STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

QUARTERLY REPORT FOR MAJOR PROJECTS

For Quarter Ending June 30, 2008

2007 Assembly Bill 595

Jim Gibbons
Governor

Susan Martinovich, PE
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Nevada Department of Transportation

QUARTERLY REPORT FOR MAJOR PROJECTS

June 30, 2008

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1.0 INTRODUCTION

The primary purpose of this quarterly report, ending June 30, 2008, is to provide the Nevada Legislature, the Board of Directors of the Department of Transportation, and the general public with the status of major projects under development by the Nevada Department of Transportation (NDOT) as required by Assembly Bill 595 that was passed in 2007. This quarterly report specifically addresses the reporting requirements of Section 55.5.

This status report is based on the major assumption that funding will be available for the major projects in a timely fashion.

Section 2 of this report provides a detailed description and explanation of the information on each project status sheet.

Section 3 of this report includes project status sheets for all major projects as required by AB 595. There are project sheets for highway capital projects indentified in the December 2006 Blue Ribbon Task Force report: "Roads to the Future" and any other proposed super or mega projects. All of these projects are simply characterized as major projects (projects exceeding $100 million in cost).

Section 4 of this report identifies any major projects completed during this quarter; however, there were none completed this quarter.

The Department's project development process typically consists of four major phases: planning, environmental clearance, final design and construction. This process is based on federal and state laws and regulations, engineering requirements, and a departmental review and approval process.

The project planning phase analyzes and develops conceptual solutions. The project descriptions, costs, and schedules are broadly defined. Viable design alternatives are developed, and the best means to address the risks in cost, scope and schedule is identified.

For the environmental clearance phase, major projects are subject to the National Environmental Policy Act (NEPA) to address potential social, environmental, economic and political issues. Studies are conducted to define existing conditions, and identify likely impacts and mitigations so the preferred design alternative is selected. At the conclusion of this phase, major projects are divided into smaller construction segments to address funding availability and constructability.

During the design phase the selected alternative is finalized with respect to project scope, schedule, costs, benefits, right-of-way, and utilities. During this phase the project design and cost estimate are completed and the project is advertised for construction.

Finally, projects are constructed according to the final design plans. Due to the complexity of major projects, a construction schedule, traffic control plans, and environmental mitigation strategies are developed in consultation with the successful contractor.

2.0 PROJECT STATUS SHEET EXPLANATION

The information contained on the project status sheet is centered on the Department's project development process that consists of the four major phases described in the previous section. The project status sheets contain several items of information as follows:

Project Description: Contains the preliminary project scope, which generally identifies features of the project, i.e., length, structures, widening, and interchanges, and directs the project development process.

Project Benefits: Summarizes the primary favorable outcomes expected by delivering the project.

Project Risks: Indentifies the major risks that might impact project scope, cost, and schedule. Unforeseen environmental mitigation, right-of-way litigation, and inflation of construction materials or land values are only a few items that can adversely effect project development. The large ranges for schedule and cost are provided when there is little known regarding the risks. As projects develop and information about the risks is obtained, the level of confidence increases. Consequently, the schedule and cost ranges become smaller.

Schedule: Provides the estimated schedule for when phases begin and are expected to be completed. Generally, in the earlier phases, the schedule for later phases cannot be reported because of funding uncertainty.

Project Costs: Project cost ranges are provided by activity: 1) engineering activities that includes planning, environmental clearance and final design costs, 2) right-of-way acquisition, and 3) construction. Costs are adjusted for inflation to the anticipated mid-point of completing each phase.

What's changed since last update? Contain summaries of the project scope, cost, and schedule changes, if any.

Financial Fine Points: Includes the total expended project costs and brief summary of financial issues.

Status Bars at the Bottom of the Form: Shows the percentage completion for the primary project development activities that are in progress: planning, environmental clearance, final design, right-of-way acquisition, and construction.

3.0 MAJOR PROJECTS

3.1 I-15 Projects

There are eight major projects initiated on I-15 through southern Nevada and especially through the Las Vegas Urbanized Area. They are:

I-15 North – Phase 1
I-15/US-95/I-515 Interchange to Craig Road

Project Sponsor: NDOT
Project Manager: Jeff Hale, P.E.
(775) 888-7321

Project Description:

- This is the first phase of the I-15 north corridor improvements between US 95 and Apex interchange.
- Widen I-15 from six lanes to ten lanes form US-95 to Lake Mead Boulevard, including re-alignment of on and off ramps for the US-95, Washington and D Street Interchanges.
- Widening of I-15 to eight lanes from Lake Mead Boulevard to Craig Road.
- Reconfigure the Lake Mead Boulevard Interchange.
- A new connection road linking D Street and F Street between I-15 and Bonanza Road.

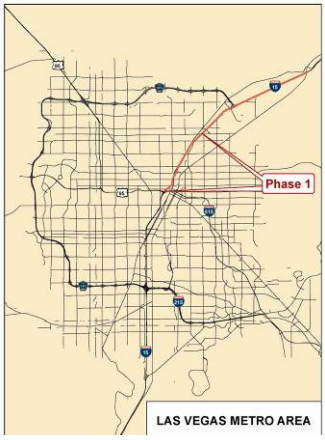
Schedule:

Planning: Complete

Environmental Clearance: Complete

Final Design: 2007-2008

Construction: 2008-2010



Project Cost Range (Construction Level Estimates):

Engineering:	$5.1 million
Right-of-Way:	$1.2 to $5.1 million
Construction:	$252 million
Total Project Cost:	$258 - $263 million

Project Benefits:

- Increase capacity to accommodate projected local and interstate traffic to year 2030
- Decrease congestion
- Reduce travel times
- Improve access to areas planned for development in North Las Vegas
- Improve freeway operations with full freeway-to-freeway connectivity
- Improve safety

What's Changed Since Last Update?

- Scope – No change
- Schedule – 5 month acceleration in substantial completion date due to traffic control VECP.
- Cost – No change

Project Risks:

- Project delivery by Design Build Method, unique to the Department
- Close coordination to incorporate City of North Las Vegas projects.
- July 14, 2008 lanes will be reduced from 3 to 2 each way between the Spaghetti Bowl and Lake Mead.

Financial Fine Points:

Total Expended: $60 Million
Funding Source Breakdown

- $114 Million State General Funds, $72 Million State Funds
- $6.5 Million STP
- $22 Million Minimum Guarantee
- $25 Million Federal Earmark
- $17 Million NHS, $7 Million Public Lands Highway Discretionary
- Inflation escalation (4%) is to 2009, approximate midpoint construction.

% Design Complete	0 — 50 — 100	July, 2008	NEVADA DOT
% ROW Complete	0 — 50 — 100		

I-15 North – Phase 2
Craig Road to Speedway Boulevard

Project Sponsor: NDOT
Project Manager: Jeff Hale, P.E.
(775) 888-7321

Project Description:

- Widen I-15 from 4 lanes to 6 lanes from Craig Road to Speedway Boulevard.
- Improvements will be constructed within the existing I-15 right-of-way
- This is the second of four phases of improvements to the I-15 North Corridor between US 95 and Apex Interchange.
- Project Length: 4.8 miles

Schedule:

Planning:
Complete

Environmental Clearance:
Complete

Final Design:
Start 2010 - 2014

Construction:
Start: 2013 - 2015

Project Cost Range (Environmental phase estimates):

Engineering: $5 – $15 million
Right-of-Way: $1 – $2 million
Construction: $99 - $123 million
Total Project Cost: $105 - $140 million

Project Benefits:

- Increase capacity to accommodate projected local and interstate traffic to year 2030
- Decrease congestion
- Reduce travel times
- Improve access to areas planned for development in North Las Vegas
- Improve freeway operations
- Improve safety

What's Changed Since Last Update?

- Scope – No change
- Schedule – No change
- Cost – No change

Project Risks:

- Uncertainty of future construction material and labor costs
- Funding uncertainty

Financial Fine Points:

- Total funding expended: $875,000
- Inflation escalation (4%) is to 2014 approximate midpoint of construction.
- Funding source for this project has not yet been identified

% Design Complete	0 50 100	July 1, 2008
% ROW Complete	0 50 100	

I-15 North – Phase 3
Speedway Boulevard to Apex Interchange

Project Sponsor: NDOT (I-15 Widening) and
City of North Las Vegas (New Interchange)
Project Manager: Jeff Hale, P.E.
(775) 888-7321

Project Description:

- Widen I-15 from four lanes to six lanes from Speedway Boulevard to the Apex Interchange
- Construct a new interchange approximately 1.8 miles north of Speedway Boulevard
- This is the third phase of improvements to the I-15 North Corridor between US 95 and Apex Interchange.
- Project Length: 4.6 miles

Schedule:

Planning:
Complete

Environmental Clearance:
Complete

Final Design:
Start 2012 - 2015

Construction:
Start 2015 - 2017

Project Cost Range (Environmental phase estimates):

Engineering: $5 - $15 million
Right-of-Way: $5 - $10 million
Construction: $105 - $115 million

Total Project Cost: $115 – $140 million

Project Benefits:

- Increase capacity to accommodate projected local and interstate traffic to year 2030
- Decrease congestion
- Reduce travel times
- Improve access to areas planned for development in North Las Vegas
- Improve freeway
- Improve safety

What's Changed Since Last Update?

- Scope – No change
- Schedule – No change
- Cost – No change

Project Risks:

- Uncertainty of future right-of-way and construction costs
- Need for new interchange depends on release of the surrounding lands from BLM jurisdiction
- Uncertainty of proposed Sheep Mountain Parkway terminus

Financial Fine Points:

- Total funding expended: $875,000
- Inflation escalation (4%) is to 2016 approximate midpoint of construction.
- Funding source for this project has not yet been identified

% Design Complete	0 50 100	July 1, 2008
% ROW Complete	0 50 100	

I-15 North – Phase 4
I-15 / CC-215 Northern Beltway Interchange

Project Sponsor: Clark County
Project Manager: Jeff Hale, P.E.
(775) 888-7321

Project Description:

- Construct new ramps to complete a system-to-system interchange configuration at the I-15/CC-215 Las Vegas Beltway interchange
- Improvements will be constructed within the existing I-15 and CC-215 right-of-way
- This is the last of four phases of improvements to the I-15 North Corridor between US 95 and Apex Interchange (15 miles)

Schedule:

Planning:
Complete

Environmental Clearance:
Complete

Final Design:
Start 2013 - 2015

Construction:
Start: 2015 - 2017

Project Cost Range (Environmental phase estimates):

Engineering: $6 - $ 15 million
Right-of-Way: $1 - $5 million
Construction: $123 - $140 million
Total Project Cost: $130 - $160 million

Project Benefits:

- Increase capacity to accommodate projected local and interstate traffic to year 2030
- Decrease congestion
- Reduce travel times
- Improve access to areas planned for development in North Las Vegas
- Improve freeway operations with full freeway-to-freeway connectivity
- Improve safety

What's Changed Since Last Update?

- Scope – No change
- Schedule – No change
- Cost – No change

Project Risks:

- Project schedule will be determined by project sponsor (Clark County)
- Uncertainty of future construction and labor costs
- Potential funding shortfall

Financial Fine Points:

- Total funding expended: $875,000
- Inflation escalation (4%) is to 2016 approximate midpoint of construction.
- Funding source for this project has not yet been identified.

% Design Complete	0 — 50 — 100	July 1, 2008
% ROW Complete	0 — 50 — 100	

I – 15 NEON

Project Sponsor: NDOT
Senior Project Manager: Glenn Petrenko, P.E.
(775) 888-7321

Project Description:

- HOV Direct Connector from US 95 to I-15 and I-15 widening improvements from Spaghetti Bowl to south of Sahara; Add/Drop lanes at Oakey/Wyoming
- Local Access Improvements to Las Vegas Downtown Redevelopment
- Connecting Industrial Road and Martin Luther King over I-15
- New access to Alta
- Collector distributor roads
- I-15/ Charleston Interchange Reconstruction
- Project Length: 4.83 miles
-

Schedule:

Planning:
2003-2009

Environmental Clearance:
2003-2009

Final Design:
TBD

Construction:
TBD

Project Cost Range (Environmental phase estimates):

Engineering: $79 - $157 Million
Right-of-Way: $490 - $616 Million
Construction: $886 - $1.025 Billion

Total Project Cost: $1.455 - $1.798 Billion

Project Benefits:

- Will accommodate anticipated traffic increases
- New access to Downtown Redevelopment
- Reduce congestion along local streets and I-15
- Operational Improvements to I-15
- Extends HOV System

What's Changed Since Last Update?

- Scope – No change
- Schedule – No change
- Cost – No change

Project Risks:

- Complex construction in a high volume dense urban area
- Complexity in maintaining traffic staging, relocating utilities and reducing impacts
- Complex right-of-way issues may impact schedule and cost
- Funding uncertainty

Financial Fine Points:

- Total funding Expended: $11,961,752
- Inflation escalation (4%) is to 2020 approximate midpoint of construction.
- Additional Federal, State, Local and Regional Funding will be required.

% Design Complete	0 50 100	March 27, 2008
% ROW Complete	0 50 100	

I-15 Urban Resort Corridor Study

Project Sponsor: Nevada Department of Transportation
Project Manager: Tony Letizia

Project Description:

- The I-15 Urban Resort Corridor Study along I-15 from I-215 (Bruce Woodbury Beltway) to the south, to U.S. 95 (Spaghetti Bowl) to the north.
- Enhance access and mobility within the resort corridor; develop a phased implementation strategy for future improvements to I-15 in the resort corridor area in addition to currently planned improvements;
- Prepare an early action plan for near-term improvements to enhance mobility and operations.

Schedule:

Planning:
2008 - 2009

Environmental Clearance: TBD

Final Design: TBD

Construction: TBD

Project Cost Range:

Engineering: TBD
Right-of-Way: TBD
Construction: TBD

Total Project Cost: TBD

Project Benefits:

- Improve capacity, operations, safety, access and mobility
- Meet stakeholder/public expectations
- Improve quality of life
- Support economic development
- Reduce trip times

What's Changed Since Last Update?

- Scope – No change
- Schedule – No change
- Cost – Expended $187,000 toward project development.

Project Risks:

- Consensus building among the resort owners
- Funding uncertainty
- Economic development along the corridor could require design changes affecting scope, schedule and budget.

Financial Fine Points:

- Total funding Expended: $528,204.00

% Planning Complete	0 50 100	July, 2008
% Design Complete	0 50 100	

I-15 South
Sloan Road to Tropicana Avenue

Project Sponsor: NDOT
Project Manager: John Terry, P.E.
(775) 888-7321

Project Description:

- I-15 from Sloan Road to Blue Diamond Road (12 miles) – Improve operational efficiency, capacity and safety.
- Construct new interchanges at Bermuda Road, Starr Ave., and Cactus Road. Design by RTC with NDOT oversight.
- Reconstruct interchange at Sloan Road.
- Construct Sunset Road bridge over I-15 and reconstruct Warm Springs Bridge over I-15
- Includes Phase I improvements from Blue Diamond to Tropicana with funding from AB 595. This project will be delivered by Design-Build method of delivery. Phase I construction will begin in 2009.

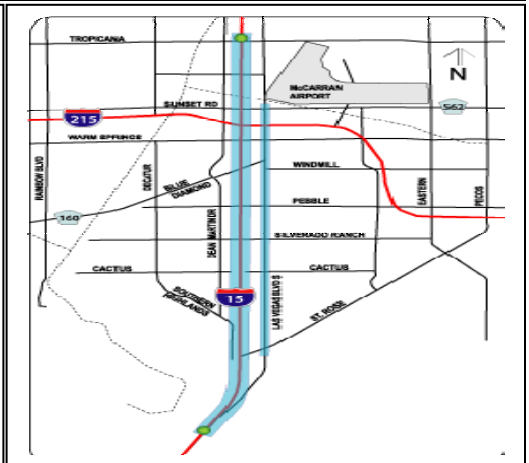
Schedule:

Planning:
Complete

Environmental Clearance:
2008 - 2009

Final Design:
TBD

Construction:
TBD



Project Cost Range (Planning phase estimates):

Engineering: $30M - $75M
Right-of-Way: $10M - $45M
Construction: $616M – $739M

Total Project Cost: $656M - $859M

Project Benefits:

- Provides additional lanes on I-15 to accommodate higher traffic volumes at acceptable operating speeds.
- Provides additional interchanges on I-15 to reduce traffic at congested interchanges.
- Reduces operational conflicts at ramps from Blue Diamond Road to Tropicana Ave.

What's Changed Since Last Update?

- Scope – Added Sunset Road bridge over I-15
- Schedule – No change
- Cost – Sunset Bridge funds to be transferred from Clark County.

Project Risks:

- Delay in Environmental document approval will impact project schedule
- Difficult construction issues may affect project cost and/or schedule
- Project underfunded – delay in identifying additional funds will affect schedule and increase costs

Financial Fine Points (Key Assumptions):

- Total funding Expended: $3.1 million
- Inflation escalation (4%) is to 2016 approximate midpoint of construction of all phases.
- Funding not identified for all project phases

% Design Complete	0 — 50 — 100	June 30, 2008
% ROW Complete	0 — 50 — 100	

I-15, South
STATELINE TO SLOAN

Project Sponsor: NDOT
Project Manager: John Terry, P.E.
(702) 671- 6601

Project Description:

- Improve operation efficiency, capacity and safety

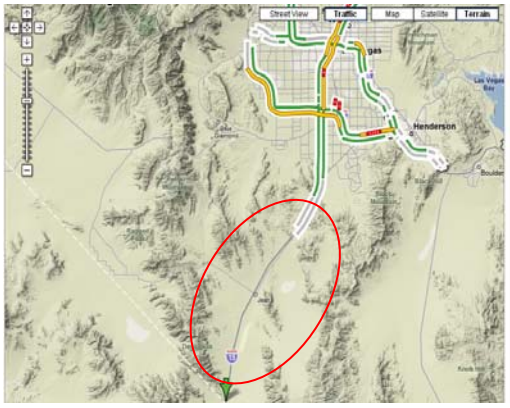
Schedule:

Planning:
2010-2012

Environmental Clearance:
TBD

Final Design:
TBD

Construction:
TBD



Project Cost Range (Planning phase estimates):

Engineering:	$ 10-12 M
Right-of-Way:	$ TBD
Construction:	$ 100 – 120 M
Total Project Cost:	$ 110-132 M

Project Benefits:

- Increase capacity to accommodate projected local and interstate traffic to year 2030
- Decrease congestion
- Reduce travel times
- Widening to 8 lanes will increase capacity
- Widen several bridges and a grade separation at UPRR
- Improve on/off ramps at Primm and Sloan Interchanges

What's Changed Since Last Update?

- Scope – No change
- Schedule – No change
- Cost – No change

Project Risks:

- Uncertainty of future construction materials and labor costs.
- Complex construction in a high volume rural area may affect schedule & costs
- Funding uncertainty

Financial Fine Points (Key Assumptions):

- Total funding Expended to Date: $ 0
- No funding has been identified for this project
- Inflation escalation (4%) is to 20xx approximate midpoint of construction.

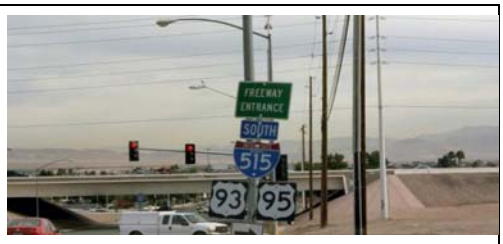
% Planning Complete	0 50 100	April 15, 2008
% Design Complete	0 50 100	

3.2 I-515/US-95/US Projects

There are four major projects initiated or identified through southern Nevada. They are:

I-515 Freeway Improvements
I-15 to Horizon Drive

Project sponsor: NDOT
Project Manager: John Terry, P.E.
(775) 888-7321



Project Description:

- I-515 from I-15 to Horizon Drive – Improve operational efficiency, capacity and safety.
- Reconstruct the Downtown Las Vegas viaduct.
- Construct new interchanges at "F" Street, Pecos Road and Sahara Avenue.
- Construct Bonanza Road Overcrossing of Las Vegas Blvd.
- Realign Stewart Avenue and Sahara Avenue.
- Reconstruct and expand Pedestrian & Bicycle Facilities.

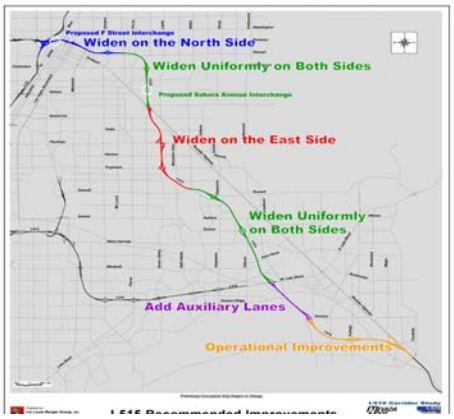
Schedule:

Planning:
2007-2008

Environmental Clearance:
2008-2009

Final Design
TBD

Construction
TBD



Project Cost Range (planning level estimate):

Engineering: $79M - $115M
Right-of-Way: $356M -$448M
Construction: $1,046M - $1,451M

Total Project Cost: $1,481M - $2,014M

Project Benefits:

- Increase traffic volumes at acceptable operating speeds.
- Provides additional interchanges on I-515 to reduce traffic at congested interchanges.
- Reduces operational conflicts at ramps
- Reduces collisions.
- Improves transportation system performance.

What's Changed Since Last Update?

- Scope – No change
- Schedule – No change
- Cost – No change

Project Risks:

- Environmental process under development – project scope, schedule and cost not fully defined.
- Complex right-of-way and utilities issues.
- Time delays in relocating public facilities and public housing.
- Funding uncertainty

Financial Fine Points (Key Assumptions):

- Total funding Expended: $7,320,000
- Inflation escalation (4%) is to 2012 in CLV and 2017 for remainder of project, approximate midpoint of construction.
- Funding for project not identified

% Design Complete	0 — 50 — 100	February 25, 2008
% ROW Complete	0 — 50 — 100	

I 515 / US 93 / US 95 - Boulder City Bypass Phase 1
Foothill Drive to US 95

Project Sponsor: NDOT
Senior Project Manager: Glenn Petrenko, P.E.
(775) 888-7321

Project Description:

- Realignment of I 515 / US 93/ US 95 to create an access controlled facility from Foothill Drive to US 95
- One new diamond interchange and one new half interchange along with Frontage Roads will be constructed
- Direct Connecter Ramps from the new facility to US 93 will be constructed
- Direct Connecter Ramps from US 95 to the new facility will be constructed
- Existing access will be perpetuated
- Project Length: 3 miles

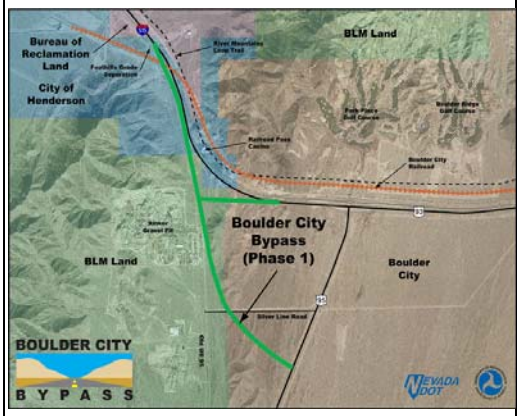
Schedule:

Planning:
Completed

Environmental Clearance:
Completed

Final Design:
2008 - 2010

Construction:
Start: 2010-2013



Project Cost Range (Final design phase estimates):

Engineering: $4 - $10 million
Right-of-Way: $20 - 25 million
Construction: $156 - $195 million

Total Project Cost: $180 - $230 million

Project Benefits:

- Improves Safety by eliminating a signal at US 93 and Railroad Pass Casino
- Improves Operations for Trucks from US 95 to I-515
- Improves Operations for Peak trips from Boulder City to Las Vegas
- Improves local circulation
- Completes initial bypass phase

What's Changed Since Last Update?

- Scope – No change
- Schedule – No change
- Cost – No change

Project Risks:

- Concurrent utility relocations may affect schedule
- Unit price and property escalation may affect project cost
- Full funding may not be available
- Resource conflict with other on-going projects

Financial Fine Points:

- Total funding Expended: $2,693,649
- Total funding Expended for BC Bypass Environmental studies (all phases): $4,895,181
- Inflation escalation (4%) is to 2012 approximate midpoint of construction.
- Additional Federal, State, Local and Regional Funding will be required.

% Design Complete	0 — 50 — 100	April 15, 2008
% ROW Complete	0 — 50 — 100	

I 515 / US 93 / US 95 - Boulder City Bypass Phase 2
US 95 to Hoover Dam Bypass

Project Sponsor: NDOT
Senior Project Manager: Glenn Petrenko, P.E.
(775) 888-7321

Project Description:

- Provide extension of Phase I from US 95 to tie into the Hoover Dam Bypass at Nevada Interchange
- Provide limited access bypass to the south of Boulder City for US 93 traffic.
- 4 lane divided highway facility.
- Require several bridge structures over existing access roads and to provide wildlife access
- Project Length: 12 miles

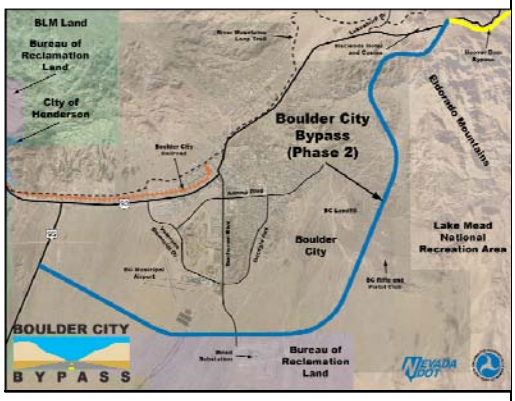
Schedule:

Planning:
Completed

Environmental Clearance:
Completed

Final Design:
Start: 2017-2025

Construction:
TBD



Project Cost Range (Planning phase estimates):

Engineering: $15 – 30 million
Right-of-Way: $2 - $4 million
Construction: $335 - $820 million

Total Project Cost: $352 - $850 million

Project Benefits:

- Reduce congestion of US 93 through Boulder City
- Provide additional safety to existing US 93 within Boulder City
- Decrease travel time from Las Vegas to Nevada/Arizona border

What's Changed Since Last Update?

- Scope – No change
- Schedule – No change
- Cost – No change

Project Risks:

- Project unfunded – may delay schedule and increase costs
- Unit price escalation may affect project cost
- Difficult design & construction issues in a mountainous terrain may affect cost & schedule

Financial Fine Points:

- Total funding Expended: $2,808,668
- Total funding Expended for BC Bypass Environmental studies (all phases): $4,895,181
- Inflation escalation (4%) is to 2027 approximate midpoint of construction.
- Additional Federal, State, Local and Regional Funding will be required.

% Design Complete	0 50 100	April 1, 2008
% ROW Complete	0 50 100	

Hoover Dam

Project Sponsor: FHWA / CFLHD
CFLHD Project Manager: F. Dave Zanetell, P.E.
NDOT Senior Project Manager: Glenn Petrenko, P.E.
(775) 888-7321

Project Description:

- Realignment of US 93 to create a highway bypass around Hoover Dam tying into existing US93
- One new diamond interchange at AZ end of project and one new diamond interchange at NV end will be constructed
- Long-span bridge crossing the Colorado River approximately 1500 feet south of Hoover Dam
- Pedestrian plaza and parking area constructed with access to the newly named Hoover Dam Access Road
- Project Length: 2.38 miles

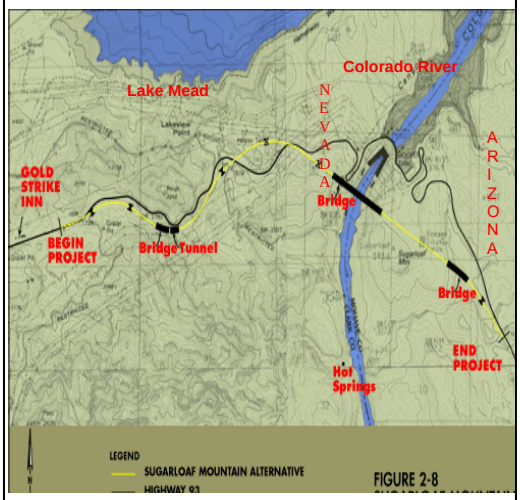
Schedule:

Planning:
Complete

Environmental Clearance: Complete

Final Design:
5 of 6 phases complete

Construction:
4 of 6 phases complete
Late 2010-2011



Project Cost Range (Final design phase estimates):

Engineering: $23 - $24 million
Right-of-Way: No cost
Construction: $215 - $216 million

Total Project Cost: $238 M - $240 M

Project Benefits:

- Improves Safety by removing trucks and through-traffic from Dam with tourists
- Improves Operations for Trucks on US 93, tourists on Hoover Dam
- Improves Operations for trips from Phoenix to Las Vegas
- Improves Hoover Dam facility, worker and visitor operations
- Protects waters of the Colorado River.

What's Changed Since Last Update?

- Scope – No change
- Schedule – No change
- Cost – No change

Project Risks:

- Unit price escalation for final surfacing project (mitigated due to interim surfacing)
- Construction delays (cable stay portion of arch most difficult – extensive planning in place)

Financial Fine Points:

- Total funding Expended: $191,000,000
- Inflation escalation (4%) is to 2009 approximate midpoint of construction.
- Nevada Funds - $20 million

% Design Complete	0 — 50 — 100	July 2008	NEVADA DOT
% Const. Complete	0 — 50 — 100		

3.3 US-95 Northwest Projects

There are five major projects initiated on I-15 through southern Nevada and especially through the Las Vegas Urbanized Area. They are:

US 95 Northwest – Phase 1
Rainbow Boulevard (SR 595) to Ann Road

Project Sponsor: NDOT
Senior Project Manager: Jenica K. Finnerty, P.E.
(775) 888-7321

Project Description:

- Alleviate congestion within the corridor by increasing capacity
- Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning
- Project length: 6.02 miles

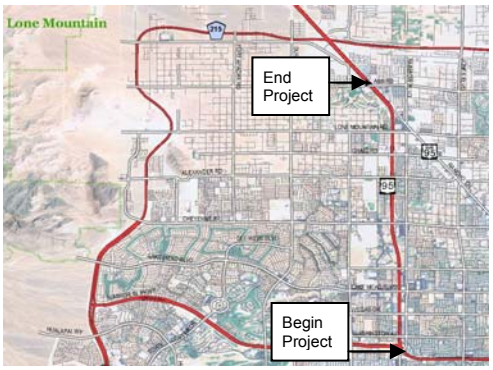
Schedule:

Planning:
Complete

Environmental Clearance:
Complete

Final Design:
2008-2009

Construction:
TBD



Project Cost Range (Cost estimates are appropriate for anticipated year of completing each phase):

Engineering: $2 - $3 million
Right-of-Way: $0 - $1 million
Construction: $128 – $159 million

Total Project Cost: $130 – $163 million

Project Benefits:

- Increase capacity
- Improve safety
- Improve access
- Meet stakeholder/public expectations
- Reduce trip times
- Reduce vehicle emissions
- Reduce idling
- Beautify corridor
- Improve driver comfort

What's Changed Since Last Update?

- Scope – No change
- Schedule – NEPA completed May 7, 2008
- Cost – No change

Project Risks:

- Unit price escalation may affect project cost
- Complex design issues may impact schedule and scope
- Complex right of way and utilities issues may impact schedule and cost

Financial Fine Points:

- Total funding Expended: $70,000
- Total funding Expended for US 95 Northwest environmental studies (all phases): $5 M
- Inflation escalation (4%) to midpoint of Construction in 2010
- Funding source:
  - AB 595 - full funding not available until 2011
  - $14 million Federal (NHS/SAFETEA-LU High Priority)
  - $116 - $149 million unidentified

% Design Complete	0 50 100	July 1, 2008
% ROW Complete	0 50 100	

US 95 Northwest – Phase 2
Ann Road to Kyle Canyon Road (SR 157)

Project Sponsor: NDOT
Senior Project Manager: Jenica K. Finnerty, P.E.
(775) 888-7321

Project Description:

- This is the second phase of the US 95 Northwest Project that extends from Washington Ave to Kyle Canyon Road.
- Alleviate congestion within the corridor by increasing capacity
- Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning
- Project length: 5.55 miles

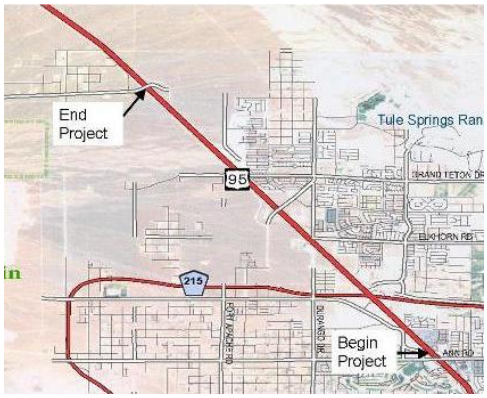
Schedule:

Planning:
Complete

Environmental Clearance:
Complete

Final Design:
Start 2009 - 2011

Construction:
TBD



Project Cost Range (Cost estimates are appropriate for anticipated year of completing each phase):

Engineering: $2 – $3 million
Right-of-Way: $2 – $3 million
Construction: $84 - $105 million

Total Project Cost: $88 – $111 million

Project Benefits:

- Increase capacity
- Improve safety
- Improve access
- Meet stakeholder/public expectations
- Reduce trip times
- Reduce vehicle emissions
- Reduce idling
- Beautify corridor
- Improve driver comfort

What's Changed Since Last Update?

- Scope – No change
- Schedule – NEPA complete May 7, 2008
- Cost – No change

Project Risks:

- Unit price escalation may affect project cost
- Complex design issues may impact schedule and scope
- Complex right of way and utilities issues may impact schedule and cost

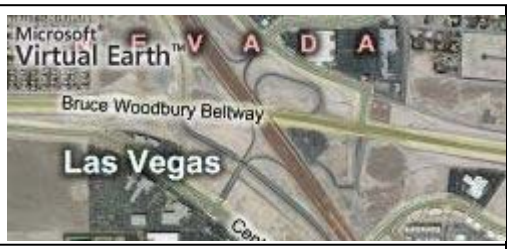
Financial Fine Points:

- Total funding Expended for Phase 2: $0.0 (Design phase not started)
- Total funding Expended for US 95 Northwest environmental studies (all phases): $5 M
- Inflation escalation (4%) to midpoint of Construction in 2012
- Funding source:
  - AB 595 - full funding not available until 2011
  - $88 - $111 million unidentified

% Design Complete	0 50 100	July 1, 2008
% ROW Complete	0 50 100	

US 95 Northwest – Phase 3
Clark County 215 Interchange

Project Sponsor: NDOT and Clark County
Senior Project Manager: Jenica K. Finnerty, P.E.
(775) 888-7321



Project Description:

- Alleviate congestion within the corridor by increasing capacity
- Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning
- Construct new interchange at CC 215

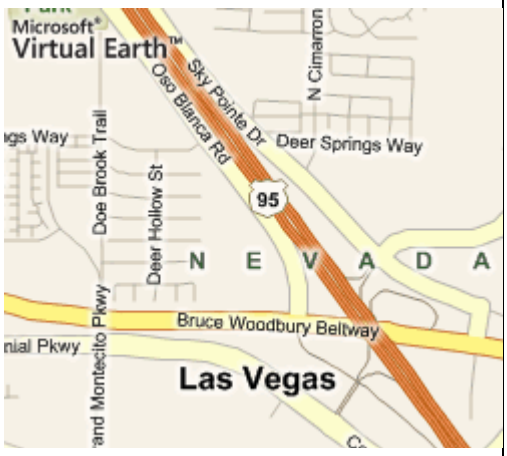
Schedule:

Planning:
Complete

Environmental Clearance:
Complete

Final Design:
2012 - 2014

Construction:
TBD



Project Cost Range (Cost estimates are appropriate for anticipated year of completing each phase):

Engineering: $2 – $3 million
Right-of-Way: No cost
Construction: $101 - $126 million

Total Project Cost: $103 – $129 million

Project Benefits:

- Increase capacity
- Improve safety
- Improve access
- Meet stakeholder/public expectations
- Reduce trip times
- Reduce vehicle emissions
- Reduce idling
- Beautify corridor
- Improve driver comfort

What's Changed Since Last Update?

- Scope – No change
- Schedule – NEPA complete May 7, 2008
- Cost – No change

Project Risks:

- Unit price escalation may affect project cost
- Complex design issues may impact schedule and scope

Financial Fine Points:

- Total funding Expended for Phase 3: $0.0 (Design phase not started)
- Total funding Expended for US 95 Northwest environmental studies (all phases): $5 M
- Inflation escalation (4%) to midpoint of Construction in 2015
- Funding source:
  - $44 million Local

% Design Complete	0 50 100	July 1, 2008
% ROW Complete	0 50 100	

US 95 Northwest – Phase 4
Horse Interchange

Project Sponsor: City of Las Vegas and NDOT
City Project Manager: Randy McConnell, P.E.
NDOT Project Manager: Bill Glaser, P.E.
(775) 888-7321

Project Description:

- This is the forth phase of the US 95 Northwest Project that extends from Washington Ave to Kyle Canyon Road.
- Construct a new interchange on US 95 at Horse Drive to increase capacity and improve safety in response to recent and planned development

Schedule:

Planning:
2002-2007

Environmental Clearance:
Complete

Final Design: 2008

Construction:
2008-2010

Project Cost Range (Cost estimates are appropriate for anticipated year of completing each phase):

Engineering: $1– $2 million
Right-of-Way: $10.8 million
Construction: $60 - $65 million

Total Project Cost: $61 – $73 million

Project Benefits:

- Increase capacity
- Improve safety
- Meet stakeholder/public expectations
- Reduce trip times
- Improve driver comfort
- Improve access

What's Changed Since Last Update?

- Scope – No change
- Schedule – NEPA complete May 7, 2008
- Cost – No change

Project Risks:

- Complex construction in a dense urban residential area
-

Financial Fine Points (Key Assumptions):

- Total funding expended for phase 4: $12.8 million
- Total funding Expended for US 95 Northwest environmental studies (all phases): $5 M
- $4.1M Federal SAFTEA-LU Funds
- $21M RTC Clark County STP
- $48M City of Las Vegas

% Design Complete	0 50 100	July 1, 2008
% ROW Complete	0 50 100	

US 95 Northwest – Phase 5
Kyle Canyon Road Interchange

Project Sponsor: City of Las Vegas and NDOT
Senior Project Manager: Jenica K. Finnerty, P.E.
(775) 888-7321

Project Description:

- This is the fifth phase of the US 95 Northwest Project that extends from Washington Ave to Kyle Canyon Road.
- Alleviate congestion within the corridor by increasing capacity
- Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning
- Construct new interchange at Kyle Canyon Road

Schedule:

Planning:
Complete

Environmental Clearance:
Complete

Final Design:
Start 2011 - 2013

Construction:
TBD

Project Cost Range (Cost estimates are appropriate for anticipated year of completing each phase):

Engineering: $1 – $2 million
Right-of-Way: No cost
Construction: $20 - $24 million

Total Project Cost: $21 – $26 million

Project Benefits:

- Increase capacity
- Improve safety
- Improve access
- Meet stakeholder/public expectations
- Reduce trip times
- Reduce vehicle emissions
- Reduce idling
- Beautify corridor
- Improve driver comfort

What's Changed Since Last Update?

- Scope – No change
- Schedule – NEPA complete May 7, 2008
- Cost – No change

Project Risks:

- Unit price escalation may affect project cost
- Complex design issues may impact schedule and scope

Financial Fine Points:

- Total funding Expended for Phase 5: $0.0 (Design phase not started)
- Total funding Expended for US 95 Northwest environmental studies (all phases): $5 M
- Inflation escalation (4%) to midpoint of Construction in 2011
- Funding source:
  - $6 million Local
  - $10 million Private
  - $24 million Federal

% Design Complete	0 50 100	July 1, 2008
% ROW Complete	0 50 100	

3.4 Other Southern Nevada Projects

There is one major project initiated in southern Nevada, through the Las Vegas Urbanized Area. They are:

CC-215 Beltway – Summerlin Parkway Interchange 25

215 BELTWAY
Charleston Boulevard to Summerlin Parkway
Summerlin Parkway Interchange

Project Sponsor: Clark County Public Works
Project Manager: Roy Davis, P.E.
NDOT Project Manager: Eduardo Miranda

Project Description:

- Construct a portion of a system to system interchange at Summerlin Parkway.
- Construct approximately 1.4 miles of four lane access controlled freeway and widen 1.2 miles of freeway.
- Construct Interchange at Far Hills
- Construct bridge structures at Summerlin Parkway Interchange
- Construct drainage improvements including channel, box culverts and storm drain.
- Construct soundwalls in selected locations.

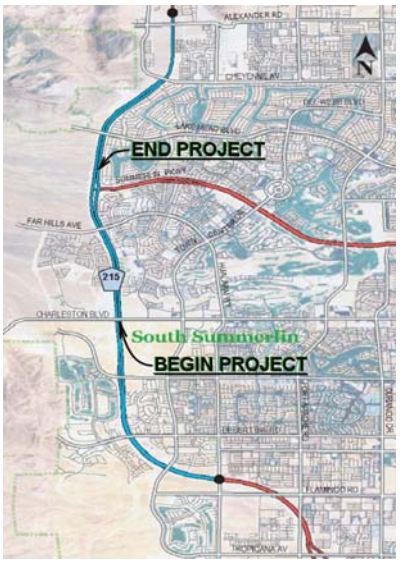
Schedule:
Complete

Planning:
Complete

Environmental Clearance:
Complete

Final Design:
Complete

Construction:
Begin - June 2008
Complete by spring 2010



Project Benefits:

- Provides through lane connections on the Beltway mainlines north and south of Summerlin Parkway Interchange.
- Reduces traffic congestion at the Beltway/Summerlin Parkway junction.
- Improves efficiency of traffic patterns for interchange movements.
- Improves on-system drainage by increasing efficiency of drainage system.
- Mitigates traffic noise levels in warranted locations.

Project Cost Range:

Engineering: $7Million
Right-of-Way: No cost
Construction: $57- $63 Million

Total Project Cost: $64-$70 Million

What's Changed Since Last Update?

- Scope – No Change
- Schedule – No Change
- Cost – No Change

Project Risks:

- Concurrent utility relocation may affect schedule and cost
- Maintaining stormwater during construction
- Maintaining traffic during multiple construction phases.

Financial Fine Points:

- Total Funding Expended: $7,000,000 Million
- Bid Awarded April 15th, 2008: $56,978,099.50
- Funding Source is Clark County

% Design Complete	0 — 50 — 100	Date	NEVADA DOT
% ROW Complete	0 — 50 — 100		

3.5 Northern Nevada Projects

There are six major projects initiated in northern Nevada and especially through the Reno-Sparks Urbanized Area. They are:

I-80 Robb to Vista

Project Sponsor: NDOT
Project Manager: Dan McMartin
(775) 888-7321

Robb to Vista I-80
Keeping Reno/Sparks Moving

Project Description:

- Make operational and capacity improvements to I-80 from Robb Drive to Vista Blvd.
- Make operational and capacity improvements to the I-80/1-580 interchange (Spaghetti Bowl)
- Early Action and Phase I projects from the Washoe County Freeway Corridor Study currently being scoped
- Project Length: 10.4 Miles

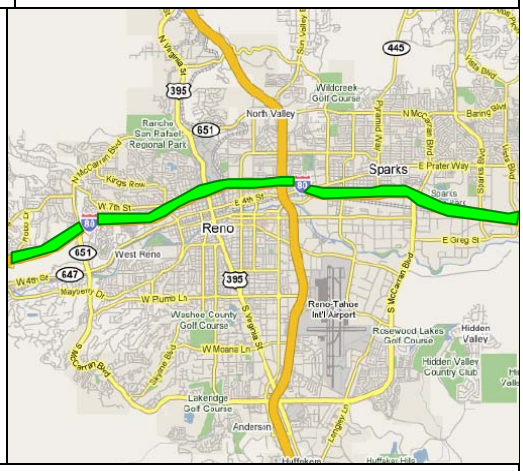
Schedule:

Planning:
2008-2010

Environmental Clearance:
TBD

Final Design:
TBD

Construction:
TBD



Project Cost Range (Planning phase estimates):

Engineering: $85 Million to $105 Million
Right-of-Way: $95 Million to $125 Million
Construction: $900 Million - $1.1 Billion

Total Project Cost: $1.08 Billion - $1.33 Billion

Project Benefits:

- Improve operations and capacity along I-80
- Improve safety
- Provide better connectivity between I-80 and I-580
- Accommodate Future Projected Traffic

What's Changed Since Last Update?

- Scope – No Change
- Schedule – No Change
- Cost – No Change

Project Risks:

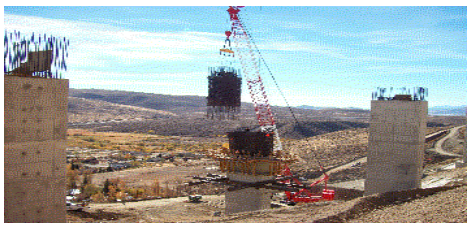
- Limited Right of Way
- Project unfunded – delay in identifying needed funds will affect schedule and increase costs
- Environmental process not started – Project cost, scope and schedule may be impacted

Financial Fine Points:

- Total Funding Expended by NDOT: $0.0 (Previous work by Washoe RTC)
- Funding through AB 595 – full funding not available
- Inflation escalation (4%) is to 2020 approximate midpoint of construction
- Additional Federal, State, and local funding will/may be

% Design Complete	0 — 50 — 100	March 4, 2008
% ROW Complete	0 — 50 — 100	

I 580 Freeway Extension



Project Sponsor: Nevada Department of Transportation
Project Manager: Todd Montgomery, P.E.
(775) 888-7321

Project Description:

- 8.5 Miles of new 6-lane controlled access freeway
- Complete Mt. Rose Interchange (SR431) and construct a new interchange at Bowers Mansion Road (SR 429)
- Construct two grade separations and five bridges
- Construct Kelly Canyon Road (frontage road) and Parker Ranch Road to maintain local access at south end of project
- Ten water quality basins for treating storm water runoff

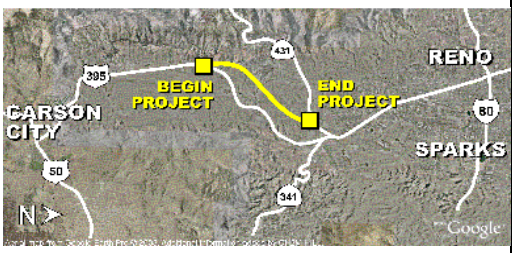
Schedule:

Planning: Completed

Environmental Clearance: Completed

Final Design: Completed

Construction: Estimated Completion 2011



Project Cost Range (Cost estimates are appropriate for anticipated year of completing each phase):

Engineering: $31 M
Right-of-Way: $51 M
Construction: $500 M to $575 M

Estimated Total Project Cost: $582 M to $657 M

Project Benefits:

- Construction will result in 27 miles of uninterrupted controlled access facility that meets interstate standards
- Will serve as the primary interstate highway for transportation linking Mexico with Canada and a major local arterial
- Will provide only all weather route connection between Carson City and Reno, Sparks & I 80
- Completion will alleviate congestion and explosive growth of over 61,700 vehicles per day predicted to travel in North Carson on I 580/US 395
- Projected to reduce the over 2,570 accidents and 16 fatalities that occurred in a 10 year span within similar limits

What's Changed Since Last Update?

- Scope – No change.
- Schedule – No change.
- Cost – No change.

Project Risks:

- Complex construction in a rural mountainous freeway setting (High).
- Construction in geothermally altered earth (Medium).
- Delays due to weather/temperatures (Medium).
- ROW Conflict Delays to Contractor including utility relocations (Low).

Financial Fine Points (Key Assumptions):

- Total Funding Expended - **$262,657,778**
  - Engineering - $30,316,502
  - Right-of-Way - $50,021,603
  - Construction - $182,319,673
- Bond Funds
- Inflation escalation (4%) is to 2009 approximate midpoint of construction

% Construction Complete 0 — 50 — 100

May 31, 2008

NEVADA DOT

US395 North
McCarran Blvd. To Stead Blvd.

Project Sponsor: NDOT
Senior Project Manager: Jim Gallegos, P.E.
(775) 888-7321

Project Description:

- Widen US395 to increase capacity and improve traffic operations.
- Modify interchange ramps and cross streets as necessary to improve operations.
- Widen bridge structures at Stead, Lemmon Drive, Golden Valley, UPRR, Virginia St., Panther Valley, Parr Blvd. and Clear Acre Lane if necessary.
- Perpetuate drainage features
- Replace and install new signs

Schedule:

Planning:
2009 - 2010

Environmental Clearance:
Start:2010 -2011

Final Design:
TBD

Construction:
TBD

Project Cost Range (Planning phase estimates):

Engineering: $7 - $9 million
Right-of-Way: $3 - $6 million
Construction: $ 70 – $85 million

Total Project Cost: $80 - $100 million

Project Benefits:

- Relieves heavy peak hour congestion and reduces crashes associated with congestion.
- Reduces travel time
- Improves overall traffic operations

What's Changed Since Last Update?

- Scope – No Change
- Schedule – No change
- Cost – No change

Project Risks:

- Environmental requirements.
- UPRR Clearance and requirements.
- Unknown Right-of-Way and utility impacts.
- Impact of new development in the region.
- Concurrent planning associated with the Pyramid Connector.

Financial Fine Points:

- Total funding Expended: $50,000
- Inflation escalation (4%) is to 2015, approximate mid-point of construction.
- No funding has been identified for this project.

% Planning Complete: 0 50 100

July 1, 2008

US 395 Northbound
Moana Lane to I-80

Project Sponsor: NDOT
Senior Project Manager: Jim Gallegos, P.E.
(775) 888-7321

Project Description: Split Gore Alternative

- Widen NB US395 to improve traffic operations from the Moana Lane interchange to the I-80 interchange.
- Widen NB bridges at Vassar, Mill, Glendale, Truckee River, Kietzke, UPRR, and 4th St.
- Replace Overhead Sign Structures
- Perpetuate drainage features
- Reconstruct NB ramps at Mill, Glendale, Villanova & I-80.
- Project Length: 2.87 miles

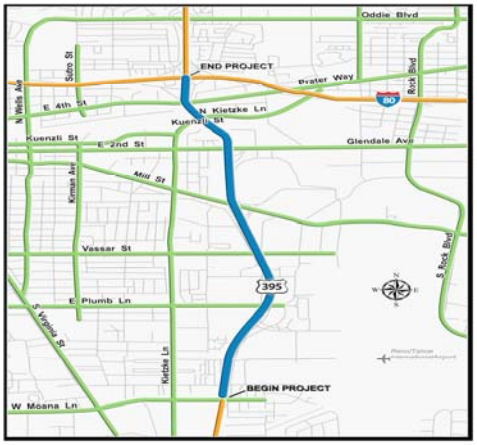
Schedule:

Planning:
Completed

Environmental Clearance:
Spring 2009

Final Design:
2008-2010

Construction:
Start: 2010 - 2012



Project Cost Range: (Environmental phase estimates):

Engineering: $7-9 million
Right-of-Way: $3-6 million
Construction: $ 75 – 90 million

Total Project Cost: $85 - $105 million

Project Benefits:

- Relieves heavy northbound peak hour congestion and reduces crashes associated with congestion.
- Reduces northbound travel time from 16 minutes to 3 minutes in peak hour from Moana to I-80
- Improves overall northbound traffic operations and reduces multiple weaves and lane changes at Spaghetti Bowl Interchange

What's Changed Since Last Update?

- Scope – No change
- Schedule – Postponed 1-Year due to limited funding availability.
- Cost – Increased by 4% (inflation) due to postponement.

Project Risks:

- Environmental requirements for working in the Truckee River.
- Complexity in widening the structure over the UPRR and maintaining railroad traffic
- Concurrent construction by the Glendale Wal-Mart and Grand Sierra Resort could affect project design and/or construction.
- Acceptance of Traffic Management Plan by affected project stakeholders.
- Availability of Funding

Financial Fine Points (Key Assumptions):

- Total funding Expended: $3.5 Million
- Inflation escalation (4%) is to 2013, mid-point of construction
- Additional federal, state and local money needed to complete project

% Design Complete	0 50 100	July 1, 2008
% ROW Complete	0 50 100	

SR – 445 Pyramid Highway Improvements

Project Sponsors – Washoe County Regional Transportation Commission and Nevada Department of Transportation

Project Manager – Todd Montgomery, P.E.
Phone: (775) 888-7321

Project Description:

- Nugget Avenue to McCarran Boulevard – Widen to six lanes
- McCarran Boulevard to Lazy Five Parkway – Widen to eight lanes
- Lazy Five Parkway to Calle De La Plata Drive – Widen to six lanes
- Pyramid Way – McCarran Boulevard Intersection Improvements
- Pyramid Highway and US 395 / I 80 Interchange Connection
- Project length: Nearly 10 Miles

Schedule:

Planning: Completed

Environmental Clearance:
TBD

Final Design:
TBD

Construction:
TBD

Project Cost Range (Environmental phase estimates):

Engineering: $40 M to $60M
Right-of-Way: $100 M to $150 M
Construction: $410 M to $660 M

Total Project Cost: $550 M to $870 M

Project Benefits:

- Address congestion and safety along the Pyramid Highway Corridor
- Provide alternate access to freeway system
- Enhance operational characteristics of the Pyramid Way – McCarran Boulevard Intersection
- Improve safety

What's Changed Since Last Update?

- Scope – No change.
- Schedule – No change.
- Cost – Added contingencies to Engineering and Right-of-way estimates to account for project risks.

Project Risks:

- Construction in a dense urban residential area
- Funding resources for all phases not identified

Financial Fine Points (Key Assumptions):

- Total Funding Expended: $1,142,000
- Inflation escalation (4%) is to 2017 approximate midpoint of construction
- Funding through AB 595 – funding not available until 2009

% Design Complete	0 — 50 — 100	May 31, 2008
% ROW Complete	0 — 50 — 100	

US 395 Carson City Freeway Phase 2B
South Carson Street to Fairview Drive

Project Sponsor: NDOT
Senior Project Manager: Jim Gallegos, P.E.
(775) 888-7321

Project Description:

- Construct 3 miles of 4 lane access controlled Freeway which will complete the nine mule system around the state Capitol.
- Complete the interchange at Fairview Drive - providing full traffic movements.
- Construct the Koontz Lane, Clearview Drive & Snyder Avenue grade separated crossings.
- Construct the South Carson Street Interchange.
- Construct over four miles of sound walls to mitigate traffic noise.
- Construct flood control facilities including detention basins, channels, box culverts, and the freeway drainage system.
- Project Length: 3.37 Miles

Schedule:

Planning:
Complete

Environmental Clearance:
Complete

Final Design:
Start: 2013

Construction:
Start: 2014 - 2016
Depends on Funding

Project Cost Range (Final design phase estimates):

Engineering:	$6 - $8M
Right-of-Way:	$27 - $32M
Construction:	$160 - $180M
Total Project Cost:	$193 - $220

Project Benefits:

- Relieve traffic congestion on Carson Street through Carson City and local streets along the Freeway Corridor.
- Reduce travel times through the region.
- Provide flood control protection.
- Improve opportunities for economic development along the corridor and downtown.

What's Changed Since Last Update?

- Scope – No change
- Schedule – Project postponed 4-5 years due to lack of funding
- Cost – Increased 30% due to project delay and projected inflation and risks.

Project Risks: Extended Delay

- Project completion date will depend on the availability of funds.
- Economic Development along the corridor could require design changes.
- Potential changes in design standards and utility relocation plans could affect schedule and budget.

Financial Fine Points (Key Assumptions):

- Total funding Expended: $ 26M
- Inflation escalation (4%) is to 2016, approximate midpoint of construction.
- Construction funds has not been identified for this project

% Design Complete	0 50 100	July 1, 2008
% ROW Complete	0 50 100	

4.0 COMPLETED MAJOR PROJECTS

As a part of the reporting requirements in Section 55.5 of AB 595, the Department is to report the number of major projects for which construction was completed during this quarter. For each completed project, the Department is to report on the following:

1. Whether the project was completed early or on time.
2. Whether the project remained within its planned scope.
3. Whether the project was completed for less than or for the amount of its budgeted expenses.
4. Any specific measures of transportation improvement resulting from the project.

For the quarter ending on June 30, 2008, the Department did not complete any major projects.