

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

QUARTERLY REPORT FOR MAJOR PROJECTS

For Quarter Ending 8 YW_a VYf 3%, 2012



Brian Sandoval
Governor

.....Fi XmAUZVcb, PE
Director

Nevada Department of Transportation

QUARTERLY REPORT FOR MAJOR PROJECTS

December 31, 2012

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1.0 INTRODUCTION

The primary purpose of this quarterly report, ending December 31, 2012, 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.

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

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<p>I 15 North - Phase 2</p> <p>Craig Road (SR 573) to Speedway Boulevard</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Luis Garay, P.E.</p> <p>(702) 671-8858</p>	
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Project Description:

- This is the second of four phases of improvements to the I-15 North Corridor between US 95 and Apex Interchange.
- Widen I-15 from 4 lanes to 6 lanes from Craig Road (SR 573) to Speedway Boulevard.
- 3R project from Craig Road to Speedway Boulevard
- ITS elements from Craig Road to Apex
- Improvements will be constructed within the existing I-15 Right-of-Way.
- Widen 4 bridges over 2 UPRR crossings within UPRR and private Right of Way.
- The project has been broken out to 5 packages: Package A is a pavement restoration project with replacement of the existing right of way fence; Package B is the ITS elements South of Speedway Blvd; Package C is for bridge - widening and seismic retrofit; Package D is for capacity improvements (widening from 4 lanes to 6 lanes), landscaping and drainage improvements; and Package E the ITS elements North of Speedway Blvd
- Package B was awarded 4th quarter of 2012
- Project length: 4.8 miles

Schedule:

Planning:
Complete

Environmental Phase:
Complete

Final Design:
2013 - 2015

Construction:
2013 - 2017



Project Benefits:

- Improve capacity
- Improve mobility
- Reduce trip times
- Improve operations
- Improve safety

Project Cost Range:

Engineering:
\$5 - \$15 Million

Right of Way:
\$1 - \$2 Million

Construction:
\$49 - \$58 Million

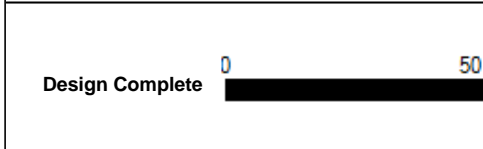
Total Project Cost:
\$55 - \$75 Million

Project risks:

- Completion of construction packages will depend on availability of funding
- Coordination with UPRR may delay project schedule
- Environmental permits may delay project schedule

What's Changed Since Last Update?

- Scope - No Change
- Schedule - Construction changed from 2015- 2017 since Package B will be under construction 1st quarter 2013
- Cost - Construction package costs are presently being reviewed


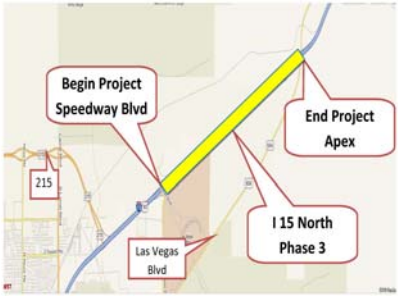



Financial Fine Points(Key Assumptions):

- Total funding expended for Phase 2: \$1,328,400
- Total funding expended for the Environmental Phase: \$875,000
- Construction inflation escalation (4%) is to 2014 approximate midpoint of construction
- Funding source for the project engineering is AB 595 (State).

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<p align="center">I 15 North - Phase 3</p> <p align="center">Speedway Boulevard to Apex Interchange</p> <p align="center">Project Sponsors: NDOT</p> <p align="center">Project Manager: Luis Garay, P. E.</p> <p align="center">(702) 671-8858</p>		
<p>Project Description:</p> <ul style="list-style-type: none"> • This is the third phase of improvements to the I-15 North Corridor between US 95 and Apex Interchange. • Widen I-15 from four lanes to six lanes from Speedway Boulevard to the Apex Interchange. • Project length: 4.6 miles 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental Phase: Complete</p> <p>Final Design: Start 2016 - 2017</p> <p>Construction: TBD</p>	
	<p>Project Cost Range:</p> <p>Engineering: \$10 - \$12 million</p> <p>Right-of-Way: \$3 - \$3.6 million</p> <p>Construction: \$75 - \$85 million</p> <p>Total Project Cost: \$88 - \$101 million</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> • Improve capacity • Reduce trip times • Improve access to areas planned for development in North Las Vegas • Improve operations • Improve safety 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> • Scope - No Change • Schedule - Updated Final Design to 2016-2017 and Construction to TBD • Cost - No Change 	
<p>Project risks:</p> <ul style="list-style-type: none"> • Project completion will depend on the availability of funding. • 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>Environmental complete 0 50 100</p>	<p align="center">January 2013</p>	

I 15 North - Phase 4

I 15 / CC 215 Northern Beltway Interchange

Project Sponsor: NDOT

Project Manager: Luis Garay, P. E.

(702) 671-8858



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 - 2018

Construction:

TBD



Project Cost Range:

Engineering:

\$7.4 - \$14.0 million

Right-of-Way:

\$1.0 - \$5.0 million

Construction:

\$123.0 - \$140.0 million

Total Project Cost:

\$131.4 - \$159.0 million

Project Benefits:

- Improve capacity.
- Reduce trip times.
- Improve access to areas planned for development in North Las Vegas.
- Improve operations with full freeway-to-freeway connectivity.
- Improve safety.

What's Changed Since Last Update?

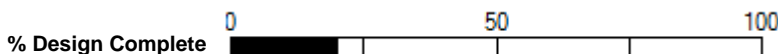
- Scope - No Change
- Schedule - Advertisement date moved to 2018 due to lack of construction funding availability
- Cost - No Change

Project risks:

- Uncertainty of future construction and labor costs.
- Construction funding availability.
- Railroad Involvement - UPRR Permits

Financial Fine Points(Key Assumptions):

- Total funding expended: \$109,600
- Total funding expended for I-15 North Environmental phase: \$875,000
- Inflation escalation (4%) is to 2018 approximate midpoint of construction.
- Construction funding for this project has not yet been identified.



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Project NEON Phase 1

I-15 Desert Inn Road

Project Sponsor: NDOT

Project Manager: Cole Mortensen, P.E.

(775) 888-7742



Project Description:

- HOV Direct Conector 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
- New access to Alta
- I-15/Charleston Interchange Reconstruction
- Project Length: 4.83 miles

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
Complete in 2013

Construction:
TBD



Project Cost Range:

Engineering:
\$24 - \$26 Million

Right-of-Way and Utilities:
\$150 - \$157 Million

Construction:
\$291 - \$303 Million

Total Project Cost:
\$466 - \$486 Million

Project Benefits:

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

What's Changed Since Last Update?

- Scope - NEPA Re-evaluation approved
- 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(Key Assumptions):

- Total Funding Expended: \$77,700,000
- Inflation escalation (4%) to 2020 approximate midpoint of construction
- Additional Federal, State, Local and Regional Funding will be required



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I 15 Urban Resort Corridor Study

Project Sponsor: NDOT

Senior Project Manager: Jeff Lerud

(775) 888-7589



Project Description:

- The I-15 Urban Resort Corridor Study along I-15 from I-215 (Bruce Woodbury Beltway) to the south, to US 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:

TBD

Environmental:

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 stakeholders/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 - 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 funding expended: \$786,738



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I 15 South - Phase 1A

From Blue Diamond Road to Tropicana Avenue

Project Sponsor: NDOT

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

(702) 671-6601

Contractor: Las Vegas Paving Corporation



Project Description:

- This is the 1st Phase of the I 15 South Project, from Silverado Ranch Road To Tropicana Avenue (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
- Final Design:**
Complete
- Construction:**
Complete



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

Project Cost Range:

- Engineering:**
\$11 - 12 million
- Right-of-Way:**
\$0 - \$5 million
- Total Estimated Project Cost:**
\$290 - \$294 million

What's Changed Since Last Update?

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

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: \$288 million
- Project funding source: AB 595 (LVCVA via Bonding, Clark County, and State)



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I 15 South - Bermuda Road Interchange

Project Sponsor: City of Henderson

Senior Project Manager: Eduardo P. Miranda, P.E.

(702) 671-8856



Project Description:

- I-15 South Project from Sloan to Tropicana has been broken into nine (9) Project elements to address funding and constructability opportunities.
- This is one element of the I-15 South project.
- Construct new interchanges at Bermuda Road.

Schedule:

Planning:

Complete

Environmental:

Complete

Final Design:

2026 - 2027

Construction:

TBD



Project Cost Range:

(Environmental Phase Estimates)

Engineering:

\$16 - \$17.5 million

Right-of-Way:

\$3.5 - \$4 million

Construction:

\$128.5 - \$134.5 million

Total Project Cost:

\$148 - \$156 million

Project Benefits:

- Interchanges on I-15 reduce congested traffic in main lines and other existing facilities.
- Connect Regional traffic.

What's Changed Since Last Update?

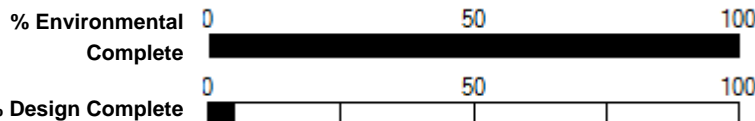
- Scope - No Change
- Schedule - No Schedule. Unfunded on 2035 RTP.
- Cost - No Change

Project risks:

- Unit price and property escalation may affect project cost.

Financial Fine Points(Key Assumptions):

- Funding not available until 2026-2030 per current Financial Plan.
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction.
- Funding Source (Financial Plan 2009): Q10 Extended (\$57.1M) and STP Clark County (\$60M).



January 2013



I 15 South - Pebble Road Overpass

Project Sponsor: Clark County

Senior Project Manager: Eduardo P. Miranda, P.E.

(702) 671-8856



Project Description:

- I-15 South Project from Sloan to Tropicana has been broken into nine (9) Project elements to address funding and constructability opportunities.
- This is one element of the I-15 South Project.
- Construct overpass at Pebble Road and I-15

Schedule:

Planning:

Complete

Environmental:

Complete

Final Design:

TBD

Construction:

TBD



Project Cost Range:

(Environmental Phase Estimates/Removal from RTP)

Engineering:

\$6.5 - \$7 million

Right-of-Way:

\$8 - \$10 million

Construction:

\$51.5 - \$53 million

Total Project Cost:

\$66 - \$70 million

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?

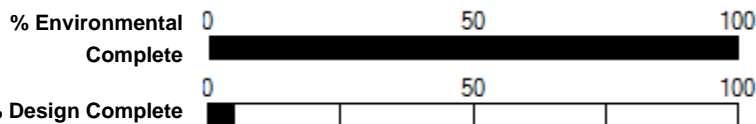
- Scope - No Change
- Schedule - This project was removed from 2030 RTP.
- Cost - No Change

Project risks:

- Unit price and property escalation may affect project cost.

Financial Fine Points(Key Assumptions):

- Funding not available until 2040. Project was removed from current Financial Plan. Project costs will be impacted due to inflation.
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Financial Plan 2009: Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction.
- Funding Source (Financial Plan 2009): Private Developers (\$30M)



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I 15 South - Starr Avenue Interchange

Project Sponsor: NDOT

Senior Project Manager: Eduardo P. Miranda, P.E.

(702) 671-8856



Project Description:

- I-15 South, from Sloan Road to Tropicana Ave. has been broken into nine packages to address funding and constructability opportunities.
- Construct a new interchange at Starr Avenue with on & off-ramps
- Connect to Las Vegas Blvd (east side) and Dean Martin Drive (west side)
- I-15 over Starr Avenue and shifted 50 ft. to the east of the existing I-15.

Schedule:

Planning:

Complete

Environmental:

Complete

Final Design:

2010-2014

Construction:

2016-2020



Project Cost Range:

(Environmental Phase Estimates)

Preliminary Engineering:

\$10 - \$11 million

Right-of-Way:

\$15 - \$24 million

Construction:

\$47 - \$66 million

Total Project Cost:

\$72 - \$101 million

Project Benefits:

- Improve access to I-15 with new interchange
- Connect east-west regional traffic from Las Vegas Blvd to/from Dean Martin Drive
- Improve I-15 mainline capacity

What's Changed Since Last Update?

- Scope - No change
- Schedule - No change
- Cost - Reduction \$5.5 million due to the update of costs.

Project risks:

- Uncertain Right of Way costs
- Material and labor cost escalation
- Year when construction funds are available
- Utility & bill board relocation
- Cell phone tower, re-location potential or avoidance

Financial Fine Points(Key Assumptions):

- Total funding expended for Starr Interchange: \$121,800
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% for year 2024 approximate midpoint of construction.
- Funding Source (RTP 2035): Interstate Maintenance Discretionary (\$3.44M), SAFETEA-LU Priority Project (\$7.20M), Local Funds (\$12.98 M), STP Clark County (\$52.80 M) and Public Lands Highways (\$1.19 M).



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I 15 South - Cactus Avenue Interchange

Project Sponsor: NDOT

Senior Project Manager: Eduardo P. Miranda, P.E.

(702) 671-8856



Project Description:

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

Schedule:

Planning:

Complete

Environmental:

Complete

Final Design:

Complete

Advertise:

Complete

Construction:

Start 1st Quarter 2013 -

Complete 1st Quarter 2015



Project Cost Range:

(Environmental Phase Estimates)

Engineering:

\$5.5 - \$6.5 million

Right-of-Way:

\$8 - \$15 million

Construction:

\$43 million

Total Project Cost:

\$56.5 - \$64.5 million

Project Benefits:

- Reduce congested traffic on I-15.
- Connect regional traffic.

What's Changed Since Last Update?

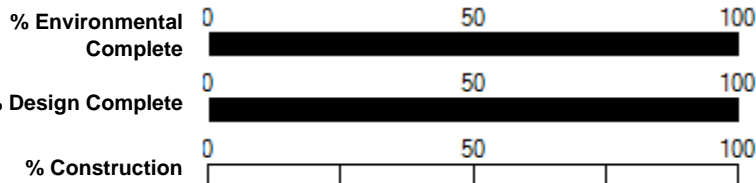
- Scope - No Change
- Schedule - No Change
- Cost - Reduction by \$13 - 19 million due to the update of costs.

Project risks:

- Unit price and property escalation may affect project cost.

Financial Fine Points(Key Assumptions):

- Funding expended for Cactus Interchange: \$6.7 Million
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2014 approximate midpoint of construction
- Funding Source: Interstate Maintenance Discretionary (\$4.9M), SAFETEA-LU High Priority Projects (\$16.6M), STP Clark County (\$34.9M), National Highway System (\$18.2M), Old Ear Mark Remnant (0.14M) and Section 115 Transfer Project (0.9M).
- Construction: 2013 - 2015



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I 15 South - Las Vegas Boulevard

St. Rose Parkway to Sunset Road

Project Sponsor: Clark County

Project Manager: Jason S. Tyrrell, P.E.

(702) 671-8852



Project Description:

- I-15 South from Sloan to Tropicana has been broken into nine (9) Project elements to address funding and constructability opportunities.
- This is one element of the I-15 South Project.
- 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:
- Package 1: Las Vegas Boulevard from Silverado to Sunset - *Completed as of July 2011
- Package 2: Las Vegas Boulevard from St. Rose to Silverado Ranch

Schedule:

Planning:

Complete

Environmental Clearance:

Complete

Final Design:

Package 1- Complete ,

Package 2- 70%

Construction:

Package 1 -Complete,

Package 2 TBD



Project Cost Range:

(Environmental phase estimates):

Engineering:

\$4 - \$4.5 million

Right-of-Way:

\$0

Construction:

\$31.5 - \$33 million

Total Project Cost:

\$35.5 - \$37.5 million

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 NDOT Funding Expended for LV Blvd.: \$0
- Total funding expended for I-15 South Environmental studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2011 approximate midpoint of construction.
- Funding Source: STP Clark County (\$8.3M)



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I 15 South - Phase 1B

Blue Diamond (SR 160) to Tropicana Avenue

Project Sponsor: NDOT

Senior Project Manager: Eduardo P. Miranda, P.E.

(702) 671-8856



Project Description:

- I-15 South Project from Tropicana to Sloan has been broken into nine (9) Project elements to address funding and constructability opportunities.
- This is one of the elements of the I-15 South Project.
- Construct one lane in each direction in the median area.
- Project length: 3.8 miles
- Constructed as part of I-15 South - Phase 1A Design Build (Blue Diamond to Tropicana)

Schedule:

Planning:

Complete

Environmental:

Complete

Final Design:

Complete (Design Build 2012)

Construction:

Complete (Design Build 2012)



Project Cost Range:

Engineering:

\$0.5 million

Right-of-Way:

\$0

Construction:

\$3.0 million

Total Project Cost:

\$3.5 million

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?

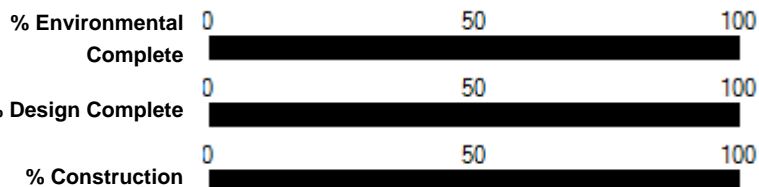
- Scope - Project has been constructed.
- Schedule - It was included in the Design Build
- Cost - Phase 1B was constructed as part of the I-15 South Design Build contract. Financial Plan 2009 cost was \$23 million, actual cost is \$3.5 million which saved \$19.5 million.

Project risks:

- No risks. Project has been completed with Design Build.



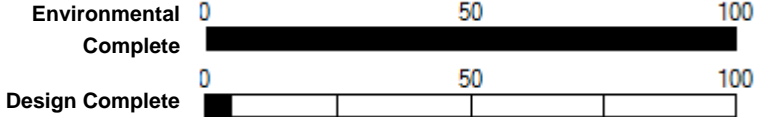

Financial Fine Points(Key Assumptions):

- Total funding expended for I-15 South Environmental studies (all phases): \$3.5 million
- Cost included as part of Phase 1A Design Build.



January 2013



<p align="center">I 15 South - Phase 2</p> <p align="center">Sloan Road to Blue Diamond (SR-160)</p> <p align="center">Project Sponsor: NDOT</p> <p align="center">Senior Project Manager: Eduardo P. Miranda, P.E.</p> <p align="center">(702) 671-8856</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> I-15 South project from Sloan to Tropicana has been broken into nine (9) project phases to address funding and constructability opportunities. This is one element of I-15 South Project. Widen I-15 from Sloan Road to Blue Diamond Road from 6 to 10 lanes. Project Length: 8.2 miles This project has been divided in two phases: Phase 2A-Widening I-15 from Sloan to Blue Diamond (SR160) 6 to 8 lanes and, Phase 2B-Widen from Sloan to Blue Diamond (SR160) 8 to 10 lanes, restripe C-D from Blue Diamond (SR160) to Tropicana Ave, replace concrete section between I-215 & Tropicana Ave and replace Tropicana Interchange. 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: TBD</p> <p>Construction: TBD</p>		
<p>Project Benefits:</p> <ul style="list-style-type: none"> Increase capacity Improve safety Improve access Reduce trip times Reduce vehicle emissions Reduce idling Improve driver comfort 	<p>Project Cost Range: (Environmental Phase Estimates)</p> <p>Engineering: \$47.5 - \$51 million</p> <p>Right-of-Way: \$0</p> <p>Construction: \$371 - \$392.5 million</p> <p>Total Project Cost: \$418.5 - \$443.5 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"> Complexity in maintaining traffic staging, relocating utilities and reducing impacts to traveling public. Assumes Sloan Interchange is constructed (Existing Interchange for cost and design purpose) 	<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Funding not available until 2016-2020 per current Financial Plan. Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction. 		
<p>Environmental Complete 0 50 100</p> <p>Design Complete 0 50 100</p> 	<p align="center">January 2013</p>		

I 15 South - Sloan Road Interchange

Project Sponsor: City of Henderson

Senior Project Manager: Eduardo P. Miranda, P.E.

(702) 671-8856



Project Description:

- I-15 South Project from Sloan to Tropicana has been broken into nine (9) project elements to address funding and constructability opportunities.
- This is one element of the I-15 South Project.
- Reconstruct interchange at Sloan Road.

Schedule:

Planning:

Complete

Environmental:

Complete

Final Design:

TBD

Construction:

TBD



Project Cost Range:

(Environmental Phase Estimates)

Engineering:

\$19.5 - \$21 million

Right-of-Way:

\$35 - \$40 million

Construction:

\$156.5 - \$162.5 million

Total Project Cost:

\$211 - \$223.5 million

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):

- Funding not available until 2026-2030 per current Financial Plan.
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction
- Funding source (RTP 2035): STP Clark County (\$65M)

Environmental Complete 0 50 100

Design Complete: 0 50 100

January 2013



I 15 South - Stateline to Sloan

Project Sponsor: NDOT

Project Manager: Eduardo P. Miranda, P. E.

(702) 671-8856



Project Description:

- To reconstruct interchange ramps on Primm, Jean and Sloan Interchanges to address safety issues.
- Signing improvements with DMS signs on I-15.
- Shoulder improvements.

Schedule:

Planning:

2013 - 2015

Environmental:

TBD

Final Design:

TBD

Construction:

TBD



Project Cost Range:

Engineering:

\$3 - \$4 million

Right-of-Way:

TBD

Construction:

\$35 - \$50 million

Total Project Cost:

\$38 - \$54 million

Project Benefits:

- Update ramp geometrics to current standards.
- Decrease congestion.
- Improve communications and driver awareness with message signs.
- Improve on/off ramps at Primm, Jean and Sloan Interchanges.

What's Changed Since Last Update?

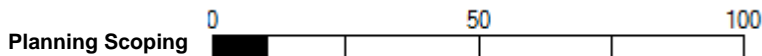
- Scope -Scope modified to Safety project
- Schedule - No Change
- Cost - No Change.

Project risks:

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




Financial Fine Points(Key Assumptions):


- Total funding expended: \$0
- Funding: Government Services Tax \$52 Million
- Inflation Index of 3% is to 2014 approximate midpoint of construction.



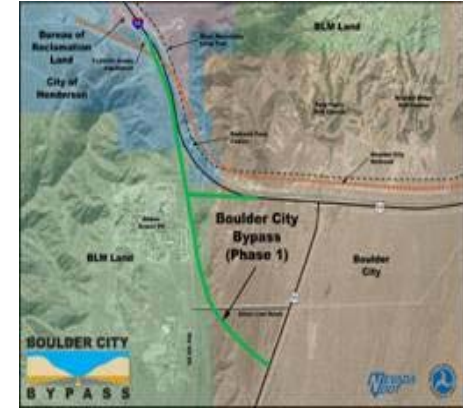
January 2013



<p>I 515 Freeway Improvements</p> <p>Planning and Environmental Impact Statement Development</p> <p>I 15 to Horizon Drive</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Dwayne Wilkinson</p> <p>(702) 671-8879</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> • Provide planning and environmental for future design and construction • Proposed new study will analyze traffic operations and safety from Rancho to Charleston (5.13 miles). This approach needs to be confirmed with FHWA and other stakeholders 		<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: TBD</p> <p>Final Design: TBD</p> <p>Construction: TBD</p>	
			
		<p>Project Cost Range:</p> <p>Engineering: TBD</p> <p>Right-of-Way: TBD</p> <p>Construction: TBD</p> <p>Total Project Costs: TBD</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> • Identification of possible operational efficiency, capacity and safety improvements • Evaluation of possible future construction project phasing 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> • Scope - Being reassessed. Notice of Intent to prepare EIS withdrawn • Schedule - Being reassessed. Notice of Intent to prepare EIS withdrawn • Cost - Being reassessed. Notice of Intent to prepare EIS withdrawn 	
<p>Project risks:</p> <ul style="list-style-type: none"> • Scope and project limits may change due to new approach. 		<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> • Total funding expended: \$7.872 Million for Planning and Environmental Impact Statement Development 	
<p>% Environmental Complete <input type="checkbox"/> 0 <input type="checkbox"/> 50 <input type="checkbox"/> 100</p>		<p>January 2013</p> 	

<p>US 93 / US 95 Boulder City Bypass - Phase 1</p> <p>Foothill Drive to US 95</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager : Tony Lorenzi, P.E.</p> <p>(775) 888-7317</p>	
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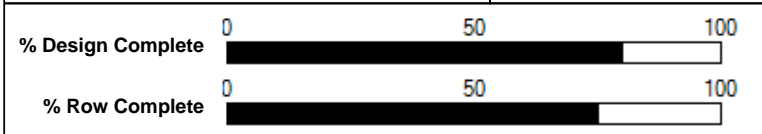
<p>Project Description:</p> <ul style="list-style-type: none"> ● Phase 1 is divided into 6 packages: Package 1 - Right-of-Way Acquisitions ● Package 2A - Tortoise Fencing/Plant Salvaging ● Package 2B - Frontage Road/Utility Relocations ● Package 3 - Mainline from Foothills Grade Separation to RR Pass Interchange ● Package 4 - Mainline from RR Pass Interchange to US 95 ● Package 5 - Mainline/RR Bridge ● 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 one Frontage Road 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. 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: Package 2A Ad Date, Fall 2012; Package 2B Ad Date, Fall 2012; Package 3 Ad Date, Fall 2013; Package 4 Ad Date TBD</p> <p>Construction: Package 2A - Begin 4th Qtr 2012; Package 2B - Begin 2nd Qtr 2013; Package 3 - Begin 2nd Qtr 2014; Package 4 TBD</p>
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<p>Project Benefits:</p> <ul style="list-style-type: none"> ● 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. 	<p>Project Cost Range: (Final Design Phase Estimates)</p> <p>Engineering: \$5 - \$8 million</p> <p>Right-of-Way: \$10 - \$22 million</p> <p>Construction: \$115 - \$132 million</p> <p>Total Project Cost: \$130 - \$162 million</p> <p>*** Construction and Total Project Costs were revised per updated Financial Plan</p>
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<p>Project risks:</p> <ul style="list-style-type: none"> ● 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. ● Right-of-Way acquisition schedule ● Utility Agreements are a major risk as we get closer to doc date 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> ● Scope - No change ● Cost - Cost range changed based on new engineering estimate. ● Package 2 delivery in late 2012/early 2013, Package 3 delivery 2015 ● Package 2 divided into 2A (Tortoise Fencing & Plant Salvaging) and 2B (Frontage Road with Retaining Wall & Utility Relocations) ● Package 4 TBD; Railroad/Mainline bridge will be constructed as Package 5
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<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> ● Total funding Expended (Engineering & Right-of-Way): \$5,091,487 ● 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
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US 93 / US 95 Boulder City Bypass - Phase 1 Package 2B

Foothill Drive to US 95

Project Sponsor: NDOT

Senior Project Manager : Tony Lorenzi, P.E.

(775) 888-7317

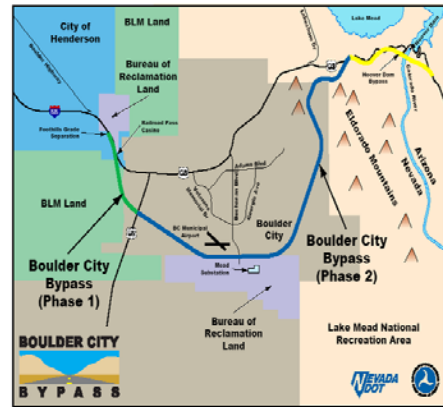


Project Description:

- Construct West Frontage Road to Subgrade
- Construct Retaining Wall
- Construct Drainage Features
- Relocate all Utilities (Overhead power lines for WAPA and CRC paid for under EA-73527)
- Package 2 has been split into 2A (Tortoise Fencing & Plant Salvaging) and 2B (Frontage Road & Utility Relocations),

Schedule:

Planning:
Completed
Environmental Clearance:
Completed
Final Design:
Completed
Construction:
Mid/Late 2013



Project Cost Range:

(Final Design Phase Estimates)

Engineering:
\$350 - \$500 k
Right-of-Way:
\$10 - \$12 million
Construction:
\$8 - \$10 million
Total Project Cost:
\$18 - \$22 million

Project Benefits:

- Improves operations for Trucks from US 93 to US 95
- Improves local circulation
- Provides complete utility corridor for all underground utilities
- Improves Truck access to Industrial area

What's Changed Since Last Update?

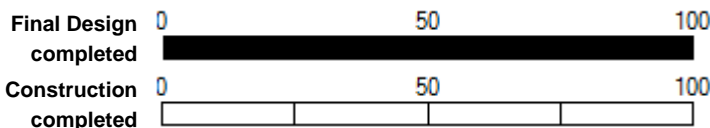
- Scope: No change
- Schedule: Moved to Spring of 2013
- Cost: Cost range changed based on updated engineering estimates

Project risks:

- Concurrent utility relocations may affect schedule
- Utility agreements are a major risk
- Hazardous materials found during construction

Financial Fine Points(Key Assumptions):

- Total funding expended (Engineering & Right-of-Way): \$5,091,487
- 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.



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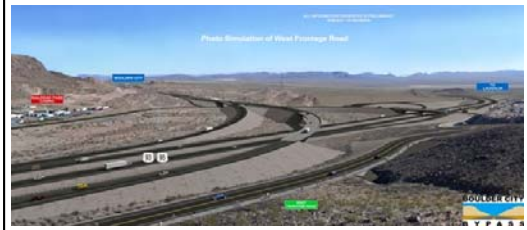
US 93 / US 95 Boulder City Bypass - Phase 1 Package 3

Foothill Drive Grade Sep to the Railroad Pass Interchange

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 diamond interchange along with one Frontage Road 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: 2 miles

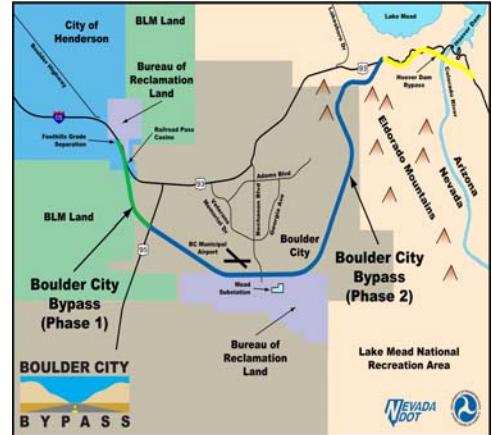
Schedule:

Planning:
Completed

Environmental Clearance:
Completed

Final Design:
Package 3 Ad Date, Fall 2014

Construction:
Mid/Late 2015



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.

Project Cost Range:

(Final Design Phase Estimates)

Engineering:
\$750k - \$1 million

Right-of-Way:
Incidental

Construction:
\$46 - \$55 million

Total Project Cost:
\$47 - \$56 million

What's Changed Since Last Update?

- Scope: No change
- Schedule: Package 3 delivery moved to FY 2015
- Cost: Cost range changed based on new engineering estimate

Project risks:

- Unit price and property escalation may affect project
- Construction is not funded
- Resource conflict with other on-going projects
- Right-of-Way acquisition costs
- Field Changes
- Increased Roadway Excavation unit prices due to additional blasting
- Design omissions
- Landscaping redesign
- Hazardous materials found during construction

Financial Fine Points(Key Assumptions):

- Total funding expended (Engineering & Right-of-Way): \$5,091,487
- 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.



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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
- NDOT working with RTC to administer Design/Financial Analysis/Environmental studies for Toll Road Analysis
- Project length: 12 miles

Schedule:

Planning:

Complete

Environmental:

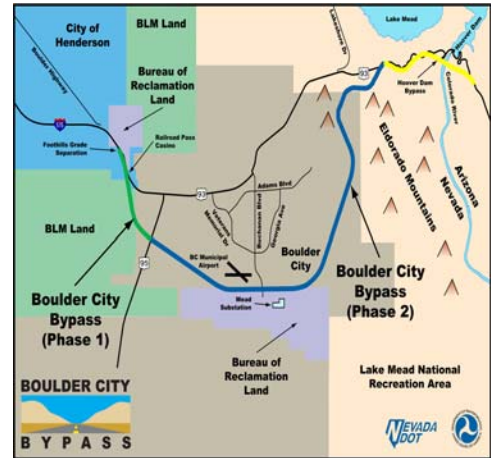
Complete

Final Design:

TBD

Construction:

TBD



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

Project Cost Range:

(Planning phase estimates):

Engineering:

\$15 - \$30 million

Right-of-Way:

\$2 - \$4 million

Construction:

\$350 - \$450 million

Total Project Cost:

\$365 - \$480 million

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.
- Project is being studied for PPP delivery including tolling and availability payment.

Financial Fine Points(Key Assumptions):

- Total funded Expended (Engineering & Right-of-Way): \$3,062,767
- Total funding Expended for BC Bypass environmental studies (all phases): \$5,199,679
- Inflation escalation (4%) is to 2027 approximate midpoint of construction.
- Additional Federal, State, Local and Regional Funding will be required.



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US 95 Northwest - Phase 1

Rainbow Boulevard (SR 595) to Ann Road

Project Sponsor: NDOT

Project Manager: Nick Johnson, PE

(775) 888-7319

Contractor: Capriati Construction



Project Description:

- 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

Schedule:

Planning:

Complete

Environmental:

Complete

Final Design:

Complete

Advertise Project:

Complete

Construction:

Begin August 2010; 520 working days; anticipated completion Fall 2012



Project Cost Range:

(Construction Phase Estimates):

Engineering:

\$3.5 million

Right-of-Way:

\$0.1 million

Construction:

\$73 - \$77 million

Total Project Cost:

\$76.6 - \$80.6 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 - No change
- Cost - No change

Project risks:

- Change in site conditions
- Contractor delays


Financial Fine Points(Key Assumptions):

- Total Expended for Construction: \$0.4 million
- Total Expended for Final Design: \$3.6 million
- Total Expended for Environmental Studies (all US 95 Northwest phases): \$4.8 million
- Funding source:
 - *\$60 million AB 595
 - *\$42.5 million Federal
 - *\$2.3 million State



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<p>US 95 Northwest - Phase 2</p> <p>Ann Road to Kyle Canyon Road (SR 157)</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Nick Johnson, P.E.</p> <p>(775) 888-7319</p>	
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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
- This project is anticipated to be constructed in 2 phases

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
TBD

Construction:
TBD



Project Cost Range:
(Environmental Phase Estimates):

Engineering:
\$5.5 - \$6.5 million

Right-of-Way:
\$0, No acquisitions required

Construction:
\$75 - \$85 million

Total Project Cost:
\$81 - \$92 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?

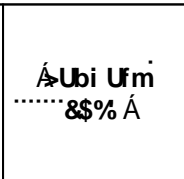
- Scope - No change
- Schedule - The project design is 90% complete and has been put on hold; subject to funding availability.
- Cost - No change

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: \$770,000
- Total funding Expended for US 95 Northwest Environmental Studies (all phases): \$5 million
- Inflation escalation (2.7%) to midpoint of construction in 2017
- Funding source: TBD



US 95 Northwest - Phase 3 Clark County 215 Interchange

Project Sponsor: NDOT and Clark County

Senior Project Manager: Nick Johnson, P. E.

(775) 888-7319



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 system to system interchange at CC 215
- This project is anticipated to be constructed in 4 phases.

Schedule:

Planning:
Complete
Environmental:
Complete
Final Design:
TBD
Construction:
TBD



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

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 - The project is anticipated to be constructed in 4 phases.
- Schedule - No Change
- Cost - No Change

Project risks:

- Cost and schedule impacts of perpetuating local access has yet to be quantified
- Unit price escalation may affect project cost
- Complex right of way and utility issues may impact schedule and costs.

Financial Fine Points(Key Assumptions):

- Total funding Expended for Phase 3: \$2,800,000
- Total funding Expended for US 95 Northwest Environmental Studies (all phases): \$5 million
- Inflation escalation (4%) to midpoint of construction 2018
- Funding source: TBD



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US 95 Northwest - Phase 5 Kyle Canyon Road Interchange

Project Sponsor: City of Las Vegas and NDOT

Senior Project Manager: Nick Johnson, P.E.

(775) 888-7319



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:

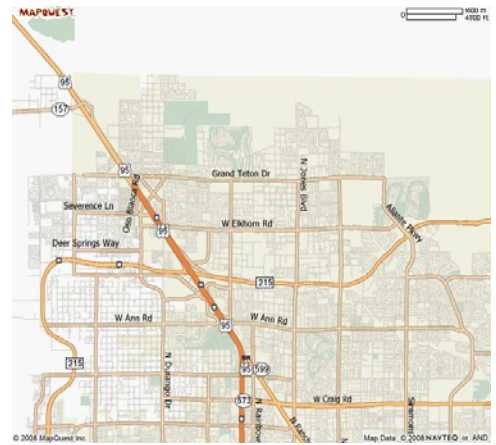
Complete

Final Design:

TBD

Construction:

TBD



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

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?

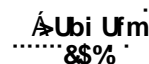
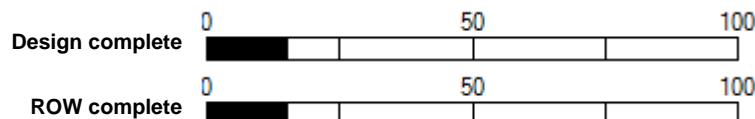
- Scope - No change
- Schedule - No change
- Cost - No change

Project risks:

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

Financial Fine Points(Key Assumptions):

- Total Expended for Final Design: \$0 (Design phase not started)
- Total Expended for Environmental Studies (all US 95 Northwest phases): \$5 million
- 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



I 80 Robb to Vista

Project Sponsor: NDOT

Senior Project Manager: Jeff Lerud

(775) 888-7589



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/I-580 interchange (Spaghetti Bowl)
- Early Action and Phase 1 (I-80 Robb to Vista Design-Build) projects from Washoe County Freeway Corridor Study scoping report completed.
- Phase II scoping will commence after completion of the I-80 Robb to Vista design/build project.
- Project Length: 10.4 miles

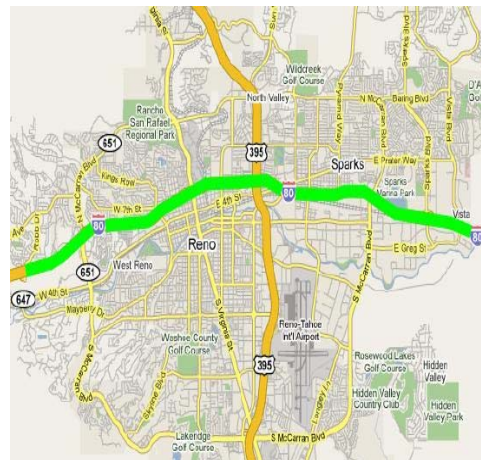
Schedule:

Planning:
2008 - 2012

Environmental:
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 - \$1.1 billion

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

What's Changed Since Last Update?

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

Project risks:

- Limited Right-of-Way
- Phase II and beyond 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.

Financial Fine Points(Key Assumptions):

- Total Funding Expended by NDOT: \$140, 000
- Inflation escalation (4%) is to 2020 approximate midpoint of construction
- Additional Federal, State, and local funding will/may be required



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I 80 Robb Drive to Vista Boulevard - Design Build (Phase 1)

Project Sponsor: NDOT

Senior Project Manager: Jeff Lerud, P.E.

(775) 888-7589

Contractor: Granite Construction



Project Description:

- Procurement & Delivery will be by Design Build method. Make operational and capacity improvements to I-80 from Robb Drive to Vista Blvd.
- Pavement reconstruction from Keytone Avenue to 4th Street.
- ITS infrastructure from Robb to Vista.
- Signing and Striping improvements from Robb to Vista.
- Auxiliary lanes from E. McCarran to Vista.
- Sparks loop ramp (westbound on ramp); Triple lefts (Eastbound off ramp)
- Landscape and Aesthetics from Robb to Vista.
- Project Length: 10.4 miles

Schedule:

Planning:

Complete

Environmental:

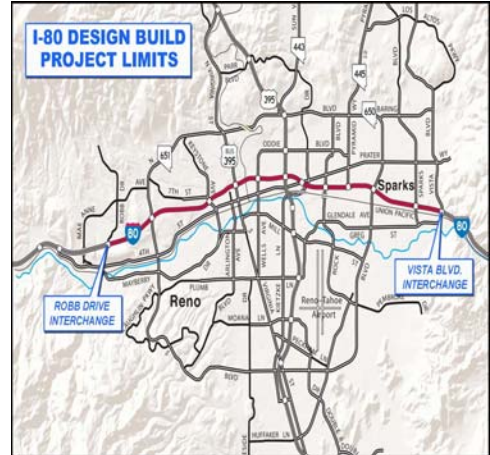
Complete

Design:

Complete

Construction:

Complete



Project Cost Range:

Engineering/Construction:

\$72 - \$85 million

Right-of-Way:

\$0

Total Project Cost:

\$72 - \$85 million

Project Benefits:

- Improve operations and capacity along I-80.
- Improve safety.
- Increase mobility.
- Improve ride quality
- Reduce maintenance costs.

What's Changed Since Last Update?

- Scope - No change
- Schedule - No change
- Budget - No change

Project risks:

- Maintenance of traffic: two lanes of traffic open in each direction.
- Environmental requirements may delay project.
- Weather: two seasons of construction.

Financial Fine Points(Key Assumptions):

- Total funding expended: \$79,868,850
- Funding source: Federal, State & Local Funds

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I 580 Freeway Extension

Project Sponsor - Nevada Department of Transportation

NDOT Senior Project Manager - Tony Lorenzi, P.E.

Phone: (775) 888-7317

Contractor: Fisher Industries



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:

Complete

Environmental:

Complete

Final Design:

Complete

Construction:

Complete



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 - \$532,134,619
- Final Design - \$6,322,902
- Right-of-Way - \$50,021,603
- Constr Engineering - \$42,596,028
- Construction - \$433,194,086
- Bond Funds

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US 395 North - McCarran Blvd to Stead Blvd

Project Sponsor: NDOT

Senior Project Manager: Jeff Lerud, P.E.

(775) 888-7589



Project Description:

- Widen US 395 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 Street, Panther Valley, Parr Blvd and Clear Acre Lane if necessary.
- Perpetuate drainage features.
- Replace and install new signs.

Schedule:

Planning:

TBD

Environmental:

TBD

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?

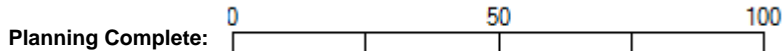
- Scope - No Change
- Schedule - The project has been put on hold subject to funding availability.
- Cost - No Change

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



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<p>US 395 Northbound - Moana Lane to I-80</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Jeff Lerud, P. E.</p> <p>(775) 888-7589</p>	
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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:
Complete

Final Design:
Complete

Construction:
Complete



Project Cost Range:
(Final Design Phase Estimates):

Engineering:
\$9 - \$10 million

Right-of-Way:
\$2 - \$5 million

Construction:
\$50 - \$60 million

Total Project Cost:
\$61 - \$75 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 the Spaghetti Bowl interchange.

What's Changed Since Last Update?

- Scope - No change
- Schedule - Project Completed.
- Cost - No change.

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: \$34.9 million.
- Inflation escalation (4%) is to 2011, mid-point of construction.
- Washoe County RTC contributed \$20 million towards the project.
- The AB 595 income stream, federal and state funds will be used to fund the rest of the project.



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SR 445 Pyramid Highway Improvements

Project Sponsor: Washoe County RTC and NDOT

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

NDOT Project Manager: Nick Johnson

Phone: (775) 888-7319



Project Description:

- Calle de la Plato to La Pasada- Transition from 4 Lane Arterial to 6 lane freeway
- La Pasada to Sparks Blvd. - Develop Pyramid alignment into 6 lane freeway with frontage roads.
- Continue 6 lane freeway from Sparks Blvd. to Dics Dr. either on the Pyramid alignment with frontage roads or on a separate alignment to the west.
- Extend 6 lane freeway through Sun Valley to US-395
- Widen and improve Pyramid highway from Disc Dr. to Queen Way
- Widen and extend Disc Dr. to Vista Blvd.

Schedule:

Planning:

Complete

Environmental:

2010 - 2014

Final Design:

TBD

Construction:

TBD



Project Benefits:

- Address congestion and safety along the Pyramid Highway and McCarran Blvd. Corridors
- Provide alternative access to freeway system
- Improve safety

Project Cost Range:

(Planning phase estimates)

Engineering:

\$40M - \$60M

Right-of-Way:

\$100M - \$150M

Construction:

\$410M - \$660M

Total Project Costs:

\$550M - \$870M

What's Changed Since Last Update?

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

Project risks:

- Construction in a dense urban residential area
- Funding sources for all phases not identified
- Complex right of way and utility issues may impact schedule and costs.

Financial Fine Points(Key Assumptions):

- Total RTC Funding Expended - \$7,300,000
- Inflation escalation (2.7%) to midpoint of construction in 2020



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US 395 Carson City Freeway - Phase 2B

South Carson Street to Fairview Drive

Project Sponsor: NDOT

Project Manager: Nick Johnson, P. E.

(775) 888-7319



Project Description:

- This project will be delivered in four packages. Construction is complete for Phase 2B Package 1.
- Phase 2B Package 2 will complete the Snyder Bridge and Drainage for the Southern Portion of the Project
- Phase 2B Package 3 & 4 will complete the remainder of the project
- 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 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:**
Complete
- Final Design:**
Phase 2B Package 2- complete ; Package 3 & 4- TBD
- Construction:**
Phase 2B Package 2- Begin
Construction Winter 2012 - Spring 2013; Phase 2B Package 3 & 4 - TBD



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.

Project Cost Range:

- (Final design phase estimates):**
- Engineering:**
\$11 - \$13 million
- Right-of-Way:**
\$30 - \$32 million
- Construction:**
\$100 - \$150 million
- Total Project Cost:**
\$137 - \$190 million

What's Changed Since Last Update?

- Scope - Package 2B (Package 2B-2) will be developed to complete the Snyder Bridge and Southern Drainage
- Scope - Package 3 & 4 will complete the remainder of the Freeway
- Schedule - Package 2 Design complete in Summer 2012; Package 3 & 4: TBD
- 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.



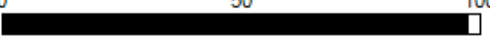

Financial Fine Points(Key Assumptions):

- Total funding expended: \$54 million
- Inflation escalation (2.7%) to midpoint of construction in 2017.
- Construction funding source: TBD



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<p>I 580 at Meadowood Mall Way</p> <p>Project Sponsors: Washoe County Regional Transportation Commission and Nevada Department of Transportation</p> <p>Washoe RTC Project Manager: Michele Dennis, P.E.</p> <p>Phone: (775) 335-1861</p> <p>NDOT Project Manager: Adam T. Searcy, P.E.</p> <p>(775) 888-7597</p> <p>Contractor: Meadow Valley Contractors</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> • 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. 		<p>Schedule:</p> <p>Final Design: Complete</p> <p>Construction: Substantial Completion, 4th quarter 2012</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> • 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. 		<p>Project Cost Range: (Design phase estimates):</p> <p>Engineering: \$7 million</p> <p>Right-of-Way: \$5 million</p> <p>Construction: \$22 - \$24 million</p> <p>Total Project Cost: \$34 - \$36 million</p>	
<p>Project risks:</p> <ul style="list-style-type: none"> • 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. 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> • Scope - No Change • Schedule - Traffic opening was achieved on 11/21/12 • Cost - No Change 	
<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> • \$22 million ARRA Federal Stimulus Funds applied to awarded Contract 3389 			
<p>Construction 0 50 100</p> 			

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 December 31, 2012, the US395 Northbound project was completed five months ahead of schedule, remained in the planned scope of work and within the original budget. During the peak hour, travel times were decreased an average of 16 minutes to 3 minutes from Moana Lane to the Spaghetti Bowl.