

**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

**QUARTERLY REPORT FOR MAJOR PROJECTS
For Quarter Ending December 31, 2009**



**Jim Gibbons
Governor**

**Susan Martinovich, PE
Director**

Nevada Department of Transportation

QUARTERLY REPORT FOR MAJOR PROJECTS

December 31, 2009

TABLE OF CONTENTS

	Page
1.0 INTRODUCTION	2
2.0 PROJECT STATUS SHEET EXPLANATION	3
3.0 MAJOR PROJECTS	4
4.0 COMPLETED MAJOR PROJECTS	39
5.0 PROJECT FUNDING ISSUES	40

1.0 INTRODUCTION

The primary purpose of this quarterly report, ending December 31, 2009, is to provide the Nevada Legislature, the Transportation Board of Directors, and the general public with the status of major projects undertaken 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).

Section 4 of this report identifies any major projects completed during this quarter.

Section 5 of this report briefly covers funding issues faced by the Department. The supplied graph contains estimates of various major uses of funds by the Department and expected revenue intended to pay for those major uses. The graph is a simple way to compare what is believed to be the best available information.

2.0 PROJECT STATUS SHEET EXPLANATION

The information contained on the project status sheet is centered on the Department's project development process. This process typically consists of the four major phases: planning, environmental clearance, final design and construction. Additional details of these phases are contained in Appendix A, which details the project development process utilized by the Department of Transportation. 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: Identifies 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. Appendix B, Dealing with Project Risk, provides more details.

Schedule: Provides the time ranges for the four primary phases of project development: planning, environmental clearance, final design, and construction. Generally the schedule, by state fiscal years, reveals the time range for starting or completing a phase. It indicates the starting range early in the development process and completion range latter in the process. Appendix B, Dealing with Project Risks, provides more details concerning the time ranges.

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 a phase. Appendix B, Dealing with Project Risks, provides more detail on the range of project cost estimates.

What's changed since last update? Contains 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

I-15 Projects

I-15 North Phase 1 – I-15/US-95/I-515 Interchange to Craig Road	5
I-15 North Phase 2 – Craig Road to Speedway Boulevard	6
I-15 North Phase 3 – Speedway Boulevard to Apex Interchange	7
I-15 North Phase 4 – I-15/CC-215 Northern Beltway Interchange	8
I-15 NEON	9
I-15 Urban Resort Corridor Study	10
I-15 South Freeway Improvements Phase 1 Blue Diamond to Tropicana	11
I-15 South Bermuda Road Interchange	12
I-15 South Pebble Road Overpass	13
I-15 South Starr Avenue Interchange	14
I-15 South Cactus Avenue Interchange	15
I-15 South Las Vegas Boulevard from St. Rose Parkway to Sunset Road	16
I-15 South Phase 1-B From Blue Diamond (SR 160) to Tropicana Avenue	17
I-15 South Phase 2 Sloan Road to Blue Diamond (SR 160)	18
I-15 South Sloan Road Interchange	19
I-15 South – Stateline to Sloan Road	20

I-515/US-95/US Projects

I-515 Freeway Improvements – I-15 to Horizon Drive	21
I-515/US-95/US93: Boulder City Bypass Phase 1 – Foothill Drive to US-95	22
I-515/US-95/US93: Boulder City Bypass Phase 2 – US-95 to Hoover Dam Bypass	23
US-93 Hoover Dam Bypass	24

US-95 Northwest Projects


US-95 Northwest Phase 1 – Rainbow Boulevard (SR 595) to Ann Road	25
US-95 Northwest Phase 2 – Ann Road to Kyle Canyon Road (SR 157)	26
US-95 Northwest Phase 3 – CC 215 Beltway Interchange	27
US-95 Northwest Phase 4 – Horse Avenue Interchange	28
US-95 Northwest Phase 5 – Kyle Canyon Road (SR 157) Interchange	29

Other Southern Nevada Project

CC-215 Beltway – Summerlin Parkway Interchange	30
--	----

Northern Nevada Projects

I-80 – Robb to Vista	31
I-580 Freeway Extension	32
US-395 North – McCarran Blvd. to Stead Blvd.	33
US-395 Northbound – Moana Lane to I-80	34
SR-445 – Pyramid Highway Improvements	35
US-395 Carson City Freeway Phase 2B – S. Carson St. to Fairview Dr.	36
US 395 Carson City Freeway Phase 2B Clearview Drive to Fairview Drive	37
I-580 at Meadowood Mall Way	38

<p>I 15 North - Phase 1</p> <p>I-15/US-95/I-515 Interchange to Craig Road</p> <p>Design Build Project</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Jeff Hale, P. E.</p> <p>(775) 888-7321</p>	
---	--

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 from 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
Complete

Construction
2nd quarter 2010



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.

Project Cost Range:
(Construction phase estimates):

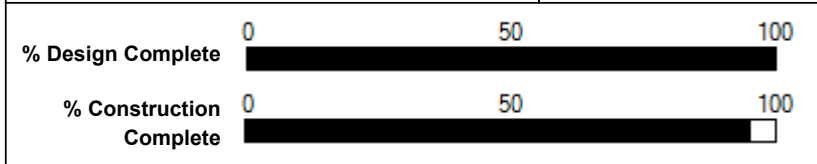
Engineering: \$5.1 million
 Right-of-Way: \$1.2 to \$5.1 million
 Construction: \$252 million
 Total Project Cost: \$258 - \$263 million

What's Changed Since Last Update?

- Scope - No Change
- Schedule - Project is 8 months ahead of schedule and substantially complete
- Cost - No change

Financial Fine Points(Key Assumptions):

- Total Expended: \$217.8 million
- Funding Source Breakdown
- \$24 million State General Funds, \$156 million State Funds
- \$9 million STP
- \$22 million Minimum Guarantee
- \$25 million Federal Earmark
- \$11 million NHS, \$7 million Public Lands Highway Discretionary
-



January 2010



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

Project Sponsor: NDOT

Project Manager: Luis Garay, P. E.

(702) 671-8858



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 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

Project Cost Range:

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

What's Changed Since Last Update?

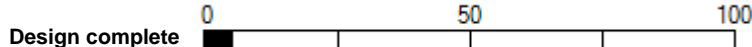
- Scope - No Change
- Schedule - No Change
- Cost - No Change

Project risks:

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



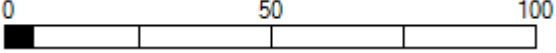

Financial Fine Points(Key Assumptions):




- Total funding expended for phase 2: \$0 (design phase not started)
- Total funding expended for I 15 North Environmental phase: \$875,000
- Inflation escalation (4%) is to 2014 approximate midpoint of construction.
- Funding source for this project has not yet been identified.



January 2010



<p>I-15 North - Phase 3 Speedway Boulevard to Apex Interchange</p> <p>Project Sponsors: NDOT (I-15 Widening) and City of North Las Vegas (new interchange)</p> <p>Project Manager: Luis Garay, P. E.</p> <p>(702) 671-8858</p>		
<p>Project Description:</p> <ul style="list-style-type: none"> 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 	<p>Schedule:</p> <p>Planning Complete</p> <p>Environmental Clearance Complete</p> <p>Final Design Start 2012 - 2015</p> <p>Construction Start 2015 - 2017</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> 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 	<p>Project Cost Range:</p> <p>Engineering: \$5 - \$15 million Right-of-Way: \$5 - \$10 million Construction: \$105 - \$115 million Total Project Cost: \$115 - \$140 million</p> <p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - No Change Schedule - No Change Cost - No Change 	
<p>Project risks:</p> <ul style="list-style-type: none"> 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. 	<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding expended for phase 3: \$0 (design phase not started) Total funding expended for I 15 North Environmental phase: \$875,000 Inflation escalation (4%) is to 2016 approximate midpoint of construction Funding source for this project has not yet been identified. 	
<p>Design complete </p>	<p>January 2010</p>	

<p>.....I-15 / CC-215 Northern Beltway Interchange</p> <p>.....Project Sponsor: Clark County</p> <p>.....Project Manager: Cole Mortensen, P. E.</p> <p>.....(775) 888-7742</p>		
<p>Project Description:</p> <ul style="list-style-type: none"> 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). 	<p>Schedule:</p> <ul style="list-style-type: none"> Planning Complete Environmental Clearance Complete Final Design Start 2013 - 2015 Construction Start 2015 - 2017 	
<p>Project Benefits:</p> <ul style="list-style-type: none"> 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. 	<p>Project Cost Range:</p> <p>Engineering: \$6 - \$15 million Right-of-Way: \$1 - \$5 million Construction: \$123 - \$140 million Total Project Cost: \$130 - \$160 million</p>	
	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - No Change Schedule - No Change Cost - No Change 	
<p>Project risks:</p> <ul style="list-style-type: none"> Uncertainty of future construction and labor costs. Potential funding shortfall. 	<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding expended: \$11,000 Total funding expended for I-15 North Environmental phase: \$875,000 Inflation escalation (4%) is to 2016 approximate midpoint of construction. Funding source for this project has not yet been identified. 	
		<p>January 2010</p> 

I 15 NEON

Project Sponsor: NDOT

Senior Project Manager: Phil Slagel

(775) 888-7318



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
- I 15 Improvements include Auxillary Lanes and Baided Ramps
- Local Access Improvements to Las Vegas Downtown Redevelopment
- Connecting Industrial Road and Martin Luther King over I-15
- HOV Direct Access Ramps at Wall Street
- New access to Alta
- Collector distributor roads
- I-15/Charleston Interchange Reconstruction
- Project Length: 4.83 miles

Schedule:

- Planning**
Complete
- Environmental Clearance**
2nd Quarter 2010
- Final Design**
TBD
- Construction**
TBD



Project Cost Range:

(Environmental phase estimates):
 Engineering: \$79 - \$157 million
 Right-of-Way: \$490 - \$616 million
 Construction: \$886 - \$1.127 billion
 Total Project Cost: \$1.455 - \$1.9 billion

Project Benefits:

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

What's Changed Since Last Update?

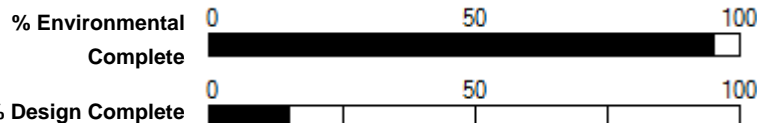
- Scope - No change
- Schedule - Environmental Clearance changed to 2nd quarter of 2010
- Cost - No change

Project risks:

- Complex construction in a high volume dense urban area
- Complexity in maintaining traffic during construction
- Complex right-of-way issues may impact schedule and cost
- Funding uncertainty

Financial Fine Points(Key Assumptions):

- Total funding Expended: \$16,168,000
- Inflation escalation (4%) is to 2020 approximate midpoint of construction
- Additional Federal, State, Local and Regional Funding will be required



January 2010



I-15 Urban Resort Corridor Study

Project Sponsor: Nevada Department of Transportation
 Project Manager: Tony Letizia
 (702) 486-0479



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 Benefits:

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

Project Cost Range:

- Engineering: TBD
- Right-of-Way: TBD
- Construction: TBD
- Total Project Cost: TBD

What's Changed Since Last Update?

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

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 (Key Assumptions):

- Total expended = \$757,000.00



January 2010



I 15 SOUTH PHASE 1A

From Blue Diamond Road to Tropicana Avenue

Project Sponsor: NDOT

Asst Chief Project Management: John Terry, P.E.

(775) 888-7321



Project Description:

- 1st Phase of the I 15 South Project, Silverado Ranch Road To Tropicana Avenue.
- Phase 1-A of the I 15 South, From Silverado Ranch Road to Tropicana Avenue Project (3.86 miles).
- Add collector-distributor lanes from Blue Diamond Road to Tropicana Avenue.
- Braid collector-distributor roads to eliminate weaves between I 215 and Tropicana Avenue.
- Construct Sunset Road Bridge over I 15 and reconstruct Warm Springs Bridge over I 15.
- Delivery and Procurement by Design-Build method.

Schedule:

Planning
Complete

Environmental
Complete 2009

Final Design
2009 - 2010

Construction
2009 - 2012



Project Cost Range:

Engineering: \$11 - 12 million
 Right-of-Way: \$0
 Total Estimated Project Cost: \$290 - \$294 million

Project Benefits:

- Provide additional capacity on I 15
- Reduce operational conflicts between Blue Diamond Road, I 215, Harmon Avenue and Tropicana Avenue
- Improve east-west access across I 15
- Reduce collisions
- Improve transportation system performance

What's Changed Since Last Update?

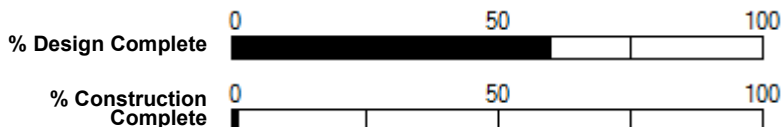
- Scope - No change
- Schedule: Final design complete in 2010
- Cost- Changed to range of \$290-\$294 million

Project risks:

- Major Project Plan required
- New bridges over UPRR require close cooperation
- Tight Right of Way (ROW)
- Difficult schedule for Design-Build process
- Working within Clark Co. ROW
- Working within UPRR ROW

Financial Fine Points(Key Assumptions):

- Total funding expended Environmental Study: \$3.5 million
- Total funding expended Phase 1A: \$3.1 million
- Project funding source: AB 595 (LVCVA via Bonding, Clark County, Federal, and State)



January 2010



**I-15 South
Bermuda Road Interchange**

Project Sponsor: City of Henderson
Senior Project Manager: Eduardo P. Miranda, P.E.
(775) 888-7321



Project Description:

I-15 South Project from Tropicana to Sloan has been broken into nine (9) Project elements to address funding and constructability opportunities.

- Construct new interchanges at Bermuda Road.

Schedule:

Planning: Complete 2009

Environmental: Complete 2009

Final Design: TBD

Construction: TBD



Project Cost Range (Environmental phase estimates):

Engineering: \$16M - \$17.5M
Right-of-Way: \$3.5M - \$4M
Construction: \$128.5M – \$134.5M

Total Project Cost: \$148M - \$156M

Project Benefits:

- Interchanges on I-15 reduce congested traffic in main lines and other existing facilities.
- Connect Regional traffic
- Improve origin destination time of travel

What's Changed Since Last Update?

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

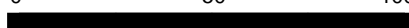
Project Risks:

- Unit price and property escalation may affect project cost.

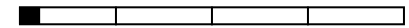
Financial Fine Points (Key Assumptions):

- Total funding expended for Bermuda Interchange: \$0.0 (phase not started)
- Total funding expended for I-15 South Environmental studies (all phases): \$3. 5M
- Inflation index of 3.3% is to 2029 approximate midpoint of construction.
- Funding Source: Q10 Extended and STP Clark Countv.

% Environmental Complete 0 50 100



% Design Complete 0 50 100



January 2010



**I-15 South
Pebble Road Overpass**

Project Sponsor: Clark County
Senior Project Manager: Eduardo P. Miranda, P.E.
(775) 888-7321



Project Description:

I-15 South Project from Tropicana to Sloan has been broken into nine (9) Project elements to address funding and constructability opportunities.

- Reconstruct overpass at Pebble Road.

Schedule:

Planning: Complete

Environmental:
Complete

Final Design: TBD

Construction: TBD



Project Cost Range (Environmental phase estimates):

Engineering: \$6.5M - \$7M
Right-of-Way: \$8M - \$10M
Construction: \$51.5M – \$53M

Total Project Cost: \$66M - \$70M

Project Benefits:

- Interchanges on I-15 reduce congested traffic in main lines and other existing facilities.
- Connect Regional traffic
- Improve origin destination time of travel

What's Changed Since Last Update?

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

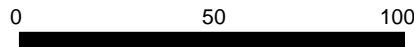
Project Risks:

- Unit price and property escalation may affect project cost.

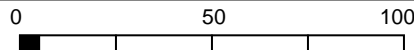
Financial Fine Points (Key Assumptions):

- Total funding expended for Pebble Road: \$0.0 (phase not started)
- Total funding expended for I-15 South Environmental studies (all phases): \$3.5M
 - Inflation index of 3.3 is to 2029 approximate midpoint of construction.
 - Funding Source: Private Developers

% Environmental Complete



% Design Complete



January 2010



**I-15 South
Starr Avenue Interchange**

Project Sponsor: City of Henderson
 Project Manager: Dan McMartin, P.E.
 Senior Project Manager: Eduardo P. Miranda, P.E.
 (775) 888-7321



Project Description:

I-15 South Project from Tropicana to Sloan has been broken into nine (9) Project elements to address funding and constructability opportunities.

- Construct new interchanges at Starr Ave.

Schedule:

Planning: Complete

Environmental: Complete

Final Design: TBD

Construction: TBD



Project Cost Range (Environmental phase estimates):

Engineering: \$10M - \$11M
 Right-of-Way: \$46M - \$51M
 Construction: \$78M – \$83M

Total Project Cost: \$134M - \$145M

Project Benefits:

- Interchanges on I-15 reduce congested traffic in main lines and other existing facilities.
- Connect Regional traffic
- Improve origin destination time of travel

What's Changed Since Last Update?

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

Project Risks:

- Unit price and property escalation may affect project cost.

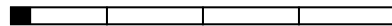
Financial Fine Points (Key Assumptions):

- Total funding expended for Starr Interchange: \$0.0
- Total funding expended for I-15 South Environmental studies (all phases): \$3. 5M
- Inflation index of 3.3% is to 2024 approximate midpoint of construction.
- Funding Source: Q10 Extended, STP Clark County, Interstate Maintenance Discretionary and SAFETEA-LU Priority Projects.

% Environmental Complete 0 50 100



% Design Complete 0 50 100

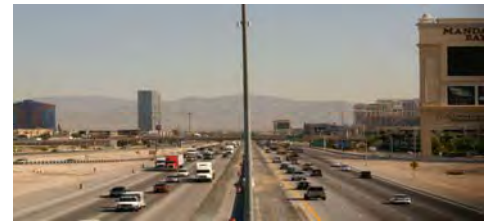


January 2010



**I-15 South
Cactus Avenue Interchange**

Project Sponsor: Clark County
Senior Project Manager: Eduardo P. Miranda, P.E.
Project Manager: Erlinda E. Guiller, P.E.
(775) 888-7321



Project Description:

I-15 South Project from Tropicana to Sloan has been broken into nine (9) Project elements to address funding and constructability opportunities.

- Construct new interchanges at Cactus Avenue. Design by Clark County with NDOT oversight.

Schedule:

Planning: Complete 2009

Environmental: Complete 2009

Final Design: Intermediate Design

Construction: TBD



Project Cost Range (Environmental phase estimates):

Engineering: \$10M - \$10.5M
Right-of-Way: \$14M - \$15M
Construction: \$73M - \$74M

Total Project Cost: \$97M - \$99.5M

Project Benefits:

- Interchanges on I-15 reduce congested traffic in main lines and other existing facilities.
- Connect Regional traffic
- Improve origin destination time of travel
- Meet stakeholder/public expectations

What's Changed Since Last Update?

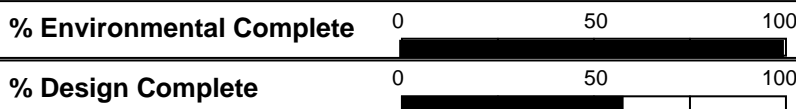
- Scope – No Change
- Schedule – No Change
- Cost - No Change

Project Risks:

- Unit price and property escalation may affect project cost.
- Use of Federal funds to acquire Right-of-way needs Agreement with Clark County.

Financial Fine Points (Key Assumptions):

- Total funding expended for Cactus Interchange: \$0.0 (phase not started)
- Total funding expended for I-15 South Environmental studies (all phases): \$3.5M
- Inflation index of 3.3% is to 2016 approximate midpoint of construction.
- Funding Source: FY04 Appropriations Act. S.115, Interstate Maintenance Discretionary, Q10 High Speed Lane Miles Program, SAFETEA-LU High Priority Projects and STP Clark County.



January 2010



**I-15 South
Las Vegas Boulevard from St. Rose Parkway to
Sunset Road**

Project Sponsor: Clark County
Senior Project Manager: Eduardo P. Miranda, P.E.
(775) 888-7321



Project Description:

I-15 South Project from Tropicana to Sloan has been broken into nine (9) Project elements to address funding and constructability opportunities.

- Widening of Las Vegas Boulevard (parallel to I-15) from St. Rose Parkway (SR 146) to Sunset Road from 2 to 3 lanes in each direction.
- Project length: 7.2 miles
- This project will be constructed in two packages:
 - Las Vegas Boulevard from Silverado Ranch to Sunset
 - Las Vegas Boulevard from St. Rose to Silverado Ranch

Schedule:

Planning: Complete 2009
Environmental: Complete 2009
Final Design:
Silverado-Sunset: Advertise 1/28/10
St.Rose-Silverado: 70%
Construction: TBD



Project Cost Range (Environmental phase estimates):

Engineering: \$4M - \$4.5M
Right-of-Way: \$0M - \$0M
Construction: \$31.5M - \$33M

Total Project Cost: \$35.5M - \$37.5M

Project Benefits:

- Increase capacity
- Improve safety
- Improve access
- Reduce trip times
- Reduce vehicle emissions
- Reduce idling
- Improve driver comfort

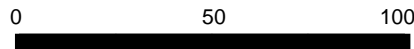
What's Changed Since Last Update?

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

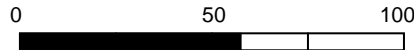
Financial Fine Points (Key Assumptions):

- Total funding expended for I-15 south LV Blvd: \$0.0 (phase not started)
- Total funding expended for I-15 South Environmental studies (all phases): \$3. 5M
 - Inflation index of 3.3% is to 2011 approximate midpoint of construction.
 - Funding Source: STP Clark County

% Environmental Complete



% Design Complete



January 2010



**I-15 South - Phase 1-B
From Blue Diamond (SR-160) to Tropicana Avenue**

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



Project Description:

I-15 South Project from Tropicana to Sloan has been broken into nine (9) Project elements to address funding and constructability opportunities.

- Construct one lane in each direction in the median area.
- Project length: 3.8 miles

Schedule:

Planning: Complete

Environmental: Complete

Final Design: TBD

Construction: TBD



Project Cost Range (Environmental phase estimates):

Engineering: \$2.5M - \$3M
Right-of-Way: \$0M - \$0M
Construction: \$19M – \$20M

Total Project Cost: \$21.5M - \$23M

Project Benefits:

- Increase capacity
- Improve safety
- Improve access
- Reduce trip times
- Reduce vehicle emissions
- Reduce idling
- Improve driver comfort

What's Changed Since Last Update?

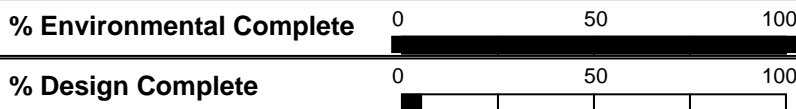
- Scope – No Change
- Schedule – No Change
- Cost – No Change

Project Risks:

- Complexity in maintaining traffic staging, relocating utilities and reducing impacts to traveling public

Financial Fine Points (Key Assumptions):

- Total funding expended for Phase I-B: \$0.0 (phase not started)
- Total funding expended for I-15 South Environmental studies (all phases): \$3. 5M
- Inflation index of 3.3% is to 2019 approximate midpoint of construction.
- Funding Source: Government Services Tax



January 2010



**I-15 South - Phase II
Sloan Road to Blue Diamond (SR-160)**

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



Project Description:

I-15 South Project from Tropicana to Sloan has been broken into nine (9) Project phases to address funding and constructability opportunities

- Widening of I-15 from Sloan Road to Blue Diamond Road from 6 to 10 lanes
- Project length: 8.2 miles

Schedule:

Planning: Complete

Environmental: Complete

Final Design: TBD

Construction: TBD



Project Cost Range (Environmental phase estimates):

Engineering: \$47.5M - \$51M
Right-of-Way: \$0M - \$0M
Construction: \$371M – \$392.5M

Total Project Cost: \$418.5M - \$443.5M

Project Benefits:

- Increase capacity
- Improve safety
- Improve access
- Reduce trip times
- Reduce vehicle emissions
- Reduce idling
- Improve driver comfort

What's Changed Since Last Update?

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

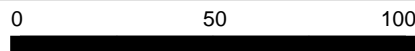
Project Risks:

- Complexity in maintaining traffic staging, relocating utilities and reducing impacts to traveling public

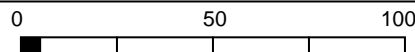
Financial Fine Points (Key Assumptions):

- Total funding expended for Phase II: \$0.0 (phase not started)
- Total funding expended for I-15 South Environmental studies (all phases): \$3.5M
- Inflation index of 3.3% is to 2029 approximate midpoint of construction.
- Funding Source: Government Services Tax and AB 595 Bonded

% Environmental Complete



% Design Complete



January 2010



I-15, South Stateline to Sloan

Project Sponsor: NDOT
Project Manager: Ed Miranda, P.E.
(702) 671- 6601



Project Description:

- Improve operation efficiency, capacity and safety

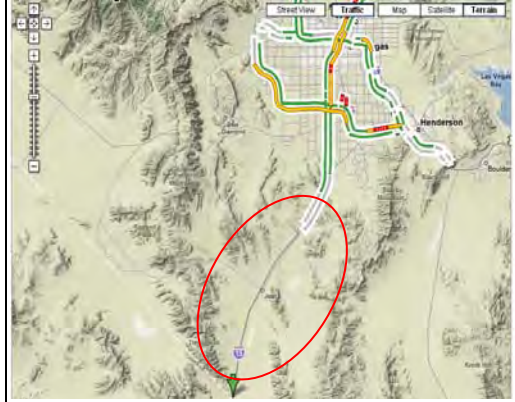
Schedule:

Planning:
2010-2012

Environmental Clearance:
TBD

Final Design:
TBD

Construction:
TBD



Project Cost Range (Planning phase estimates):

Engineering: \$10 - \$12 million
Right-of-Way: TBD
Construction: \$100 – \$120 million

Total Project Cost: \$110 - \$132 million

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

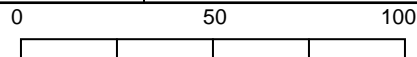
Project Risks:

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

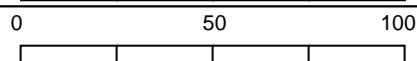
Financial Fine Points (Key Assumptions):

- Total funding Expended to Date: \$ 0
- No funding has been identified for this project

% Planning Complete




% Design Complete



January 2010



<p>I 515 Freeway Improvements</p> <p>I 15 to Horizon Drive</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Ed Miranda, P.E.</p> <p>(702) 671-8856</p>	
---	--

Project Description:

- I 515 from I 15 to Horizon Drive - Improve operational efficiency, capacity and safety.
- Project could be implemented in phases such as Phase 1 from I-15 to Maryland, and Phase 2 from Maryland to Horizon Drive.
- Reconstruct the Downtown Las Vegas viaduct
- Construct new interchanges at "F" Street, Pecos Road and Sahara Avenue.
- Construct Bonanza Road overcrossing of Las Vegas Boulevard.
- Realign Stewart Avenue and Sahara Avenue.
- Reconstruct and expand Pedestrian & Bicycle Facilities.

Schedule:

Planning
Complete

Environmental Clearance
2009-2010

Final Design
TBD

Construction
TBD



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.

Project Cost Range:
(Planning phase estimates):
Engineering: \$79 million - \$115 million
Right-of-Way: \$356 million - \$448 million
Construction: \$1,046 million - \$1,451 million
Total Project Costs: \$1,481 million - \$2,014 million

What's Changed Since Last Update?

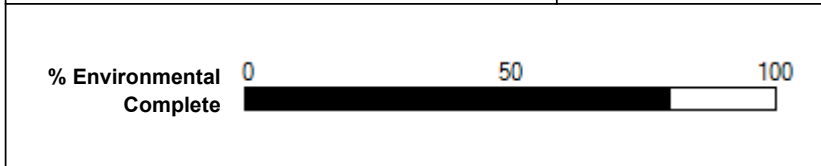
- Scope - No change
- Schedule - No change
- Cost - No Change

Project risks:

- Environmental process under development - project scope, schedule and cost at a planning level
- Complex right-of-way/relocation and utilities issues

Financial Fine Points(Key Assumptions):

- Total funding expended: \$7,320,000
- Inflation escalation (4%) is to 2015 in CLV and 2026 for remainder of project
- Funding for project is showing in the RTP 2009-2030 Appendix 1, Table 2 page 20 of 39 as NHS - \$4 million (NEPA); Government Service Taxest \$1.79 billion (I-15 to Charleston), and NDOT Bonded fund \$1.39 billion (Charleston to Foothills Grade Separation)



January 2010



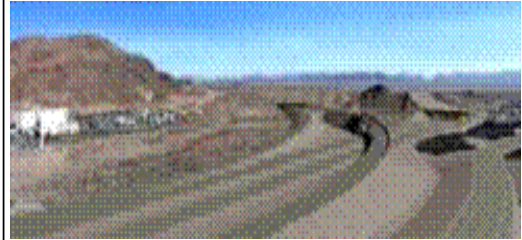
US 93 / US 95 - Boulder City Bypass Phase 1

Foothill Drive to US 95

Project Sponsor: NDOT

Senior Project Manager : Tony Lorenzi, P.E.

(775) 888-7317



Project Description:

- Realignment of 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 Connector Ramps from the new facility to and from US 93 will be constructed.
- Direct Connector 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
2012 - 2013
Construction
TBD



Project Cost Range:

(Final Design Phase Estimates)
Engineering: \$5 - \$8 million
Right-of-Way: \$40 - \$50 million
Construction: \$128 - \$156 million
Total Project Cost: \$173 - \$214 million

Project Benefits:

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

What's Changed Since Last Update?

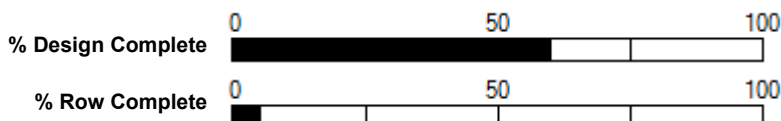
- Scope - No change
- Schedule - Anticipated date for acquisitions to be complete and construction to begin Spring 2011
- Cost - No change

Project risks:

- Concurrent utility relocations may affect schedule.
- Unit price and property escalation may affect project cost.
- Construction is not funded
- Resource conflict with other on-going projects.

Financial Fine Points(Key Assumptions):

- Total funding Expended: \$3,217,867
- Total funding Expended for BC Bypass Environmental studies (all phases): \$5,199,679
- Inflation escalation (4%) is to 2013 approximate midpoint of construction
- Additional Federal, State, Local, and Regional Funding will be required



January 2010



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

US 95 to Hoover Dam Bypass

Project Sponsor: NDOT

Senior Project Manager: Tony Lorenzi, P.E.

(775) 888-7317



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

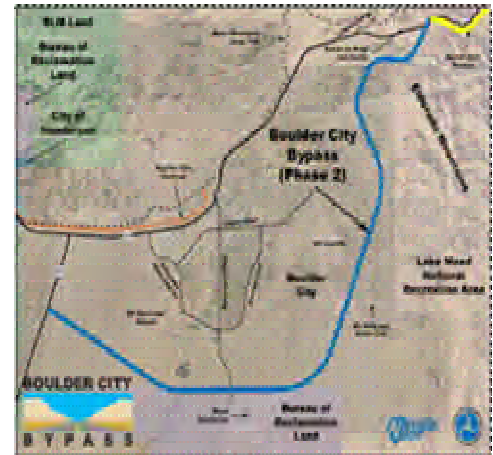
Completed

Final Design

TBD

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.
- Work on this project is currently on hold

Financial Fine Points(Key Assumptions):

- Total funded Expended: \$3,033,900
- 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.



January 2010



US 93 Hoover Dam

Project Sponsor: FHWA / CFLHD

CFLHD Project Manager: F. Dave Zanetell, P. E.

NDOT Senior Project Manager: Tony Lorenzi

(775) 888-7321



Project Description:

- Realignment of US 93 to create a highway bypass around Hoover Dam tying into existing US 93.
- One new diamond interchange at AZ end of project and one new 3/4 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
Complete

Construction
Complete 4th quarter 2010



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.

Project Cost Range:

(Final design phase estimates):
 Engineering: \$23 - \$24 million
 Right-of-Way: No Cost
 Construction: \$215 - \$216 million
 Total Project Cost: \$240 million

What's Changed Since Last Update?

- Scope - No changes
- Schedule - No change
- Cost - No change

Project risks:

- Unit price escalation for final surfacing project (mitigated due to interim surfacing).
-



Financial Fine Points(Key Assumptions):

- Total NDOT funding Expended: \$46,000,000
- Project remains on original \$240 M program
- Working with NPS and BOR to develop and complete pedestrian trail and parking facility. \$2.1 M external secured for this through application to SNLPA
- Total NDOT Funds - \$50,766,250



January 2010



<p>US 95 Northwest - Phase 1 Rainbow Boulevard (SR 595) to Ann Road</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Jenica Finnerty, PE</p> <p>(775) 888-7321</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> This is the first phase of the US 95 Northwest Project that extends from Washington Avenue 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: 6.02 miles 		<p>Schedule:</p> <p>Planning Complete</p> <p>Environmental Clearance Complete</p> <p>Final Design Complete</p> <p>Advertise February 2010</p> <p>Construction Begin 2nd Quarter 2010; Complete 1st Quarter 2012</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> Increase capacity Improve safety Improve access Meet stakeholder/public expectations Reduce trip times Reduce vehicle emissions Reduce idling Beautify corridor Improve driver comfort 		<p>Project Cost Range: (Final Design Phase Estimates): Engineering: \$2 - \$4 million Right-of-Way: \$2 - \$3 million Construction: \$105 - \$120 million Total Project Cost: \$109 - \$127 million</p>	
		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - No change Schedule - Advertise date delayed 2 months due to uncertainty of federal funds Cost - No change 	
<p>Project risks:</p> <ul style="list-style-type: none"> Potential lawsuit may increase costs 		<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding Expended for Phase 1: \$4 M Total funding Expended for US 95 Northwest Environmental Studies (all phases): \$5 M Inflation escalation (4%) to midpoint of Construction in 2011 Funding source: <ul style="list-style-type: none"> *\$145 million AB 595 - full funding not available until 2011 *\$9 million Federal *\$2 million State 	
<p>% Design Complete 0 50 100</p> <p>% ROW Complete 0 50 100</p>		<p>January 2010</p> 	

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

Project Sponsor: NDOT

Project Manager: Jenica Finnerty, P.E.

(775) 888-7321



Project Description:

- This is the second phase of the US 95 Northwest Project that extends from Washington Avenue 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 2010-2012
Construction
TBD



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

Project Cost Range:

(Environmental Phase Estimates):
Engineering: \$5.5 - \$6.5 million
Right-of-Way: \$12.5 - \$14 million
Construction: \$169 - \$194.5 million
Total Project Cost: \$187 - \$215 million

What's Changed Since Last Update?

- Scope - No change
- Schedule - No change
- 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(Key Assumptions):

- Total funding Expended for Phase 2: \$0 (Design phase not yet started)
- Total funding Expended for US 95 Northwest Environmental Studies (all phases): \$5 million
- Inflation escalation (4%) to midpoint of construction in 2015
- Funding source:
- *\$230 million AB 595 - full funding not available until 2026
- *\$40 million State



January 2010



US 95 Northwest - Phase 3 Clark County 215 Interchange

Project Sponsor: NDOT and Clark County

Senior Project Manager: Cole Mortensen, P. E.

(775) 888-7742



Project Description:

- This is the third phase of the US 95 Northwest project that extends from Washington Ave to Kyle Canyon Rd
- 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
2009 - 2011
Construction
TBD



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

Project Cost Range:

(Final Design Phase Estimates):
Engineering: \$13.6 - \$14.3 million
Right-of-Way: \$0 - \$0.4 Million
Construction: \$219 - \$276 million
Total Project Cost: \$233 - \$290 million

What's Changed Since Last Update?

- Scope - No change
- Schedule - No changes
- Cost - Engineering cost estimate increased due to design complexity

Project risks:

- Unit price escalation may affect project cost
- Complex design issues may impact schedule and scope
- Designing Ann Road on ramp/off ramp to function under projected traffic volumes.

Financial Fine Points(Key Assumptions):

- Total funding Expended for Phase 3: \$225,000
- Total funding Expended for US 95 Northwest Environmental Studies (all phases): \$5 million
- Inflation escalation (4%) to midpoint of construction in 2012
- Funding source:
 - *\$14.7 million State
 - *\$216 million Local
 - *\$3 - \$60 million unidentified



January 2010



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) 888-7603



Project Description:

- This is the fourth 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
Complete

Environmental Clearance
Complete

Final Design
Complete

Construction
Started June 2009 - complete 2010



Project Cost Range:

(Final Design Phase Estimates):
 Engineering: \$ 3 million
 Right-of-Way: \$13 million
 Construction: \$40 - \$50 million
 Total Project Cost: \$56 - \$66 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 - No change
- Cost - No change

Project risks:

- Complex construction in a dense urban residential area

Financial Fine Points(Key Assumptions):

- Total funding Expended by City of Las Vegas for Phase 4: \$32.6 million (\$11.3 M ROW; \$3 M In-house engineering; \$2.4 M Consultant Engineering; \$17.1 M Construction) NDOT costs to date \$1,548,747
- Total funding Expended for US 95 Northwest environmental studies (all phases): \$5 million
- \$4.1 million Federal SAFTEA-LU funds
- \$21 million RTC Clark County STP
- \$48 million City of Las Vegas



January 2010



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 Benefits:

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

Project Cost Range:

Engineering: \$2.5 - \$3 million
 Right-of-Way: \$1 - \$1.5 million
 Construction: \$32 - \$36.5 million
 Total Project Cost: \$35.5 - \$41 million

What's Changed Since Last Update?

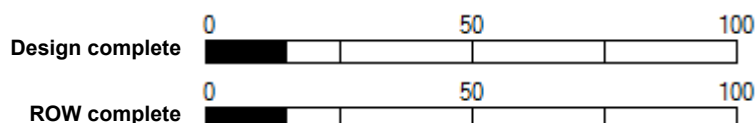
- Scope - No change
- Schedule - No change
- Cost - No change

Project risks:

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

Financial Fine Points(Key Assumptions):

- Total funding Expended for Phase 5: \$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 2027
- Funding source:
 - *11 million Federal
 - *\$0.5 million State
 - *\$6.5 million Local
 - *\$18.5 million Private



January 2010



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: James Ragan, P.E.
 (702) 671-8854



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:

- Planning:**
Complete
- Environmental Clearance:**
Complete
- Final Design:**
Complete
- Construction:**
April 2008-February 09, 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: \$7 Million
 Right-of-Way: No cost
 Construction: \$57 - \$63 Million
 Total Project Cost: \$64 - \$70 Million

What's Changed Since Last Update?

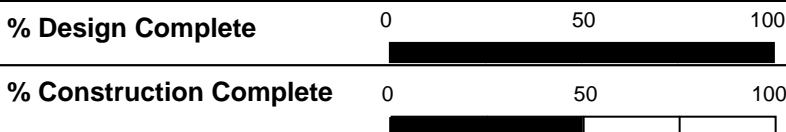
- Scope – No Change
- Schedule – No Change
- Cost – No Change

Project Risks:

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

Financial Fine Points (Key Assumptions):

- Total Funding Expended: \$53,559,414
- Bid Awarded April 15th, 2008: \$56,978,099.50
- Funding Source is Clark County



January 2010



I-80 Robb to Vista

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



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

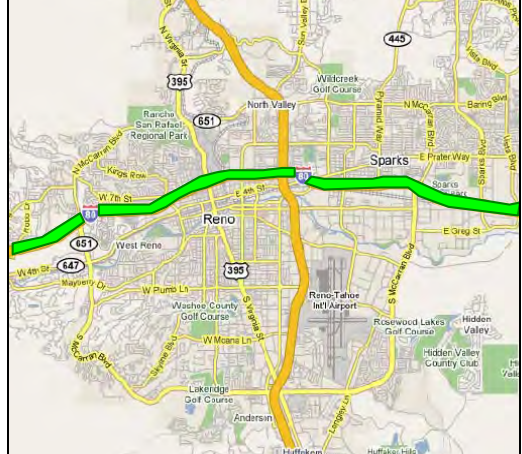
Schedule:

Planning:
2008-2011

Environmental Clearance:
TBD

Final Design:
TBD

Construction:
TBD



Project Benefits:

- Improve operations and capacity along I-80
- Improve safety
- Provide better connectivity between I-80 and I-580/US 395
- Accommodate Future Projected Traffic

Project Cost Range (Planning phase estimates):

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

Total Project Cost: \$1.08 Billion - \$1.33 Billion

Project Risks:

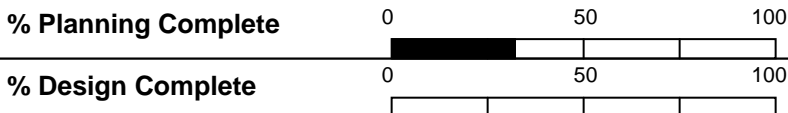
- Limited Right of Way
- Project unfunded – delay in identifying needed funds will affect schedule and increase costs
- Environmental process not started – Project cost, scope and schedule may be impacted
- Resources may need to be reallocated to higher priority projects - Project cost, scope and schedule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

What's Changed Since Last Update?

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

Financial Fine Points (Key Assumptions):

- Total Funding Expended by NDOT: \$129,000
- Inflation escalation (4%) is to 2020 approximate midpoint of construction
- Additional Federal, State, and local funding will/may be required



January 2010



I 580 Freeway Extension

Project Sponsor - Nevada Department of Transportation

NDOT Project Manager - Brad Durski, P.E.

Phone: (775) 853-1371



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
Started December 2006 - Complete 2012



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

Project Cost Range:

Engineering: \$31 M
 Right-of-Way: \$51 M
 Construction: \$500 M to \$575 M
 Estimated Total Project Costs: \$582 M to \$657 M

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 (Low)

Financial Fine Points(Key Assumptions):

- Total Funding Expended - \$319,785,281
- Engineering - \$33,391,828
- Right-of-Way - \$50,021,603
- Construction - \$236,371,850
- Bond Funds
- Inflation escalation (4%) is to 2009 approximate midpoint of construction



January 2010



**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:

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

What's Changed Since Last Update?

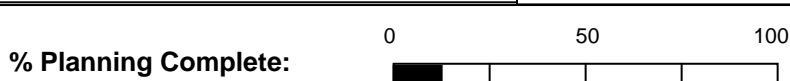
- Scope – No Change
- Schedule – No change
- Cost – No change

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 (Key Assumptions):

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



January 2010



US 395 Northbound - Moana Lane to I-80

Project Sponsor: NDOT

Senior Project Manager: Jim Gallegos, P. E.

(775) 888-7320



Project Description:

- Widen northbound US 395 to improve traffic operations from the Moana Lane interchange to the I-80 interchange.
- Widen northbound bridges at Vassar, Mill, Glendale, Truckee River, Kietzke, UPRR, and 4th Street.
- Replace overhead sign structures.
- Perpetuate drainage features.
- Reconstruct northbound ramps at Mill, Glendale, Villanova & I-80.
- Project length: 2.87 miles

Schedule:

Planning

Complete

Environmental Clearance

Complete

Final Design

Award Contract

February 2009

Construction

Begin 1st Quarter of

2010 - End 2nd

Quarter of 2012



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 the Spaghetti Bowl interchange.

Project Cost Range:

(Final Design Phase Estimates):

Engineering: \$7 - \$9 million

Right-of-Way: \$3 - \$6 million

Construction: \$45 - \$60 million

Total Project Cost: \$55 - \$75 million

What's Changed Since Last Update?

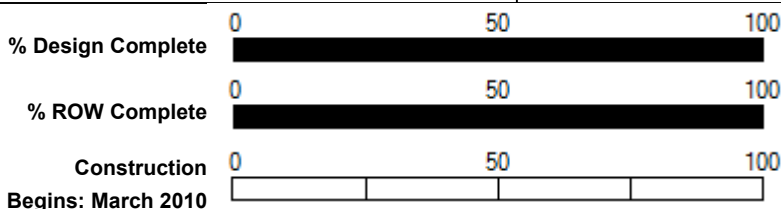
- Scope - No change
- Schedule - No change
- Cost - Construction cost reduced by \$14 Million due to low bids.

Project risks:

- Unexpected design or contract document changes during construction
- Private development along the freeway alters the project design and/or construction

Financial Fine Points(Key Assumptions):

- Total funding Expended: \$7.2 million.
- Inflation escalation (4%) is to 2011, mid-point of construction.
- Washoe County RTC will contribute \$20 million towards the project.
- The AB 595 income stream, federal and state funds will be used to fund the rest of the project.



January 2010



SR 445 Pyramid Highway Improvements

Project Sponsor: Washoe County RTC and NDOT

Washoe RTC Project Manager: Doug Maloy, P.E.

NDOT Project Manager: Phil Slagel, P.E.

Phone: (775) 888-7603



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

Schedule:

Planning
Completed

Environmental Clearance
2010 - 2011

Final Design
TBD

Construction
TBD



Project Cost Range:

(Planning phase estimates)
 Engineering: \$40M - \$60M
 Right-of-Way: \$100M - \$150M
 Construction: \$410M - \$660M
 Total Project Costs: \$550M - \$870M

Project Benefits:

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

What's Changed Since Last Update?

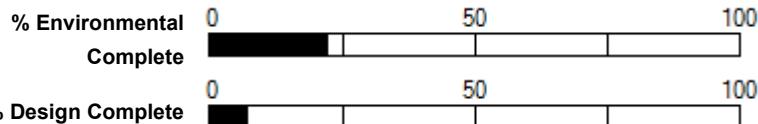
- Scope - No change.
- Schedule - No change.
- Cost - No change.

Project risks:

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

Financial Fine Points(Key Assumptions):

- Total RTC Funding Expended - \$3,593,008
- Inflation escalation (4%) is to 2017 approximate midpoint of construction



January 2010



US 395 Carson City Freeway Phase 2B

South Carson Street to Fairview Drive

Project Sponsor: NDOT

Project Manager: Jim Gallegos, P. E.

(775) 888-7320



Project Description:

- Construct 3 miles of 4 lane access controlled Freeway which will complete the nine mile 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

TBD

Construction

2012 to 2016



Project Cost Range:

(Final design phase estimates):

Engineering: \$7 - \$8 million

Right-of-Way: \$30 - \$32 million

Construction: \$110 - \$160 million

Total Project Cost: \$147 - \$200 million

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 - No change
- Cost - No change.

Project risks:

- Project completion date will depend on the availability of funds.
- Concurrent utility relocation will be required.
- Changes in design standards could affect schedule and budget.
- New development along the corridor.

Financial Fine Points(Key Assumptions):

- Total funding expended: \$31 million
- Inflation escalation (4%) is to 2013, approximate midpoint of construction.
- Construction funds have not been identified for this project.



January 2010



US 395 Carson City Freeway Phase 2B (Package 1)

Clearview Drive to Fairview Drive

Project Sponsor: NDOT

Project Manager: Jim Gallegos, P. E.

(775) 888-7320



Project Description:

- Construct the Clearview Drive & Koontz Lane Bridge Structures & Edmonds Flood Control Channel
- Relocate major utilities within this area of the corridor in advance of the construction contract.
- Close Valley View Drive & Colorado Street at the freeway right-of-way limits.
- Project length: 1.51 miles

Schedule:

Planning

Complete

Environmental

Complete

Complete

Design

Complete

Design

Complete

Construction

Start 2nd quarter 2010

- Complete 2nd quarter 2012



Project Benefits:

- Advance the construction of the project towards completion of the entire route.
- Provide flood control & protection for the community west of the freeway corridor.
- Relocation of the existing utilities will clear the way for future construction contracts.

Project Cost Range:

(Final Design phase estimates)
 Engineering: \$0.4 - \$0.5 million
 Right-of-Way: \$1 - \$1.5 million
 Construction: \$15 - \$17 million
 Total Project Cost: \$16.4 - \$19 million

What's Changed Since Last Update?

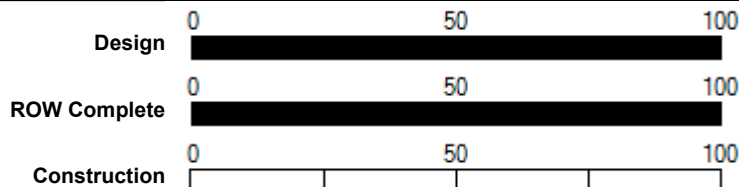
- Scope - No change
- Schedule - No Change
- Cost - No change

Project risks:

- Utility relocation that will occur in advance of the project could delay the project start.
- Concurrent utility relocation will be required and could delay other construction activities.
- Public acceptance of traffic management, dust and noise during construction.

Financial Fine Points(Key Assumptions):

- Total funding expended: \$1Million
- Inflation escalation (4%) is to 2011, approximate midpoint of construction.
- Funding - Federal STP Statewide



January 2010



I 580 at Meadowood Mall Way

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

Washoe RTC Project Manager: Michele Dennis, P.E.

Phone: (775) 335-1861

NDOT Project Manager: Adam T. Searcy, P.E.

(702) 671-8864



Project Description:

- Construct grade separation at I 580 and Meadowood Mall Way.
- Extend Meadowood Mall Way from S. Virginia Street to Kietzke Lane.
- Add I 580 southbound off- and northbound on- ramps at Meadowood Mall Way.
- Add frontage roads between Neil Road and Meadowood Mall Way.

Schedule:

Planning

Completed

Environmental Clearance

Completed

Final Design

Completed

Advertise

January 21, 2010

Construction

2010 - 2011



Project Benefits:

- Accommodate present and future traffic demand entering and exiting I 580.
- Reduce traffic volumes at the on- and off-ramps in the project area.
- Improve the levels of service (LOS) at several key intersections in the project area.
- Provide additional Freeway access to reduce the volume of traffic using the south Virginia Street ramps.
- Reduce traffic at the intersection of South McCarran Blvd./South Virginia Street.
- Improve traffic circulation on arterial streets in the area.

Project Cost Range:

(Design phase estimates):
 Engineering: \$7 million
 Right-of-Way: \$5 million
 Construction: \$37 - \$46 million
 Total Project Cost: \$49 - \$58 million

What's Changed Since Last Update?

- Scope - No Change
- Schedule - Advertise date changed
- Cost - No Change

Project risks:

- Complex construction in an urban/retail commercial area.
- Complexity in maintaining traffic, and reducing impacts to retail businesses.
- Simultaneous construction administered by RTC in project limits.

Financial Fine Points(Key Assumptions):

- All financial expenditures have been by the project sponsor to date (Washoe RTC)
- Estimated Construction Funding:
- \$33.1 M - Federal Funds
- \$15.2 - RTC Funds



January 2010



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 December 31, 2009, the Department achieved substantial completion of the I-15 North Phase I, I-15/US-95/I-515 Interchange to Craig Road design build project. Substantial completion was achieved on December 24, 2009.

The project had one significant addition to its scope. The City of North Las Vegas requested the addition of about \$4.8 million dollars for drainage channel improvements and construction of a pedestrian bridge foundation for a future bridge over I-15. This contributed 1.6% of the 3% change order total for the project.

The project was completed within the amount originally budgeted.

Final punch list items are being completed through the month of January and open graded paving will be completed in June of 2010. Placement of the open graded surface course must be done at night and requires warmer temperatures for placement, resulting in the early summer final completion.

5.0 PROJECT FUNDING ISSUES

The Project schedules are contingent on the availability of funding. A financial analysis has been completed to produce figure on page 41, cumulative Estimated Highway Needs vs. Revenue. This figure shows a major funding shortfall through 2016. The figure illustrates the accumulation of the various expense categories along with projected revenue. The revenue amounts are based on the Department's planning document entitled, Transportation System Projects for 2009 through 2017. The cumulative Revenue line on the graph is shown in red. The revenues include funds from Federal Highway sources, state fuel taxes, motor vehicle taxes, bond receipts and minor miscellaneous sources.

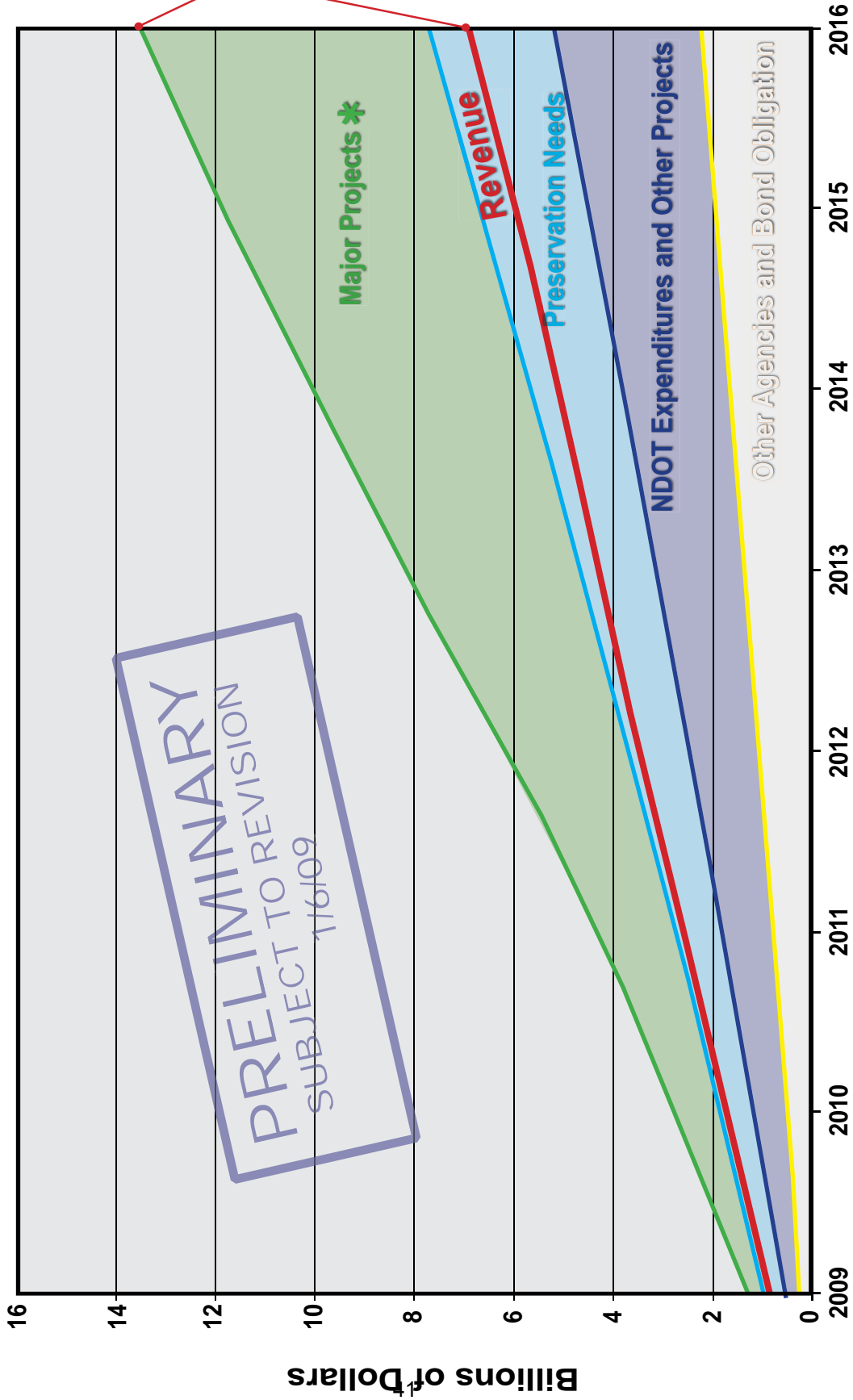
The highway needs are illustrated with several colors. The first white area represents funding used by other agencies, principally Department of Motor Vehicles and Department of Public Safety, and bond obligations. The purple area indicates the expenses for the Department of Transportation administration and projects that do not qualify as either major projects or preservation projects. The blue area is for transportation system preservation projects. These projects are required to maintain the highway system that Nevada already possesses. The final area, green, represents the sum of all major projects in some phase of development. The cost estimation for the major projects is based on the upper 85% of the estimated range of costs for the major projects.

With the current set of assumptions, the Department of Transportation will not be able to fund the needs of major projects. The figure reveals that there will be a revenue shortfall in the order of \$5.5 billion through 2016 to fund the needed major capacity, minor and safety projects. Additionally this amount is needed for preservation projects and maintenance activities for the state highway system in Nevada. Without this level of funding, urban congestion will not be reduced and the existing state highway system will deteriorate.

Estimated Highway Fund Needs vs. Revenue (Cumulative)

Fiscal Years 2009-2016

- Changes from 3/12/08 Version
- Updated Revenue Projections
- Updated Expenditure Projections



Estimated cumulative shortfall by 2016 \$5.3 to \$6.7 billion

PRELIMINARY
SUBJECT TO REVISION
1/16/09

* Based on 85th percentile of estimated cost ranges of scheduled major projects.