

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

QUARTERLY REPORT FOR MAJOR PROJECTS

For Quarter Ending December 31, 2013



Brian Sandoval
Governor

Fi XmAUZVcb, PE
Director

Nevada Department of Transportation

QUARTERLY REPORT FOR MAJOR PROJECTS

December 31, 2013

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1.0 INTRODUCTION

The primary purpose of this quarterly report, ending December 31, 2013, 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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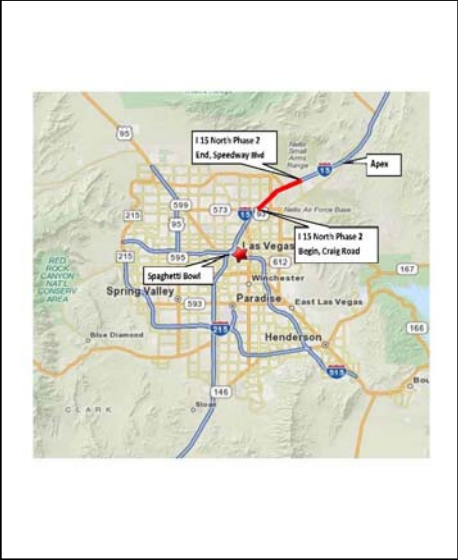
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<p>I 15 North - Phase 2 Package A</p> <p>Craig Road (SR 573) to Speedway Boulevard</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Dwayne Wilkinson, P.E.</p> <p>(702) 671-8879</p>	
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<p>Project Description:</p> <ul style="list-style-type: none"> ● Part 2 Package A is one of five construction elements that the I 15 North Phase 2 project has been divided into. ● This project consists of pavement restoration, pavement widening into the median between Craig and Lamb, widening of structures G 958 N and G 958 S, and replacement of the existing right of way fence. ● Part 2 Package A includes the construction of the following improvements: ● Remove & replace PCCP with ACP (Craig to Lamb) ● Construct ACP (Lamb to Speedway) ● Pavement widening into median between Craig & Lamb ● Widen & seismic retrofit for G 958 N & G 958 S and ● ROW fence replacement ● Improvements will be constructed within the existing 1-15 Right-of-Way. ● Project length: 4.8 miles. 	<p>Schedule: Complete</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: 2012 - 2014</p> <p>Construction: 2015 - 2017</p>
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	<p>Project Cost Range:</p> <p>Engineering: \$0.35 - \$0.40 M</p> <p>Right of Way: \$0</p> <p>Construction: \$13.6 - \$ 14.0 M</p> <p>Total Project Cost: \$ 13.95 - \$ 14.4 M</p>
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<p>Project Benefits:</p> <ul style="list-style-type: none"> ● Improve Safety ● Reduce Travel Times ● Decrease Congestion ● Improve Freeway Operations ● Increase life of pavement ● Provide Detour Lanes for Future Corridor Work 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> ● Scope: No change ● Schedule: No change ● Cost: No change
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<p>Project risks:</p> <ul style="list-style-type: none"> ● Uncertainty of Future Construction Materials and Labor Costs ● Funding uncertainty for Construction ● Widen bridges within UPRR and private 	<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> ● Total funding expended for Package A Construction: \$0 ● Total funding expended for the Environmental Phase for all five construction elements: \$875,000 ● Construction inflation escalation (2.7%) is to midpoint of construction
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<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Environmental</td> <td style="width: 10%; text-align: center;">0</td> <td style="width: 70%; text-align: center;">50</td> <td style="width: 5%; text-align: center;">100</td> <td style="width: 10%;"><div style="background-color: black; width: 100%; height: 10px;"></div></td> </tr> <tr> <td>Final Design</td> <td style="text-align: center;">0</td> <td style="text-align: center;">50</td> <td style="text-align: center;">100</td> <td><div style="background-color: black; width: 80%; height: 10px;"></div></td> </tr> <tr> <td>Construction</td> <td style="text-align: center;">0</td> <td style="text-align: center;">50</td> <td style="text-align: center;">100</td> <td><div style="border-bottom: 1px solid black; width: 100%; height: 10px;"></div></td> </tr> </table>	Environmental	0	50	100	<div style="background-color: black; width: 100%; height: 10px;"></div>	Final Design	0	50	100	<div style="background-color: black; width: 80%; height: 10px;"></div>	Construction	0	50	100	<div style="border-bottom: 1px solid black; width: 100%; height: 10px;"></div>	<p>January , 2014</p>	
Environmental	0	50	100	<div style="background-color: black; width: 100%; height: 10px;"></div>													
Final Design	0	50	100	<div style="background-color: black; width: 80%; height: 10px;"></div>													
Construction	0	50	100	<div style="border-bottom: 1px solid black; width: 100%; height: 10px;"></div>													

I 15 North - Phase 2 Package B

Contract 3526 Under Construction

Craig Road (SR 573) to Speedway Boulevard

Project Sponsor: NDOT

Project Manager: Dwayne Wilkinson, P.E.

(702) 671-8879



Project Description:

- Part 2 Package B is one of five construction elements that the I 15 North Phase 2 project has been divided into.
- Construct ITS elements between Craig Rd to Speedway Boulevard.
- Improvements will be constructed within the existing 1-15 Right-of-Way.
- Project length: 4.8 miles.

Schedule:

Planning:

Complete

Environmental:

Complete

Final Design:

Complete

Advertised:

9/19/2012

Construction:

Completed December 2013



Project Cost Range:

Engineering:

\$0.1 M

Right of Way:

\$0.0 M

Construction:

\$5.5 M

Total Project Cost:

\$5.6 M

Project Benefits:

- Improve Freeway Operations
- Improve Safety

What's Changed Since Last Update?

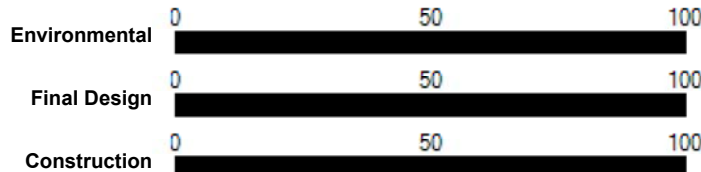
- Scope - No Change
- Schedule - No Change
- Cost - No change

Project risks:

- Uncertainty of Contingency Costs


Financial Fine Points(Key Assumptions):

- Total funding expended for Package B Construction: \$2.02 M
- Total funding expended for the Environmental Phase for all 5 elements: \$0.875 M
- Construction escalation (2.7%) is to 2013 approximate midpoint of construction
- Funding source for the project engineering is AB 595 (State).
- Funding source for the project Construction is CMAQ (Federal).



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<p>I 15 North - Phase 2 Package C</p> <p>Craig Road (SR 573) to Speedway Boulevard</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Dwayne Wilkinson, P.E</p> <p>(702) 671-8879</p>	
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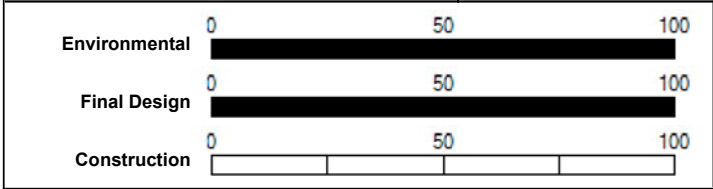
<p>Project Description:</p> <ul style="list-style-type: none"> Part 2 Package C is one of five construction elements that the I 15 North Phase 2 project has been divided into. Construct Bridges - widen & seismic retrofit for G-961 N & G-961 S, seismic retrofit only for I-956. Improvements will be constructed within the existing 1-15 Right-of-Way. 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: 2012 - 2014</p> <p>Construction: 2016 - 2018</p>
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<p>Project Benefits:</p> <ul style="list-style-type: none"> Improve Safety Increase Capacity to Accommodate Projected Local and Interstate Traffic Decrease Congestion Reduce Travel Time Improve Freeway Operations 	<p>Project Cost Range:</p> <p>Engineering: \$0.16 - \$0.2 M</p> <p>Right of Way: \$0</p> <p>Construction: \$3.9 - 4.0 M</p> <p>Total Project Cost: \$4.06 - \$ 4.20 M</p>
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<p>Project risks:</p> <ul style="list-style-type: none"> Uncertainty of Future Construction Materials and Labor Costs Funding uncertainty for Construction Widen bridges within UPRR and private Right of Way 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope: No change Schedule: No change Cost: No change
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<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding expended for Package C Construction: \$0 Total funding expended for the Environmental Phase for all 5 elements: \$875,000 Construction inflation escalation (2.7%) is to midpoint of construction



<p>January , 2014</p>	
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<p>I 15 North - Phase 2 Package D</p> <p>Craig Road (SR 573) to Speedway Boulevard</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Dwayne Wilkinson, P.E.</p> <p>(702) 671-8879</p>	
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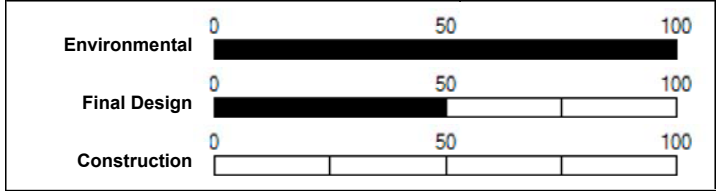
<p>Project Description:</p> <ul style="list-style-type: none"> Part 2 Package D is one of five construction elements that the I 15 North Phase 2 project has been divided into. This project consists of corridor widening from Craig Rd to Speedway Boulevard from 4 to 6 lanes. Improvements will be constructed within the existing 1-15 Right-of-Way. Widen 4 bridges over 2 UPRR crossings within UPRR and private Right of Way. Project length: 4.8 miles. 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: 2012 - 2015</p> <p>Construction: 2016 - 2017</p>
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<p>Project Benefits:</p> <ul style="list-style-type: none"> Increase Capacity to Accommodate Projected Local and Interstate Traffic Decrease Congestion Reduce Travel Time Improve Freeway Operations Improve Safety 	<p>Project Cost Range:</p> <p>Engineering: \$0.6 - \$0.7 M</p> <p>Right of Way: \$0</p> <p>Construction: \$25.7 - \$29.4 M</p> <p>Total Project Cost: \$26.3 - 30.1 M</p>
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<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - No change Schedule - No change Cost - Current Estimate
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<p>Project risks:</p> <ul style="list-style-type: none"> Uncertainty of Future Construction Materials and Labor Costs Funding uncertainty for Construction 	<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding expended for Package D Construction: \$0 Total funding expended for the Environmental Phase for all 5 elements: \$875,000 Construction inflation escalation (2.7%) is to midpoint of construction
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<p>January , 2014</p>	
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<p>I 15 North - Phase 2 Package E</p> <p>Craig Road (SR 573) to Speedway Boulevard</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Dwayne Wilkinson, P.E.</p> <p>(702) 671-8879</p>	
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Project Description:

- Phase 2 Package E is one of five construction elements that the I 15 North Phase 2 project has been divided into.
- This project consists of installing ITS elements from the Speedway Blvd to Apex Interchange.
- Improvements will be constructed within the existing 1-15 Right-of-Way.
- Project length: 4.8 miles.



Schedule:
Planning: Complete
Environmental: Complete
Final Design: 2013 - 2015
Construction: TBD

Project Cost Range:
Engineering: \$0.05 -0.1 M
Right of Way: \$0
Construction: \$2 - \$2.21 Million
Total Project Cost: \$2.05 - 2.31 Miliion

Project Benefits:

- Improve Safety
- Reduce Travel Times
- Decrease Congestion
- Improve Freeway Operations

What's Changed Since Last Update?

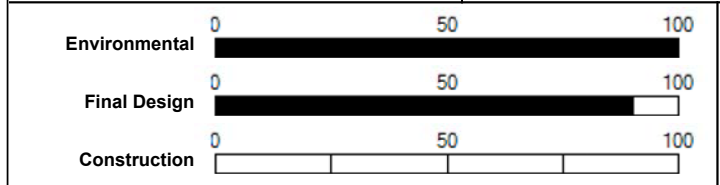
- Scope - No change.
- Schedule - Construction depends on funding availability.
- Cost - No change.

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


Financial Fine Points(Key Assumptions):


- Total funding expended for Package E Construction: \$0
- Total funding expended for the Environmental Phase including all five elements: \$875,000
- Construction inflation escalation (2.7%) is to midpoint of construction



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<p>I 15 North - Phase 3</p> <p>Speedway Boulevard to Apex Interchange</p> <p>Project Sponsors: NDOT</p> <p>Project Manager: Dwayne Wilkinson, P. E.</p> <p>(702) 671-8879</p>	
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<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: 2018</p> <p>Construction: TBD</p>	
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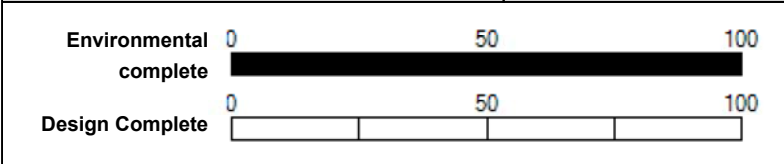
<p>Project Cost Range:</p> <p>Engineering: \$10 - \$12 million</p> <p>Right-of-Way: \$3 - \$3.6 million</p> <p>Construction: \$75 - \$85 million</p> <p>Total Project Cost: \$88 - \$101 million</p>

<p>Project Benefits:</p> <ul style="list-style-type: none"> Increase capacity Reduce trip times Improve access to areas planned for development in North Las Vegas Improve operations Improve safety
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<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - No Change Schedule - Updated Final Design to 2018 Cost - No Change
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<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 exalation (2.7%) is to approximate midpoint of construction Funding source for this project has not yet been identified.



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<p>I 15 North - Phase 4</p> <p>I 15 / CC 215 Northern Beltway Interchange</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Dwayne Wilkinson, P. E.</p> <p>(702) 671-8879</p>	
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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:
Complete

Final Design:
Start 2013 - 2018

Construction:
TBD



Project Benefits:

- Increase 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.

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

What's Changed Since Last Update?

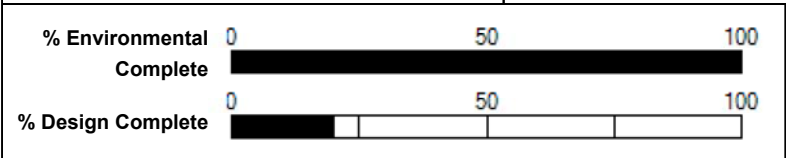
- Scope - Working to break project into affordable construction packages to accommodate funding limitations.
- Schedule - No Change
- Cost - No Change

Project risks:

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


Financial Fine Points(Key Assumptions):

- Total funding expended: \$120,200
- Total funding expended for I-15 North Environmental phase: \$875,000
- Inflation escalation (2.7%) is to 2018 approximate midpoint of construction.
- Construction schedule and funding for this project has not yet been identified.



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<p>Project NEON P3</p> <p>I-15 Desert Inn Road</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Cole Mortensen, P.E.</p> <p>(775) 888-7742</p>	
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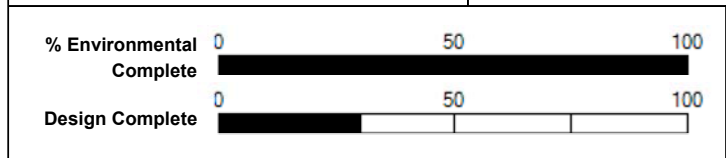
<p>Project Description:</p> <ul style="list-style-type: none"> • HOV Direct Connector from US 95 to I 15 and I-15 widening improvements from Spaghetti Bowl to south of Sahara; Add/Drop lanes at Oakey/Wyoming • Local Access Improvements to Las Vegas Downtown Redevelopment • New access to Alta • I-15/Charleston Interchange Reconstruction • Project Length: 4.83 miles • *This project now includes what was previously Phases 1-4 in a Public Private Partnership delivery. 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: Complete in 2013</p> <p>Construction: TBD</p>
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<p>Project Benefits:</p> <ul style="list-style-type: none"> • Will accommodate anticipated traffic increases • New access to Downtown Redevelopment • Reduce congestion along local streets and I-15 • Extends HOV System 	<p>Project Cost Range:</p> <p>Engineering: \$34 - \$36 Million</p> <p>Right-of-Way and Utilities: \$285 - \$295 Million</p> <p>Construction: \$TBD</p> <p>Total Project Cost: \$TBD</p>
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<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> • Scope - NEPA Re-evaluation approved • Schedule - The anticipated delivery of Phase 1 has been delayed due to the analysis and development of the P3 RFP • Cost - No change
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<p>Project risks:</p> <ul style="list-style-type: none"> • 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 	<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> • Total Funding Expended: \$88,700,000 • Inflation escalation (4%) to 2020 approximate midpoint of construction • Additional Federal, State, Local and Regional Funding will be required • As a result of the developing P3 project, anticipated costs will be developed.
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<p>I 15 Urban Resort Corridor Study</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Jeff Lerud</p> <p>(775) 888-7589</p>	
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<p>Project Description:</p> <ul style="list-style-type: none"> • 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.
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<p>Schedule:</p> <p>Planning: Completed</p> <p>Environmental: TBD</p> <p>Final Design: TBD</p> <p>Construction: TBD</p>
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<p>Project Benefits:</p> <ul style="list-style-type: none"> • Improve capacity, operations, safety, access and mobility. • Meet stakeholders/public expectations. • Improve quality of life. • Support economic development. • Reduce trip times.

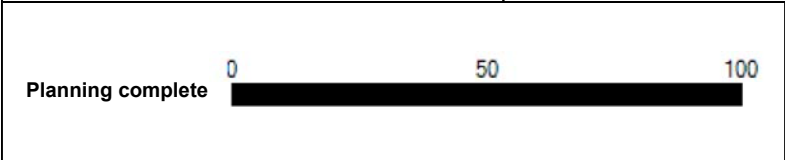
<p>Project Cost Range:</p> <p>Engineering: TBD</p> <p>Right-of-Way: TBD</p> <p>Construction: TBD</p> <p>Total Project Cost: TBD</p>
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<p>Project risks:</p> <ul style="list-style-type: none"> • Consensus building among the resort owners. • Funding uncertainty. • Economic development along the corridor could require design changes affecting scope, schedule and budget.
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<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> • Scope - No Change • Schedule - No Change • Cost - No Change • Planning Phase Completed


<p>Project risks:</p> <ul style="list-style-type: none"> • Consensus building among the resort owners. • Funding uncertainty. • Economic development along the corridor could require design changes affecting scope, schedule and budget.
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<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> • Total funding expended: \$786,738



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<p>I 15 South - Bermuda Road Interchange</p> <p>Project Sponsor: City of Henderson</p> <p>Assistant Chief Project Manager: Lynnette Russell, P.E.</p> <p>(702) 671-6601</p>	
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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 interchange at Bermuda Road.

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
2026 - 2027

Construction:
TBD



Project Benefits:

- Interchanges on I-15 reduce congested traffic on the main line and associated regional facilities.
- Connect Regional traffic.

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

What's Changed Since Last Update?

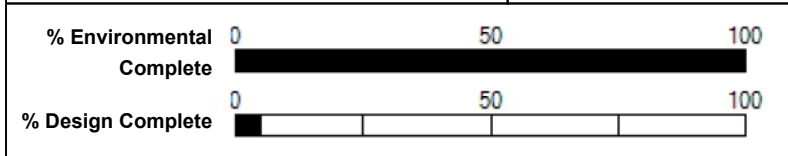
- Scope - No Change
- Schedule - No Schedule. Unfunded on 2035 RTP.
- Cost - No Change

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).



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I 15 South - Pebble Road Overpass

Project Sponsor: Clark County

Assistant Chief Project Manager: Lynnette Russell, P.E.

(702) 671-6601



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 on the main line and associated regional facilities.
- Connect regional traffic.
- Improve origin destination time of travel.

What's Changed Since Last Update?

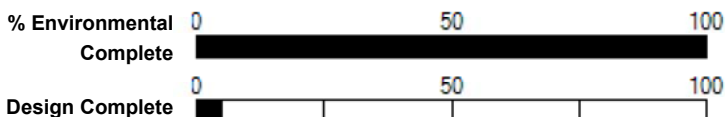
- Scope - No Change
- Schedule - This project was removed from 2030 RTP.
- Cost - No Change

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
- Funding Source (Financial Plan 2009): Private Developers (\$30M)



January ,
2014

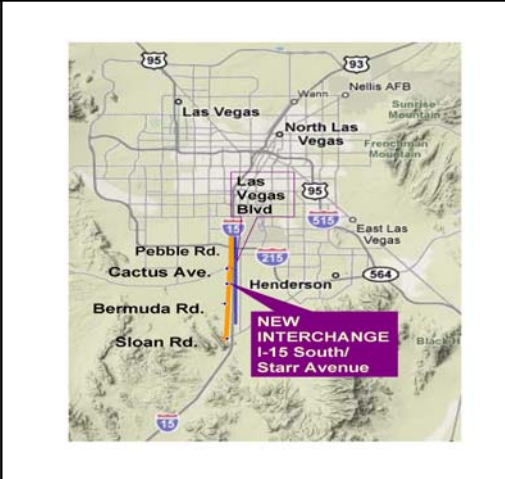


<p>I 15 South - Starr Avenue Interchange</p> <p>Project Sponsor: NDOT</p> <p>Assistant Chief Project Manager: Lynnette Russell, P.E.</p> <p>(702) 671-6601</p>	
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Project Description:

- 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 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

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 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

What's Changed Since Last Update?

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

Financial Fine Points(Key Assumptions):

- Total funding expended for Starr Interchange: \$122,000
- 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).



January ,
2014



<p>I 15 South - Cactus Avenue Interchange</p> <p>Project Sponsor: NDOT</p> <p>Assistant Chief Project Manager: Lynnette Russell, P.E.</p> <p>(702) 671-6601</p>	
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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:

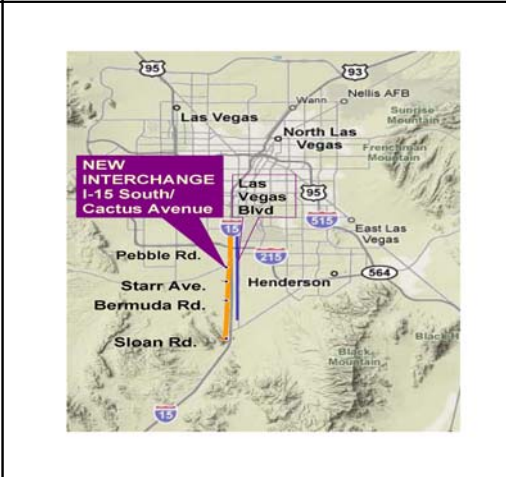
Planning:
Complete

Environmental:
Complete

Final Design:
Complete

Advertise:
Complete

Construction:
Start 2nd Quarter 2013 -
Complete 1st Quarter 2015



Project Benefits:

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

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 risks:

- Unit price and property escalation may affect project cost.

What's Changed Since Last Update?

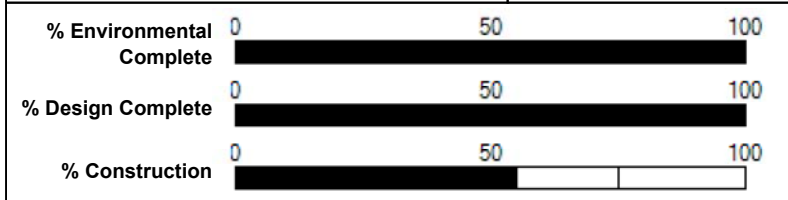
- Scope - No Change
- Schedule - No Change
- Cost - No change

Financial Fine Points(Key Assumptions):


- Funding expended for Cactus Interchange: \$30.7 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

Project risks:

- Unit price and property escalation may affect project cost.



<p>January , 2014</p>	
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<p>I 15 South - Las Vegas Boulevard</p> <p>St. Rose Parkway to Sunset Road</p> <p>Project Sponsor: Clark County</p> <p>Project Manager: Jason S. Tyrrell, P.E.</p> <p>(702) 671-8852</p>	
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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)



January ,
2014



<p>I 15 South - Phase 2</p> <p>Sloan Road to Blue Diamond (SR-160)</p> <p>Project Sponsor: NDOT</p> <p>Assistant Chief Project Manager: Lynnette Russell, P.E.</p> <p>(702) 671-6601</p>	
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Project Description:

- 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.

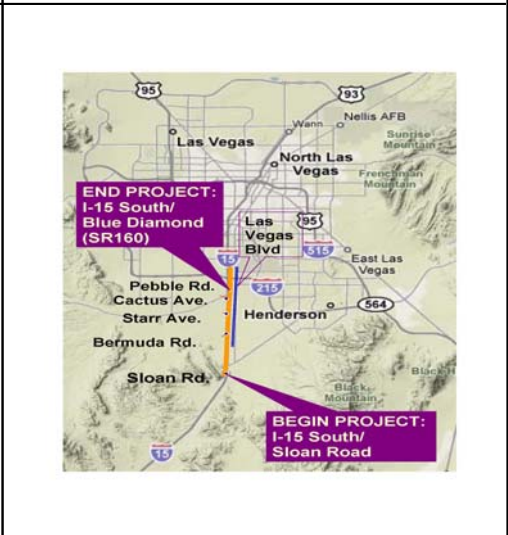
Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
TBD

Construction:
TBD



Project Benefits:

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

Project Cost Range:
(Environmental Phase Estimates)

Engineering:
\$47.5 - \$51 million

Right-of-Way:
\$0

Construction:
\$371 - \$392.5 million

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

Project risks:

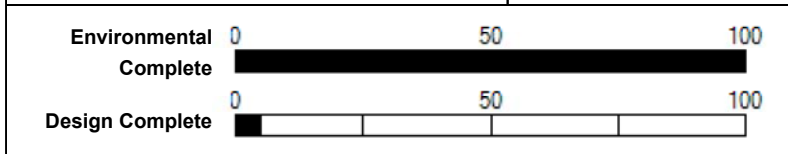
- Complexity in maintaining traffic staging, relocating utilities and reducing impacts to traveling public.
- Assumes Sloan Interchange is constructed (Existing Interchange for cost and design purpose)

What's Changed Since Last Update?

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


Financial Fine Points(Key Assumptions):

- 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.



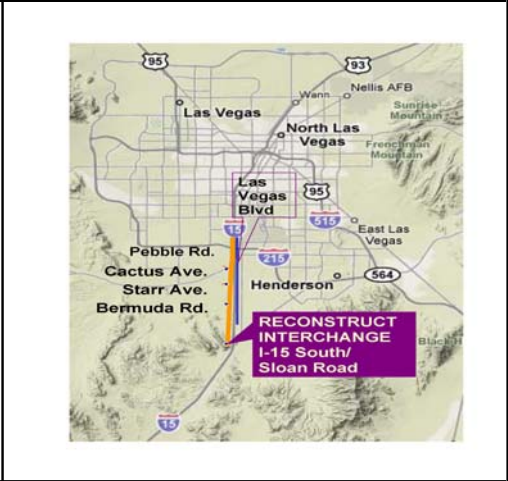
January ,
2014



<p>I 15 South - Sloan Road Interchange</p> <p>Project Sponsor: City of Henderson</p> <p>Assistant Chief Project Manager: Lynnette Russell, P.E.</p> <p>(702) 671-6601</p>	
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<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 elements to address funding and constructability opportunities. This is one element of the I-15 South Project. Reconstruct interchange at Sloan Road.

<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: TBD</p> <p>Construction: TBD</p>
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<p>Project Benefits:</p> <ul style="list-style-type: none"> Interchanges on I-15 reduce congested traffic on the main line and associated regional facilities. Connect Regional traffic. Improve origin destination time of travel.

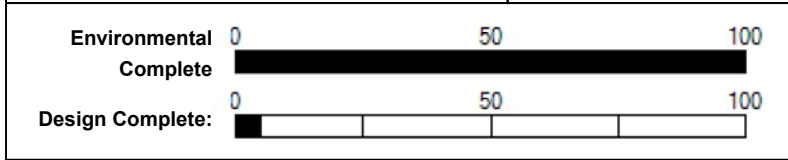
<p>Project Cost Range: (Environmental Phase Estimates)</p> <p>Engineering: \$19.5 - \$21 million</p> <p>Right-of-Way: \$35 - \$40 million</p> <p>Construction: \$156.5 - \$162.5 million</p> <p>Total Project Cost: \$211 - \$223.5 million</p>
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<p>Project risks:</p> <ul style="list-style-type: none"> Unit price and property escalation may affect project cost.
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<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - No Change Schedule - No Change Cost - No Change



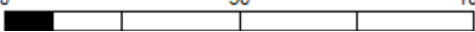

<p>Project risks:</p> <ul style="list-style-type: none"> Unit price and property escalation may affect project cost.
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<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Funding not available until 2026-2030 per current 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)
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January ,
2014



I 15 South - Stateline to Sloan Project Sponsor: NDOT Assistant Chief Project Manager: Lynnette Russell, P. E. (702) 671-6601					
Project Description: <ul style="list-style-type: none"> Reconstruct interchange ramps at 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: <ul style="list-style-type: none"> 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? <ul style="list-style-type: none"> Scope -Scope modified to Safety project Schedule - No Change Cost - No Change. 				
Project risks: <ul style="list-style-type: none"> 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): <ul style="list-style-type: none"> Total funding expended: \$0 Funding: Government Services Tax \$52 Million Inflation Index of 3% is to approximate midpoint of construction. 				
Planning Scoping 0 50 100 		January , 2014			

<p>I 515 Freeway Improvements</p> <p>Feasibility Study</p> <p>Rancho Drive at 95 to Charleston at I-515 on the US 95 / I-515</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Dwayne Wilkinson</p> <p>(702) 671-8879</p>	
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Project Description:

- Preliminary feasibility study will analyze traffic operations and safety from Rancho to Charleston (5.13 miles) and identify improvement phasing to address corridor needs.
- Reporting on the feasibility study to begin in 2014; draft EIS withdrawn in FY 2013 will no longer be reported on.

Schedule:

Planning:
Complete

Feasibility Study:
2014

Environmental:
2014-2016

Final Design:
TBD

Construction:
TBD



Project Cost Range:

Engineering:
TBD

Right-of-Way:
TBD

Construction:
TBD

Total Project Costs:
TBD

Project Benefits:

- Feasibility study will identify operational efficiency, capacity and safety improvements that can be phased based on funding availability.

What's Changed Since Last Update?

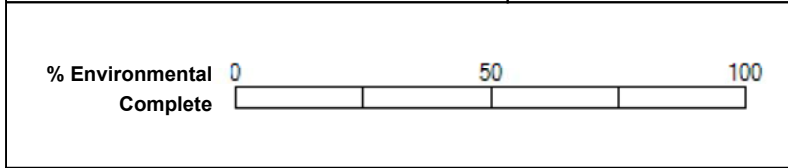
- Scope - Feasibility study to analyze improvement potential from Rancho to Charleston (5.13 miles)
- Schedule - RFP anticipated to go out Spring 2014
- Cost - Overall construction costs TBD

Project risks:

- Individual phases and funding obligations are unknown at this time.

Financial Fine Points(Key Assumptions):

- Concrete financial impact is unknown at this time, but the goal is to phase the work beginning in FY 2017



January ,
2014



US 93 / US 95 Boulder City Bypass - Phase 1 Pkg 2A

Foothill Drive to US 95

Project Sponsor: NDOT

Senior Project Manager : Tony Lorenzi, P.E.

(775) 888-7317



Project Description:

- Phase 1 has been re-packaged: Package 1 - Right-of-Way Acquisitions
- Package 2A - Tortoise Fencing/Plant Salvaging
- Package 2B - Frontage Road/Retaining wall/Henderson Utilities
- Utility Relocations done prior to Package 3
- Package 3 - Mainline from Foothills Grade Separation to Silverline Road
- Package 4 - Eliminated. Split in two sections (north half will be incorporated into Package 3 and the southern half will be added to RTC's Design-Build contract for Phase 2)
- Package 5 - Mainline/RR Bridge (to be built with Package 3)
- 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.

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
Package 3 design in progress

Construction:
Package 2A Complete;
Package 2B advertised Dec 18, 2013 and will bid Jan 30, 2014



Project Cost Range:

(Final Design Phase Estimates)

Engineering:
\$5 - \$8 million

Right-of-Way:
\$10 - \$22 million

Construction:
\$115 - \$132 million

Total Project Cost:
\$130 - \$162 million

*** Construction and Total Project Costs were revised per updated Financial Plan

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
- Cost - Cost range changed based on new engineering estimate.
- Package 2 divided into 2A and 2B

Project risks:

- Concurrent utility relocations may affect schedule.
- Unit price and property escalation may affect project cost.
- 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
- A study was published announcing the presence of Naturally Occurring Asbestos in the project vicinity. Further studies are necessary to quantify the amount of asbestos.




Financial Fine Points(Key Assumptions):


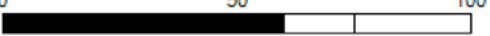

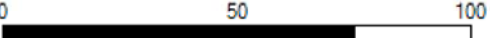
- Total funding Expended (Engineering & Right-of-Way): \$5,917,507
- Total funding Expended for BC Bypass Environmental studies (all phases): \$5,199,679
- Inflation escalation (4%) is to 2016 approximate midpoint of construction
- Additional Federal, State, Local, and Regional Funding will be required




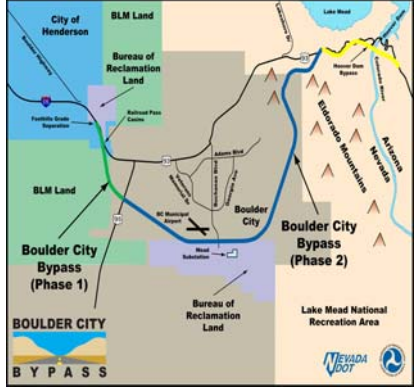
January ,
2014



<p align="center">US 93 / US 95 Boulder City Bypass - Phase 1 Package 2B</p> <p align="center">Foothill Drive to US 95</p> <p align="center">Project Sponsor: NDOT</p> <p align="center">Senior Project Manager : Tony Lorenzi, P.E.</p> <p align="center">(775) 888-7317</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> Construct West Frontage Road to Subgrade Construct Retaining Wall Construct Drainage Features Relocate Henderson Utilities (sewer and water) 		<p>Schedule:</p> <p>Planning: Completed</p> <p>Environmental: Completed</p> <p>Final Design: Completed</p> <p>Construction: Begin spring 2014</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> 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 		<p>Project Cost Range: (Final Design Phase Estimates)</p> <p>Engineering: \$350 - \$500 k</p> <p>Construction: \$11 - \$13 million</p> <p>Total Project Cost: \$11 - \$14 million</p>	
<p>Project risks:</p> <ul style="list-style-type: none"> Concurrent utility relocations may affect schedule Utility agreements are a major risk Hazardous materials found during construction 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope: No change Schedule: Construction moved to Spring of 2014 Cost: Cost range changed based on updated engineering estimates A portion of the Frontage Road will be paved with Package 2B Major utility relocations taken out of Package 2B and will be done prior to Package 3 	
<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding expended (Engineering & Right-of-Way): \$286,491 Inflation escalation (4%) is to 2015 approximate midpoint of construction. Additional Federal, State, Local, and Regional Funding will be required. 			
<p>Final Design completed 0 50 100</p> <p>Construction completed 0 50 100</p>		<p align="center">January , 2014</p> 	

US 93 / US 95 Boulder City Bypass - Phase 1 Package 3 Foothill Drive Grade Sep to Silverline Road Project Sponsor: NDOT Senior Project Manager : Tony Lorenzi, P.E. (775) 888-7317			
Project Description: <ul style="list-style-type: none"> ● Realignment of US 93 / US 95 to create an access controlled facility from Foothill Drive to US 95. ● One new 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: Completed Final Design: Package 3 Advertise Summer 2014 Construction: Fall 2014	
Project Benefits: <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. 		Project Cost Range: (Final Design Phase Estimates) Engineering: \$750k - \$1 million Right-of-Way: Incidental Construction: \$57 - \$65 million Total Project Cost: \$58 - \$66 million	
		What's Changed Since Last Update? <ul style="list-style-type: none"> ● Scope: Package 4 was split into two segments. Northern half will be incorporated into Package 3 and the southern half will be incorporated into the RTC's Design-Build contract for Phase 2. ● Schedule: Package 3 delivery moved to FY 2014 to meet the RTC's schedule ● Cost: Cost range changed based on new engineering estimate 	
Project risks: <ul style="list-style-type: none"> ● Unit price and property escalation may affect project ● Resource conflict with other on-going projects ● Field Changes ● Increased Roadway Excavation unit prices due to additional blasting ● Design omissions ● Landscaping redesign ● Hazardous materials found during construction ● A study was published announcing the presence of Naturally Occurring Asbestos in the project vicinity. Further studies are necessary to quantify the amount of asbestos. 		Financial Fine Points(Key Assumptions): <ul style="list-style-type: none"> ● Total funding expended for BC Bypass Environmental studies (all phases): \$5,199,679 ● Inflation escalation (4%) is to 2016 approximate midpoint of construction. ● Project is completely funded for FY2014 	
% Design Complete 0 50 100 		January , 2014 	
% ROW Complete 0 50 100 			


<p>US 93 / US 95 Boulder City Bypass - Phase 2</p> <p>Silverline Road north of US 95 to the Nevada Interchange</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Tony Lorenzi, P.E.</p> <p>(775) 888-7317</p>	
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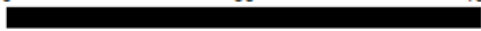

<p>Project Description:</p> <ul style="list-style-type: none"> ● Provide extension of Phase I from north of the US 95 to tie into the Hoover Dam Bypass at Nevada Interchange ● Provide limited access bypass to the south of Boulder City for US 93 traffic ● 4 lane divided highway facility ● Require several bridge structures over existing access roads and to provide wildlife access ● NDOT working with RTC to administer Design-Build Procurement for Phase 2 ● Project length: 12.5 miles ● Project was approved to be administered using Design-Build delivery method by the RTC Board of Commissioners following the passage of AB413 for fuel tax index Bill 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: 2014-2015</p> <p>Construction: 2015-2018</p>	
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<p>Project Benefits:</p> <ul style="list-style-type: none"> ● 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 	<p>Project Cost Range: (Planning phase estimates)</p> <p>Engineering: \$15 - \$25 million</p> <p>Right-of-Way: \$2 - \$4 million</p> <p>Construction: \$250 - \$350 million</p> <p>Total Project Cost: \$270 - \$380 million</p>
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<p>Project risks:</p> <ul style="list-style-type: none"> ● Aggressive procurement schedule - need to start construction Fall 2014 ● Unit price escalation may affect project cost. ● Difficult design & construction issues in a mountainous terrain may affect cost & schedule. ● A study was published announcing the presence of Naturally Occurring Asbestos in the project vicinity. Further studies are necessary to quantify the amount of asbestos. 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> ● Scope - Package 4 of Phase 1 was eliminated by splitting into two segments. The southern half was incorporated into Phase 2 project limits ● Schedule - RTC of Southern NV to proceed with Design/Build: RFP to be issued in spring of 2014 ● Cost - Currently the RTC has a construction cost estimate of approximately \$275 million
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<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> ● Total funded Expended (Engineering & Right-of-Way): \$3,146,218 ● Total funding Expended for BC Bypass environmental studies (all phases): \$5,199,679 ● Inflation escalation (4%) is to 2016 approximate midpoint of construction. ● RTC Southern Nevada to fund majority of work using AB413 fuel tax indexing revenues
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<p>% Design Complete 0 50 100</p> <p>% ROW Complete 0 50 100</p>	<p>January , 2014</p>	
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<p align="center">US 95 Northwest - Phase 1</p> <p align="center">Rainbow Boulevard (SR 595) to Ann Road</p> <p align="center">Project Sponsor: NDOT</p> <p align="center">Project Manager: Cole Mortensen, PE</p> <p align="center">(775) 888-7742</p> <p align="center">Contractor: Capriati Construction</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 Phase 1 Extends from Rainbow Boulevard to Ann Road Project length: 6.02 miles 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: Complete</p> <p>Advertise Project: Complete</p> <p>Construction: Complete July 2013</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: (Construction Phase Estimates):</p> <p>Engineering: \$3.5 million</p> <p>Right-of-Way: \$0.1 million</p> <p>Construction: \$82.4 million</p> <p>Total Project Cost: \$86.0 million</p>	
<p>Project risks:</p> <ul style="list-style-type: none"> Change in site conditions Contractor delays 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - No change Schedule - No change Cost - No change <p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total Expended for Construction: \$80 - \$83 million Total Expended for Final Design: \$3.6 million Total Expended for Environmental Studies (all US 95 Northwest phases): \$4.8 million Funding source: <ul style="list-style-type: none"> *\$60 million AB 595 *\$42.5 million Federal *\$2.3 million State 	
<p>% Construction Complete</p> <p align="center">0 50 100</p> 	<p align="center">January , 2014</p>	

<p>US 95 Northwest - Phase 2A</p> <p>Ann Road to Durango Drive</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Dwayne Wilkinson, P.E.</p> <p>(702) 671-8879</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: 3.038 miles MP CL 90.591-93.629
- This project is anticipated to be constructed in 2 packages
- Package A : Ann to Durango
- Package B; Durango to Kyle Canyon

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
2013

Construction:
2014



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:
\$0, No acquisitions required

Construction:
\$75 - \$85 million

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

Project risks:

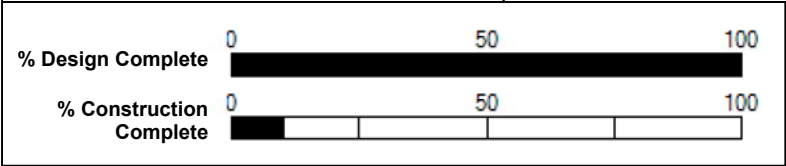
- Unit price escalation may affect project cost
- Complex design issues may impact schedule and scope
- Complex right-of-way and utilities issues may impact schedule and cost

What's Changed Since Last Update?

- Scope - No change
- Schedule - Construction to begin March 2014
- Cost - No change

Financial Fine Points(Key Assumptions):

- Total funding Expended for Phase 2: \$1.32 million
- 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



January ,
2014

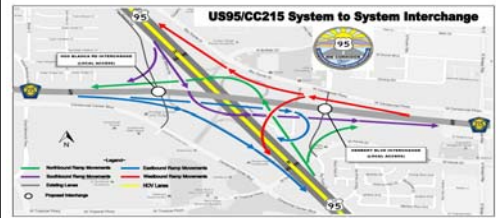


US 95 Northwest - Phase 3 Clark County 215 Interchange

Project Sponsor: NDOT and Clark County

Senior Project Manager: Dwayne Wilkinson, P. E.

(702) 671-8879



Project Description:

- This is the third phase of the US 95 Northwest project that extends from Washington Ave to Kyle Canyon Rd
- Construct new system to system interchange at CC 215
- This project is anticipated to be constructed in 5 packages.
- Package 3A: Ramps providing north to east, west to south, and east to south movements (2015)
- Package 3B: Major Utility Relocations (2018)
- Package 3C: Widen CC215 interchange @ Sky Pointe, provide local access to Sky Point and Centennial (2021)
- Package 3D: Widen CC215 interchange at John Hebert local access to Oso Blanco (2024)
- Package 3E: Final Interchange Ramps (2027)

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
Ongoing; Complete
Phase 3A Design (Spring 2015)

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 5 packages.
- Schedule - Phase 3A to be delivered in FY2015
- 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



January ,
2014



US 95 Northwest - Phase 5 Kyle Canyon Road Interchange

Project Sponsor: City of Las Vegas and NDOT

Senior Project Manager: Dwayne Wilkinson, P.E.

(702) 671-8879



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.


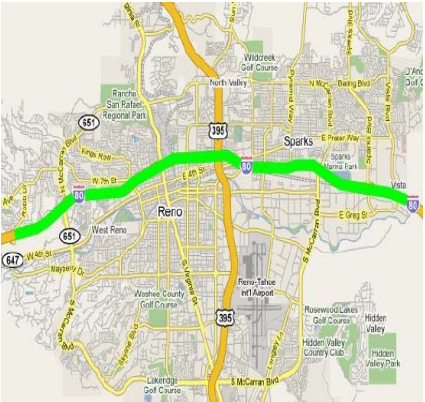
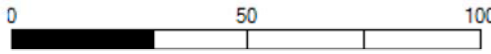

Financial Fine Points(Key Assumptions):


- 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: TBD



January ,
2014



I 80 Robb to Vista Project Sponsor: NDOT Senior Project Manager: Jeff Lerud (775) 888-7589			
Project Description: <ul style="list-style-type: none"> 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 - 2014 Environmental: TBD Final Design: TBD Construction: TBD		
	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		
Project Benefits: <ul style="list-style-type: none"> Improve operations and capacity along I-80. Improve safety Provide better connectivity between I-80 and I-580/US 395. Accommodate future projected traffic. 	What's Changed Since Last Update? <ul style="list-style-type: none"> Scope - No change Schedule - Planning extended Cost - No change 		
Project risks: <ul style="list-style-type: none"> 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): <ul style="list-style-type: none"> 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 		
Planning Complete 		January , 2014	
			

<p>US 395 North - McCarran Blvd to Stead Blvd</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 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 Benefits:

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

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

What's Changed Since Last Update?

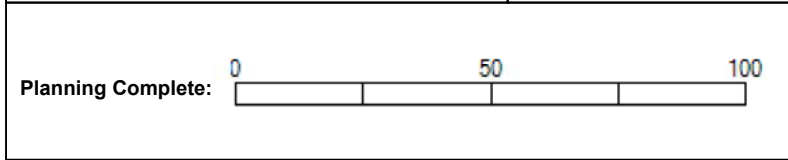
- Scope - No Change
- Schedule - The project has been put on hold subject to funding availability.
- Cost - No Change

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.



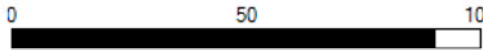

Financial Fine Points(Key Assumptions):

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



January ,
2014



<p align="center">SR 445 Pyramid Highway Improvements</p> <p align="center">Project Sponsor: Washoe County RTC and NDOT</p> <p align="center">Washoe RTC Project Manager: Doug Maloy, P.E.</p> <p align="center">NDOT Project Manager: Dale Keller, P.E.</p> <p align="center">Phone: (775) 888-7603</p>		
<p>Project Description:</p> <ul style="list-style-type: none"> • 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. 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: 2010 - 2014</p> <p>Final Design: TBD</p> <p>Construction: TBD</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> • Address congestion and safety along the Pyramid Highway and McCarran Blvd. Corridors • Provide alternative access to freeway system • Improve safety 	<p>Project Cost Range: (Planning phase estimates)</p> <p>Engineering: \$40M - \$60M</p> <p>Right-of-Way: \$100M - \$150M</p> <p>Construction: \$410M - \$660M</p> <p>Total Project Costs: \$550M - \$870M</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"> • 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. 	<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> • Total RTC Funding Expended - \$7,300,000 • Inflation escalation (2.7%) to midpoint of construction in 2020 	
<p>% Environmental Complete </p>	<p>January , 2014</p>	

US 395 Carson City Freeway - Phase 2B

South Carson Street to Fairview Drive

Project Sponsor: NDOT

Project Manager: Jeff Lerud, P. E.

(775) 888-7589



Project Description:

- This project will be delivered in four packages. Construction is complete for Phase 2B Packages 1 & 2.
- 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:**
TBD
- Construction:**
TBD



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

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 - Package 3 & 4 will complete the remainder of the Freeway
- Schedule - 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



January ,
2014



<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, 2nd quarter 2013</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 - Substantial completion anticipated June 2013. 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>January , 2014</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 on December 31, 2013, two major projects were completed: I-580 at Meadowood Mall Way and US95 NW Phase 1.

The I-580 at Meadowood Mall Way project was completed 159 days late, for a total of 622 working days. There were no changes to the original scope of work. As a result of this project, travel times were reduced and safety was improved. Additionally, there was marked improvement to and from the Interstate and resultant reduced congestion at the McCarran/Virginia intersection.

The US 95 NW Phase 1 project was originally bid with 520 working days and an additional 90 working days were added over the course of the contract. All work completed was within the original scope of work. The project increased capacity and safety on US 95 between Washington Avenue and Ann Road by widening the roadway to accommodate 3 general purpose lanes as well as an auxiliary lane to enhance operations at the interchanges. The HOV network was extended by this project to Ann Road. Operations were enhanced at Cheyenne Avenue, Ann Road and the Durango Drive interchanges. The project also enhanced the corridor through a community driven aesthetic plan. Project goals as shown in the same legislative mandated report, which were all accomplished, were: increase capacity, improve safety, improve access, meet stakeholder/public expectations, reduce trip times, reduce vehicle emissions, reduce idling, beautify the corridor and improve driver comfort.