performance:

Engineers Estimate:	\$52,361,637.66
Bid Price:	\$44,968,149.00
Adjusted Bid Contract Amount:	\$47,121,133.12
Agreement Estimate (Budget):	\$46,613,794.00
Final Contract Amount:	\$48,573,394.20
Percent of Budget	104%
Total Change Orders:	\$2,152,984.12
Percent Change Orders:	4.8%
Original Working Days:	400
Updated Working Days:	407
Charged Working Days:	407
Liquidated Damages:	\$23,260.90

Project Cost Breakdown:

Preliminary Engineering:	n/a
Right of Way:	n/a
Construction Engineering:	\$7,195,426.67 (14.81%)
Construction Final Contract Amount:	\$48,573,394.20
Total Project Cost:	\$55,768,820.87

Contract No.: 3453
NDOT Project No.: 73602
FHWA Project No.: SPF-093-1(015)
County: Clark
Length: 1.50 miles
Location: US 93 from Buchanan intersection to Hoover interchange. MP CL 2.0 TO CL 7.5.
Work Description: Widening, resurfacing, drainage, animal crossing, realignment
Advertised Date: June 1, 2011
Bid Opening: July 7, 2011
Contract Awarded: July 28, 2011
Notice to Proceed: September 12, 2011
Work Completed: November 19, 2011
Work Accepted: December 5, 2012
Final Payment: June 9, 2014

Contractor: Fisher Sand & Gravel Co.
Resident Engineer: Sami Alhwayek

Project Performance:

Engineers Estimate:	\$16,419,456.70
Bid Price:	\$15,858,585.85
Adjusted Bid Contract Amount:	\$17,366,010.30
Agreement Estimate (Budget):	\$17,765,944.00
Final Contract Amount:	\$18,197,495.61
Percent of Budget	102%
Total Change Orders:	\$1,507,424.45
Percent Change Orders:	9.51%
Original Working Days:	0
Updated Working Days:	0
Charged Working Days:	0
Liquidated Damages:	\$7,357.10

Project Cost Breakdown:

Preliminary Engineering:	\$1,331,641.00(7.32%)
Right of Way:	\$23,418.47
Construction Engineering:	\$1,065,316.39(5.85%)
Construction Final Contract Amount:	\$18,197,495.61
Total Project Cost:	\$20,616,871.47

Contract No.: 3472
NDOT Project No.: 73662
FHWA Project No.: SI-0003(156)
County: Clark
Length: 0.00 miles
Location: Clark County, multiple intersections in district 1 (Clark County)
Work Description: Signal head modification from 5 section P/P heads to 4
Advertised Date: September 30, 2011
Bid Opening: October 20, 2011
Contract Awarded: November 15, 2011
Notice to Proceed: December 26,2011
Work Completed: October 24, 2012
Work Accepted: January 24, 2013
Final Payment: May 28, 2014

Contractor: Las Vegas Electric Inc.
Resident Engineer: Don Christianson

Project Performance:

Engineers Estimate:	\$3,231,977.90
Bid Price:	\$3,393,786.20
Adjusted Bid Contract Amount:	\$3,225,008.08
Agreement Estimate (Budget):	\$3,671,352.00
Final Contract Amount:	\$3,447,424.33
Percent of Budget	94%
Total Change Orders:	\$168,778.12
Percent Change Orders:	5%
Original Working Days:	85
Updated Working Days:	85
Charged Working Days:	85
Liquidated Damages:	\$1,000.00

Project Cost Breakdown:

Preliminary Engineering:	\$29,656.07 (0.86%)
Right of Way:	\$2,129.37
Construction Engineering:	\$122,685.51 (3.56%)
Construction Final Contract Amount:	\$3,447,424.33
Total Project Cost:	\$3,601,895.28

Contract No.: 3474
NDOT Project No.: 60520
FHWA Project No.: CM-0032(093)
County: Clark
Length: 6.33 miles
Location: On US 93 from railroad pass crossing to the I 215/I 515 interchange in Henderson
Work Description: Install CCTV, vehicle detection, message signs, ITS, fiber optic communication
Advertised Date: 11/30/11
Bid Opened: 12/29/11
Contract Awarded: 02/21/12
Notice to Proceed: 04/09/12
Work Completed: April 10, 2013
Work Accepted: July 18, 2013
Final Payment: July 2, 2014

Contractor: Las Vegas Electric
Resident Engineer: Glenn Petrenko

Project Performance:

Engineers Estimate:	\$9,729,686.00
Bid Price:	\$6,647,492.75
Adjusted Bid Contract Amount:	\$6,647,492.75
Agreement Estimate (Budget):	\$7,046,367.00
Final Contract Amount:	\$6,556,414.37
Percent of Budget	93%
Total Change Orders:	\$0.00
Percent Change Orders:	0%
Original Working Days:	240
Updated Working Days:	240
Charged Working Days:	240
Liquidated Damages:	\$600.00

Project Cost Breakdown:

Preliminary Engineering:	n/a
Right of Way:	n/a
Construction Engineering:	\$313,774.31 (4.79%)
Construction Final Contract Amount:	\$6,555,414.30
Total Project Cost:	\$6,869,188.61

Contract No.: 3506
NDOT Project No.: 60549
FHWA Project No.: SP-000M(184)
County: Elko
Length: 34.6 miles
Location: On SR 225 (EL-112.90 to 127.50) and SR 226 (EL-0.00 to 20.00)
Work Description: Chip Seal of existing roadway
Advertised Date: May 9, 2012
Bid Opening: May 30, 2012
Contract Awarded: June 21, 2012
Notice to Proceed: July 23, 2012
Work Completed: September 9, 2013
Work Accepted: October 29, 2013
Final Payment: June 24, 2014

Contractor: Valley Slurry Seal Company
Resident Engineer: Boyd Ratliff

Project Performance:

Engineers Estimate:	\$1,107,459.61
Bid Price:	\$1,129,336.00
Adjusted Bid Contract Amount:	\$1,129,336.00
Agreement Estimate (Budget):	\$1,208,389.00
Final Contract Amount:	\$1,176,799.67
Percent of Budget	97%
Total Change Orders:	\$0.00
Percent Change Orders:	0%
Original Working Days:	60
Updated Working Days:	60
Charged Working Days:	54
Liquidated Damages:	\$0.00

Project Cost Breakdown:

Preliminary Engineering:	n/a
Right of Way:	n/a
Construction Engineering:	\$48,935.04 (4.16%)
Construction Final Contract Amount:	\$1,176,799.67
Total Project Cost:	\$1,225,734.71

Contract No.: 3507-READV
NDOT Project No.: 60548
FHWA Project No.: SP-000M(183)
County: Churchill
Length: 44.2 miles
Location: On SR 121 and US 95A
Work Description: Chip Seal of Existing Roadway
Advertised Date: June 20, 2012
Bid Opening: July 12, 2012
Contract Awarded: October 3, 2012
Notice to Proceed: June 3, 2013
Work Completed: October 2, 2013
Work Accepted: October 18, 2013
Final Payment: November 18, 2013

Contractor: Intermountain Slurry Seal, Inc.
Resident Engineer: Stephen Lani

Project Performance:

Engineers Estimate:	\$1,549,527.85
Bid Price:	\$1,285,000.00
Adjusted Bid Contract Amount:	\$1,285,000.00
Agreement Estimate (Budget):	\$1,374,949.00
Final Contract Amount:	\$1,293,171.65
Percent of Budget	94%
Total Change Orders:	\$0.00
Percent Change Orders:	0.00%
Original Working Days:	90
Updated Working Days:	90
Charged Working Days:	59
Liquidated Damages:	\$0.00

Project Cost Breakdown:

Preliminary Engineering:	n/a
Right of Way:	n/a
Construction Engineering:	\$80,264.61 (6.21%)
Construction Final Contract Amount:	\$1,293,171.65
Total Project Cost:	\$1,373,436.26

Contract No.: 3512
NDOT Project No.: 60538
FHWA Project No.: SI-095A(015)
County: Churchill, Lyon
Length: 12.84 miles
Location: US 95A, Lyon County, from 0.13 Miles North of Junction with US 50 in Silver Springs to the Truckee River Canal; on US 50, Lyon and Churchill Counties, from 0.08 Miles East of UPRR Tracks in Silver Springs to the Truckee River Canal
Work Description: Construct Fencing
Advertised Date: May 3, 2012
Bid Opening: May 31, 2012
Contract Awarded: June 21, 2012
Notice to Proceed: July 23, 2012
Work Completed: April 25, 2013
Work Accepted: July 8, 2013
Final Payment: July 9, 2014

Contractor: Sierra Nevada Construction, Inc.
Resident Engineer: Stephen Lani

Project Performance:

Engineers Estimate:	\$952,986.02
Bid Price:	\$886,007.00
Adjusted Bid Contract Amount:	\$886,007.00
Agreement Estimate (Budget):	\$988,027.00
Final Contract Amount:	\$987,039.10
Percent of Budget	100%
Total Change Orders:	\$0.00
Percent Change Orders:	0.00%
Original Working Days:	100
Updated Working Days:	100
Charged Working Days:	100
Liquidated Damages:	\$2,250.00

Project Cost Breakdown:

Preliminary Engineering:	n/a
Right of Way:	n/a
Construction Engineering:	\$66,767.70 (6.77%)
Construction Final Contract Amount:	\$986,039.10
Total Project Cost:	\$1,052,806.80

Contract No.: 3519
NDOT Project No.: 73697
FHWA Project No.: STP-515-1(039)
County: Clark
Length: 0 miles
Location: I-515, at the Interchange of Flamingo Road
Work Description: Construct Landscape and Aesthetic Treatments around Interchange
Advertised Date: August 22, 2012
Bid Opening: September 13, 2012
Contract Awarded: October 12, 2012
Notice to Proceed: November 26, 2012
Work Completed: May 24, 2013
Work Accepted: April 4, 2014
Final Payment: April 21, 2014

Contractor: Las Vegas Paving Corporation
Resident Engineer: Martin Strganac

Project Performance:

Engineers Estimate:	\$1,910,634.85
Bid Price:	\$2,144,539.61
Adjusted Bid Contract Amount:	\$2,167,402.61
Agreement Estimate (Budget):	\$2,356,103.00
Final Contract Amount:	\$2,238,123.29
Percent of Budget	95%
Total Change Orders:	\$22,863.00
Percent Change Orders:	1.10%
Original Working Days:	130
Updated Working Days:	130
Charged Working Days:	126
Liquidated Damages:	\$0.00

Project Cost Breakdown:

Preliminary Engineering:	\$243,153.14 (81.00%)
Right of Way:	n/a
Construction Engineering:	\$300,168.37 (13.41%)
Construction Final Contract Amount:	\$2,238,123.29
Total Project Cost:	\$2,781,444.80

Contract No.: 3542
NDOT Project No.: 60585
FHWA Project No.: SPI-080-1(071)
County: Washoe
Length: 0.15 miles
Location: I-80, Multiple Locations
Work Description: Bridge repairs and maintenance
Advertised Date: April 18, 2013
Bid Opening: May 16, 2013
Contract Awarded: June 4, 2013
Notice to Proceed: July 8, 2013
Work Completed: November 7, 2013
Work Accepted: March 10, 2014
Final Payment: May 5, 2014

Contractor: Q & D Construction, Inc.
Resident Engineer: Samuel Lompa

Project Performance:

Engineers Estimate:	\$1,648,940.36
Bid Price:	\$1,330,000.00
Adjusted Bid Contract Amount:	\$1,362,685.58
Agreement Estimate (Budget):	\$1,476,400.00
Final Contract Amount:	\$1,254,700.00
Percent of Budget	85%
Total Change Orders:	\$32,685.58
Percent Change Orders:	2.50%
Original Working Days:	60
Updated Working Days:	60
Charged Working Days:	60
Liquidated Damages:	\$0.00

Project Cost Breakdown:

Preliminary Engineering:	n/a
Right of Way:	n/a
Construction Engineering:	\$66,644.28 (5.31%)
Construction Final Contract Amount:	\$1,254,700.00
Total Project Cost:	\$1,321,344.28

Contract No.: 3544
NDOT Project No.: 60589
FHWA Project No.: SP-000M(196)
County: Washoe
Length: 0 miles
Location: District II Headquarters Maintenance Yard
Work Description: Water line upgrade and backflow upgrades at west side of campus
Advertised Date: June 12, 2013
Bid Opening: July 18, 2013
Contract Awarded: August 2, 2013
Notice to Proceed: September 3, 2013
Work Completed: January 30, 2014
Work Accepted: April 9, 2014
Final Payment: April 7, 2014

Contractor: Sierra Nevada Construction, Inc.
Resident Engineer: Samuel Lompa

Project Performance:

Engineers Estimate:	\$820,599.39
Bid Price:	\$623,007.00
Adjusted Bid Contract Amount:	\$628,750.32
Agreement Estimate (Budget):	\$669,237.00
Final Contract Amount:	\$616,652.23
Percent of Budget	92%
Total Change Orders:	\$5,743.32
Percent Change Orders:	1%
Original Working Days:	40
Updated Working Days:	40
Charged Working Days:	40
Liquidated Damages:	\$0.00

Project Cost Breakdown:

Preliminary Engineering:	n/a
Right of Way:	n/a
Construction Engineering:	\$48,181.38 (7.81%)
Construction Final Contract Amount:	\$616,652.32
Total Project Cost:	\$664,833.70

Open Contract Status 7/29/2014

CONTRACT	DESCRIPTION	AGREEMENT ESTIMATE (BUDGET)	BID CONTRACT AMOUNT	ADJUSTED BID CONTRACT AMOUNT	TOTAL PAID TO DATE	1% Budget	2% Time	CONTRACTOR	PROJECT MANAGER NDOT/CONSULTANT	DESCRIPTION
3292	I-580 FREEWAY EXTENSION	\$ 405,824,356.00	\$ 393,393,393.00	\$ 428,102,116.97	\$ 446,769,883.39	110%	104%	FISHER SAND & GRAVEL CO	MONTGOMERY, T./CH2M HILL	Change Site Conditions and 8% Changes, \$4.2M REA for concrete paving, temporary arch remaining in place and testing submitted 5/2014
3377	SR 207 KINGSBURY	\$ 7,311,743.00	\$ 6,852,746.00	\$ 7,466,646.94	\$ 8,665,120.10	119%	110%	PEAK CONSTRUCTION COMPANY DBA	NUSSBAUMER, M./WOOD R.	In Litigation
3389	I-580 MEADOWOOD MALL	\$ 22,845,305.00	\$ 21,827,613.92	\$ 22,034,774.33	\$ 22,428,747.46	98%	137%	MEADOW VALLEY CONTRACTORS INC	MONTGOMERY, T./CH2M HILL	\$4.8M REA for Plan Errors & Omissions
3392	SIGNAL MOD. CL COUNTY	\$ 1,042,602.00	\$ 944,304.33	\$ 1,317,907.91	\$ 1,020,101.22	98%	100%	WILLIAMS BROTHER INC	CERAGIOLI, JIM,	
3400	US 395, CC FRWY (2B)	\$ 8,140,151.00	\$ 7,548,315.70	\$ 7,556,670.70	\$ 7,464,744.94	92%	100%	Q&D CONSTRUCTION INC	GALLEGOS, J./LOUIS BERGER	
3401	US 395 WIDENING	\$ 35,127,922.00	\$ 31,495,495.00	\$ 33,694,939.39	\$ 36,498,569.47	104%	94%	GRANITE CONSTRUCTION CO DBA	GALLEGOS, J./ATKINS	Change Site Conditions and Landscape Changes
3407	OVERPASS SAFETY CROSSING	\$ 3,385,702.00	\$ 3,156,345.49	\$ 3,236,393.34	\$ 3,466,362.60	102%	114%	PEAK CONSTRUCTION COMPANY DBA	BRADSHAW, JOHN,	In Litigation
3409	US 95 WIDENING PCKG 1	\$ 71,947,575.00	\$ 68,761,909.90	\$ 73,113,528.06	\$ 73,456,072.38	102%	100%	CAPRIATI CONSTRUCTION CORP INC	JOHNSON, NICHOLAS,	Drilled Shaft Delay, \$4.7M REA Electrical
3421	US 95 SUMMERLIN PKWY HOV	\$ 27,325,505.00	\$ 26,080,589.00	\$ 26,163,667.91	\$ 27,077,321.69	99%	100%	LAS VEGAS PAVING CORPORATION	TERRY, JOHN/ATKINS	
3433	US 50, CAVE ROCK TO SPOONER	\$ 4,113,346.00	\$ 3,661,661.00	\$ 6,156,657.90	\$ 6,452,083.76	157%	92%	GRANITE CONSTRUCTION CO DBA	NUSSBAUMER, M./WOOD R.	Change Site Conditions
3435	I-80 WEST OF OSINO, ELKO	\$ 35,482,218.00	\$ 33,699,999.00	\$ 34,024,631.66	\$ 35,968,072.97	101%	100%	ROAD & HIGHWAY BUILDERS LLC	BIRD, STEVE,	Plantmix Quantity Increases
3440	SR 28, JCT SR 431 TO STATELINE	\$ 5,989,778.00	\$ 5,613,054.00	\$ 5,856,913.86	\$ 5,843,005.95	98%	100%	Q&D CONSTRUCTION INC	NUSSBAUMER, M./WOOD R.	
3451	US 50, CIR LA/EU COUNTY	\$ 11,562,099.00	\$ 10,799,999.00	\$ 10,738,346.93	\$ 10,873,788.68	94%	100%	ROAD & HIGHWAY BUILDERS LLC	PETERS, VICTOR,	
3454	I-15, TROPICANA TO US 95	\$ 7,422,149.00	\$ 5,995,000.00	\$ 5,995,000.00	\$ 7,017,507.53	95%	0%	FISHER SAND & GRAVEL CO	GARAY, LUIS,	
3456	US 93 WP, REST AREA	\$ 2,015,478.00	\$ 1,832,222.00	\$ 1,832,221.60	\$ 1,800,339.54	89%	100%	ROAD & HIGHWAY BUILDERS LLC	BIRD, STEVE,	
3461	I-80, E.OASIS TO PILOT PK, CIR	\$ 32,539,538.00	\$ 31,000,000.00	\$ 32,131,040.38	\$ 33,065,922.90	102%	100%	FISHER SAND & GRAVEL CO	BRADSHAW, JOHN,	Earthwork, Base and Bridge Deck Repair Quantity Increases
3465	SR 341, COLDMILLING, WA & ST	\$ 7,339,877.00	\$ 6,969,007.00	\$ 7,261,452.59	\$ 8,100,810.15	110%	70%	SIERRA NEVADA CONSTRUCTION INC	MAXWELL, KEVIN,	Plantmix Quantity Increases
3466	I-15, SPEEDWAY/ HOLLYWOOD INT.	\$ 19,343,626.00	\$ 18,006,000.00	\$ 17,489,195.72	\$ 17,888,137.09	92%	108%	AGGREGATE INDUSTRIES SWR INC	PETERSEN, CHRISTOPHER,	
3468	I-80,DIAMOND INT,W. CARLIN	\$ 7,791,069.00	\$ 7,263,806.50	\$ 7,584,915.34	\$ 7,467,154.22	96%	93%	Q&D CONSTRUCTION INC	PETERS, VICTOR,	
3471	SR 28, ROUNDABOUT	\$ 2,647,363.00	\$ 2,414,236.00	\$ 2,824,910.37	\$ 2,763,370.48	104%	0%	Q&D CONSTRUCTION INC	BIRD, STEVE,	Utility Delay(Paiute Pipeline). 17% Changes
3481	US 95, COLDMILL & RDBED MOD, NY	\$ 8,938,028.00	\$ 8,500,000.00	\$ 8,592,695.54	\$ 9,045,989.08	101%	100%	AGGREGATE INDUSTRIES SWR INC	BRADSHAW, JOHN,	Plantmix Quantity Increases. Bridge Repairs
3501	SR 431, WATER QLTY & EROSION C.	\$ 5,703,141.00	\$ 5,318,188.00	\$ 5,578,763.44	\$ 5,144,314.61	90%	100%	Q&D CONSTRUCTION INC	NUSSBAUMER, M./WOOD R.	
3504	I-15, STATELINE TO SLOAN INT	\$ 15,305,662.00	\$ 14,200,000.00	\$ 14,200,000.00	\$ 14,576,064.07	95%	75%	LAS VEGAS PAVING CORPORATION	PETERSEN, CHRISTOPHER,	
3505	US 50, WIDEN & DRAINAGE IMP.	\$ 22,256,347.00	\$ 21,212,121.00	\$ 21,201,767.48	\$ 23,367,709.19	105%	100%	GRANITE CONSTRUCTION CO DBA	BIRD, STEVE,	Plantmix Quantity Increases
3509	SR 116 & SR 860, CIR & CHIP SEAL	\$ 2,331,480.00	\$ 2,094,000.00	\$ 2,094,000.00	\$ 2,006,438.05	86%	56%	A&K EARTH MOVERS INC	BUSH, ANITA	
3510	MULT. ROUTES, MICROSURFACING	\$ 1,896,048.00	\$ 1,772,007.00	\$ 1,772,007.00	\$ 1,796,366.51	95%	91%	SIERRA NEVADA CONSTRUCTION INC	BUSH, ANITA	
3516	US 395, CC FRWY (2B-2)	\$ 9,958,381.00	\$ 9,545,454.00	\$ 9,570,399.81	\$ 9,578,928.83	96%	116%	GRANITE CONSTRUCTION CO	JOHNSON NICK/ LOUIS BERGER	Utility Delay (NV Energy). Est. \$200K
3518	I 580, MOANA INTCH. DDI	\$ 6,978,978.00	\$ 6,978,978.01	\$ 6,978,978.01	\$ 6,924,807.81	99%	0%	GRANITE CONSTRUCTION CO	SEARCY, ADAM	
3524	I 80, RUBBLIZE, PBS AND OG	\$ 34,221,117.00	\$ 32,106,106.01	\$ 32,110,764.01	\$ 28,028,063.72	82%	84%	GRANITE CONSTRUCTION CO	BRADSHAW, JOHN,	
3525	I 80, NEAR DUNPHY, MULT STRUCTURES	\$ 15,187,265.00	\$ 14,222,222.00	\$ 14,222,222.00	\$ 11,678,663.25	77%	81%	ROAD & HIGHWAY BUILDERS LLC	BRADSHAW, JOHN,	Utility Delay (Fiber Optic)
3526	I 15 N.,PART 2 PCKG 2, ITS FAST PCKG D	\$ 6,764,790.00	\$ 4,850,856.00	\$ 4,731,019.00	\$ 4,736,291.26	70%	95%	TRANSCORE HOLDINGS INC DBA	GARAY, LUIS/KIMLEY-HORN & ASSOC.	
3529	MULT. INTER. SIGNAL SYTEM MOD	\$ 2,074,259.00	\$ 1,753,671.20	\$ 1,702,997.52	\$ 1,147,248.73	55%	100%	TRANSCORE ITS LLC DBA	BRADSHAW, JOHN,	
3530	I 15, CACTUS INTERCHANGE	\$ 40,534,954.00	\$ 38,900,000.00	\$ 39,204,422.00	\$ 35,096,815.30	87%	79%	LAS VEGAS PAVING CORPORATION	MIRANDA EDUARDO/ LOUIS BERGER G.	
3531	SR 593, REPAIR/REPLACE EXP. JOINTS	\$ 397,860.00	\$ 308,500.00	\$ 450,447.44	\$ 427,062.05	107%	43%	LAS VEGAS PAVING CORPORATION	MANUBAY, JENNIFER	Bridge Deck Repair Quantity Increases
3532	I 15, REOPEN F STREET	\$ 14,201,021.00	\$ 13,600,000.00	\$ 13,600,000.00	\$ 9,857,332.71	69%	81%	LAS VEGAS PAVING CORPORATION	FINNERTY, JENICA	
3533	I 80, W. EMIGRANT PASS, OVERLAY	\$ 15,357,027.00	\$ 14,283,000.01	\$ 14,350,910.36	\$ 14,266,443.57	93%	99%	Q&D CONSTRUCTION INC	MAXWELL, KEVIN,	
3534	US 93, JNCT AT CURRIE, PASSING LANES	\$ 10,592,452.00	\$ 9,886,886.00	\$ 9,929,318.00	\$ 3,844,725.92	36%	73%	GRANITE CONSTRUCTION CO	CERAGIOLI, JIM,	
3535	US 6, SR 361, SR 375 & SR 160, CHIP SEAL	\$ 4,484,856.00	\$ 3,966,996.00	\$ 3,810,508.10	\$ 4,103,892.32	92%	88%	INTERMOUNTAIN SLURRY SEAL INC	CERAGIOLI, JIM,	
3536	SR 854 & SR 396, CHIP SEAL	\$ 394,837.00	\$ 369,007.00	\$ 369,007.00	\$ 390,719.36	99%	0%	SIERRA NEVADA CONSTRUCTION INC	BUSH, ANITA	
3537	I 80, CARLIN TUNNELS PCKG 1, CMAR	\$ 2,847,133.00	\$ 2,818,944.00	\$ 2,818,944.00	\$ 2,777,678.14	98%	80%	Q&D CONSTRUCTION INC	KELLER, DALE	
3539	US 95, N. WINN., SLOPE FLATTENING	\$ 8,157,766.00	\$ 7,616,616.00	\$ 7,716,610.42	\$ 3,684,396.68	45%	68%	GRANITE CONSTRUCTION CO	BIRD, STEVE,	
3540	I 80, CARLIN TUNNELS PCKG 2, CMAR	\$ 28,339,999.00	\$ 28,340,000.13	\$ 28,340,000.13	\$ 20,617,689.64	73%	90%	Q&D CONSTRUCTION INC	KELLER, DALE	
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	RODRIGUEZ, PEDRO	
3543	I 580 RAMPS, COLDMILL, PBS & OG	\$ 1,659,849.00	\$ 1,496,496.00	\$ 1,496,496.00	\$ 1,086,925.03	65%	32%	GRANITE CONSTRUCTION CO	BUSH, ANITA	
3545	I 80, REM. BRDG DECK & OVERLAY	\$ 879,631.00	\$ 792,459.75	\$ 792,459.75	\$ 229,757.31	26%	6%	ROAD & HIGHWAY BUILDERS LLC	FROMM, DOUGLAS	
3546	I 15, DRY LK. MILL, PBS & TRCK CLIMBING LN	\$ 37,235,208.00	\$ 35,650,000.00	\$ 35,689,929.14	\$ 15,140,213.09	41%	44%	LAS VEGAS PAVING CORPORATION	PETERS, VICTOR,	
3547	US 95, CHIP SEAL	\$ 607,648.00	\$ 558,007.00	\$ 558,007.00	\$ 557,426.18	92%	78%	SIERRA NEVADA CONSTRUCTION INC	BUSH, ANITA	
3548	SR 319, CHIP SEAL	\$ 1,277,928.00	\$ 1,174,007.00	\$ 1,174,007.00	\$ 1,188,869.09	93%	68%	SIERRA NEVADA CONSTRUCTION INC	BUSH, ANITA	
3549	CLARK CO., SIG. SYSTEM MODIFICATIONS	\$ 963,013.00	\$ 870,935.40	\$ 857,884.61	\$ 809,480.07	84%	100%	TRANSCORE ITS LLC DBA	CERAGIOLI, JIM,	
3550	SR 227, IDAHO ST, COLDMILL & PBS	\$ 20,616,055.00	\$ 19,656,656.00	\$ 19,656,656.00	\$ 7,180,032.46	35%	35%	ROAD & HIGHWAY BUILDERS LLC	BIRD, STEVE,	
3552	DIST I, SIG. SYSTEM MODIFICATIONS	\$ 508,269.00	\$ 441,763.58	\$ 441,763.58	\$ 124,710.82	25%	0%	NEVCAL INVESTORS INC	CERAGIOLI, JIM,	
3553	SR 164, NIPTON RD, EMER. RECONST.	\$ 623,200.00	\$ 540,000.01	\$ 540,000.01	\$ 545,601.46	88%	100%	AGGREGATE INDUSTRIES SWR INC	BUSH, ANITA	
3554	US 95, ANN RD TO DURANGO PCK 2A	\$ 37,306,043.00	\$ 35,700,000.01	\$ 35,700,000.01	\$ 3,862,266.35	10%	19%	LAS VEGAS PAVING CORPORATION	SOLTANI, AMIR	

Open Contract Status 7/29/2014

CONTRACT	DESCRIPTION	AGREEMENT ESTIMATE (BUDGET)	BID CONTRACT AMOUNT	ADJUSTED BID CONTRACT AMOUNT	TOTAL PAID TO DATE	¹ % Budget	² % Time	CONTRACTOR	PROJECT MANAGER NDOT/CONSULTANT	DESCRIPTION
3555	DIST II, INT. SAFETY IMPROVEMENTS	\$ 534,018.00	\$ 479,629.79	\$ 511,129.09	\$ 473,945.08	89%	74%	DIVERSIFIED STRIPING SYSTEMS	PETERSEN, CHRISTOPHER,	
3557	DUNPHY AT UPRR, OFF-SYST STRCT	\$ 8,383,676.00	\$ 7,835,211.70	\$ 7,835,211.70	\$ 1,475,877.23	18%	22%	Q&D CONSTRUCTION INC	BRADSHAW, JOHN,	
3558	SR 431,COLDMILL AND PBS WITH OG	\$ 11,035,511.00	\$ 10,293,293.00	\$ 10,293,293.00	\$ 5,608,799.25	51%	19%	GRANITE CONSTRUCTION CO	MAXWELL, KEVIN,	
3559	I 80, GOLCONDA, MILL, PBS WITH OG	\$ 10,849,672.00	\$ 10,069,069.00	\$ 10,069,069.00	\$ -	0%	0%	GRANITE CONSTRUCTION CO	BRADSHAW, JOHN,	
3560	SR 318, ENHANCED MILEPOST & RMBLE STRIP	\$ 495,820.00	\$ 426,000.00	\$ 426,000.00	\$ 303,694.61	61%	75%	MKD CONSTRUCTION INC	CERAGIOLI, JIM,	
3561	US 50, DEER RUN, MILL & PBS WITH OG	\$ 6,684,652.00	\$ 6,354,354.01	\$ 6,354,354.01	\$ 1,033,878.99	15%	30%	GRANITE CONSTRUCTION CO	BIRD, STEVE,	
3562	SR229, COLDMIX ON EXISTING RDWAY	\$ 3,157,837.00	\$ 2,886,886.00	\$ 2,886,886.00	\$ 327,835.15	10%	17%	GRANITE CONSTRUCTION CO	KANEGSBURG, PHILIP	
3563	US50,US93,SR140,SR278,SR292,SR294,SR305	\$ 5,349,866.00	\$ 4,824,007.00	\$ 4,824,007.00	\$ 2,015,833.15	38%	35%	SIERRA NEVADA CONSTRUCTION INC	KANEGSBURG, PHILIP	
3564	SR 207, KINGSBURY GRADE, CMAR	\$ 14,877,619.00	\$ 14,877,619.23	\$ 14,877,619.23	\$ 5,215,004.89	35%	27%	Q&D CONSTRUCTION INC	RODRIGUEZ, PEDRO	
3565	US95,SR318,SR321,SR376, CHIP SEAL	\$ 4,616,843.00	\$ 4,114,893.06	\$ 4,114,893.06	\$ 3,200,590.97	69%	41%	INTERMOUNTAIN SLURRY SEAL INC	KANEGSBURG, PHILIP	
3567	DIST I, SIG. SYSTEM MODIFICATIONS, PCK 2	\$ 676,268.00	\$ 605,969.00	\$ 605,969.00	\$ -	0%	0%	LLO INC DBA	CERAGIOLI, JIM,	
3568	I 80, 4TH, ROCK & PYRAMID SIG SYS UPGRADE	\$ 260,673.00	\$ 214,246.00	\$ 214,246.00	\$ 123,364.00	47%	0%	TITAN ELECTRICAL CONTRACTING	LERUD, JEFFREY	
3569	SR 445 & SR 447, DBL CHIP SEAL	\$ 2,636,328.00	\$ 2,404,007.00	\$ 2,404,007.00	\$ 1,110,577.34	42%	22%	SIERRA NEVADA CONSTRUCTION INC	KANEGSBURG, PHILIP	
3573	SR 160, CIMARRON SIG SYS & PED FACILITIES	\$ 1,513,732.00	\$ 1,390,312.98	\$ 1,390,312.98	\$ 420,878.43	28%	0%	NEVCAL INVESTORS INC	BIRD, STEVE,	
TOTAL		\$ 1,150,294,175.00	\$ 1,095,039,084.72	\$ 1,143,055,445	\$ 1,030,560,904.87					

¹ % BUDGET = Total Paid to Date / Agreement Estimate
² % TIME = Charged Working Days to Date / Updated Working Days

