

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

QUARTERLY REPORT FOR MAJOR PROJECTS

For Quarter Ending June 30, 2011



Brian Sandoval
Governor

Fi XmA UZVcb, PE
Director

Nevada Department of Transportation

QUARTERLY REPORT FOR MAJOR PROJECTS

June 30, 2013

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1.0 INTRODUCTION

The primary purpose of this quarterly report, ending June 30, 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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I 15 North Phase 2 Package A

Craig Road (SR 573) to Speedway Boulevard

Project Sponsor: NDOT

Project Manager: Luis Garay, P.E.

(702) 671-8858



Project Description:

- 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.

Schedule:

Planning:

Complete

Environmental:

Complete

Final Design:

2012 - 2014

Construction:

TBA



Project Cost Range:

Engineering:

\$0.35 - \$0.40 M

Right of Way:

\$0

Construction:

\$13.6 - \$ 14.0 M

Total Project Cost:

\$ 13.95 - \$ 14.4 M

Project Benefits:

- Improve Safety
- Reduce Travel Times
- Decrease Congestion
- Improve Freeway Operations
- Increase life of pavement

What's Changed Since Last Update?

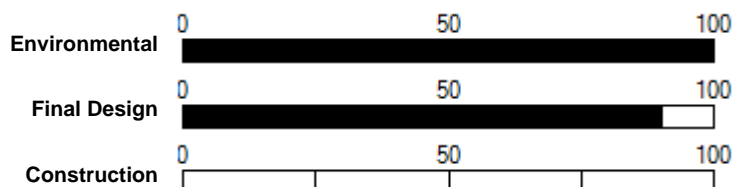
- Scope - No Change
- Schedule - No Change
- Cost - No Change

Project risks:

- Uncertainty of Future Construction Materials and Labor Costs
- Funding uncertainty for Construction
- Widen bridges within UPRR and private
- Environmental permits could impact the

Financial Fine Points(Key Assumptions):

- 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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I 15 North Phase 2 Package B

Contract 3526 Under Construction

Craig Road (SR 573) to Speedway Boulevard

Project Sponsor: NDOT

Project Manager: Luis Garay, P.E.

(702) 671-8858



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.
- Project ID 60562, Contract 3526 Under Construction
- 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:

4th Quarter 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?

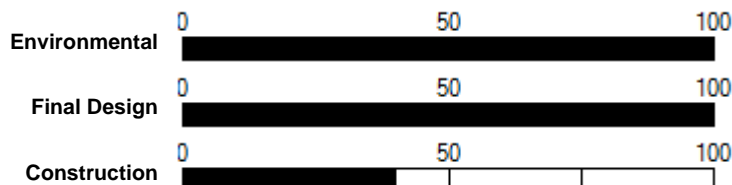
- Scope - No Change
- Schedule - No Change
- Cost - No Change

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).



July 2013



I 15 North Phase 2 Package C

Craig Road (SR 573) to Speedway Boulevard

Project Sponsor: NDOT

Project Manager: Luis Garay, P.E

(702) 671-8858



Project Description:

- 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-958 N, G-958 S, G-961 N & G-961 S, seismic retrofit only for I-956.
- Improvements will be constructed within the existing 1-15 Right-of-Way.

Schedule:

Planning:

Complete

Environmental:

Complete

Final Design:

2012 - 2013

Construction:

TBD



Project Cost Range:

Engineering:

\$0.16 - \$0.2 M

Right of Way:

\$0

Construction:

\$5.84 - 6.5 M

Total Project Cost:

\$6.0 - 6.7 M

Project Benefits:

- Improve Safety
- Increase Capacity to Accommodate Projected Local and Interstate Traffic
- Decrease Congestion
- Reduce Travel Time
- Improve Freeway Operations

What's Changed Since Last Update?

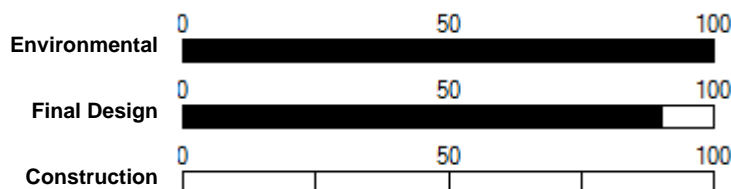
- Scope - No Change
- Schedule - No Change
- Cost - No Change

Project risks:

- Uncertainty of Future Construction Materials and Labor Costs
- Funding uncertainty for Construction
- Widen bridges within UPRR and private Right of Way
- Environmental permits could impact the project schedule

Financial Fine Points(Key Assumptions):

- 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



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I 15 North Phase 2 Package E
Craig Road (SR 573) to Speedway Boulevard
Project Sponsor: NDOT
Project Manager: Dwayne Wilkinson, P.E.
(702) 671-8879



Project Description:

- Part 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 Million

Project Benefits:

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

What's Changed Since Last Update?

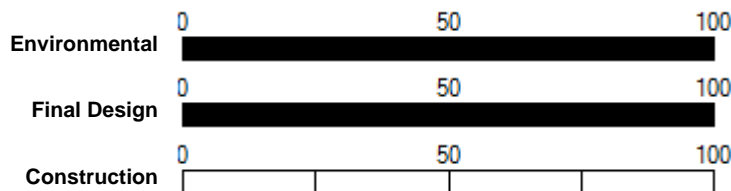
- Scope - No Change
- Schedule - No Change
- Cost - No Change

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: Luis Garay, P. E.</p> <p>(702) 671-8858</p> |  |
|--|--|

Project Description:

- 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

Schedule:

Planning:
Complete

Environmental Phase:
Complete

Final Design:
2018

Construction:
TBD



Project Cost Range:

Engineering:
\$10 - \$12 million

Right-of-Way:
\$3 - \$3.6 million

Construction:
\$75 - \$85 million

Total Project Cost:
\$88 - \$101 million

Project Benefits:

- Increase capacity
- Reduce trip times
- Improve access to areas planned for development in North Las Vegas
- Improve operations
- Improve safety

What's Changed Since Last Update?

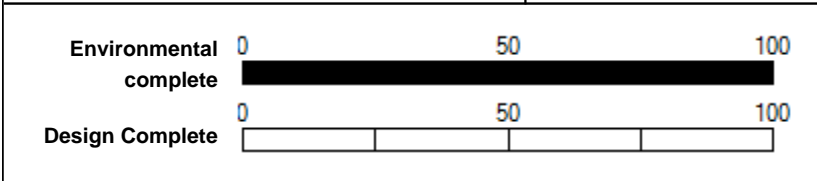
- Scope - No Change
- Schedule - No Change
- Cost - No Change

Project risks:

- Project completion will depend on the availability of funding.
- Uncertainty of proposed Sheep Mountain Parkway terminus.

Financial Fine Points(Key Assumptions):


- Total funding expended for phase 3: \$0 (design phase not started)
- Total funding expended for I 15 North Environmental phase: \$875,000
- Inflation escalation (2.7%) is to approximate midpoint of construction
- Funding source for this project has not yet been identified.



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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:
 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:

- 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.

What's Changed Since Last Update?

- Scope - No Change
- 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 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 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

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

Project risks:

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


Financial Fine Points(Key Assumptions):


- Total Funding Expended: \$80,000,000
- Inflation escalation (4%) to 2020 approximate midpoint of construction
- Additional Federal, State, Local and Regional Funding will be required



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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> |  |
|--|--|

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

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| <p>Planning complete</p>  | <p>July 2013</p> |  |
|--|----------------------|---|

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?

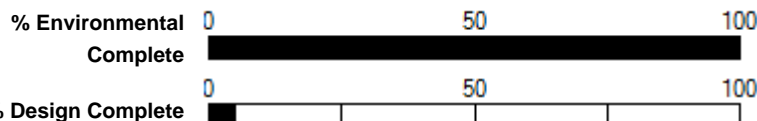
- Scope - No Change
- Schedule - No Change
- Cost - No Change

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 (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

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?

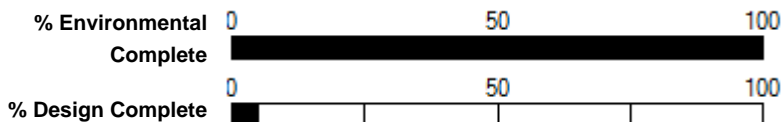
- Scope - No Change
- Schedule - No Change
- Cost - No Change

Project risks:

- Unit price and property escalation may affect project cost.

Financial Fine Points(Key Assumptions):

- Funding not available until 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 - No Change

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: \$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).



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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 2nd 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?

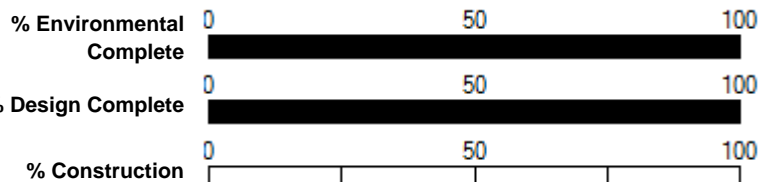
- Scope - No Change
- Schedule - No Change
- Cost - No Change

Project risks:

- Unit price and property escalation may affect project cost.

Financial Fine Points(Key Assumptions):

- Funding expended for Cactus Interchange: \$6.9 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)



July
2013



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| <p>I 15 South - Phase 2</p> <p>Sloan Road to Blue Diamond (SR-160)</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Eduardo P. Miranda, P.E.</p> <p>(702) 671-8856</p> |  |
|--|--|

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.

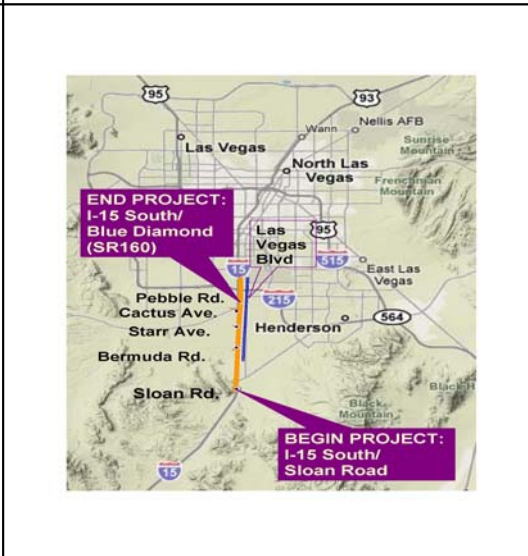
Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
TBD

Construction:
TBD



Project 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 Benefits:

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

What's Changed Since Last Update?

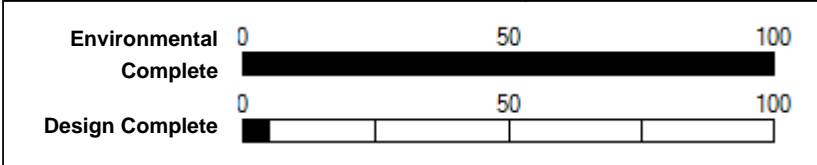
- Scope - No Change
- Schedule - No Change
- Cost - No Change

Project risks:

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

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.



.. July
.....2013



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?

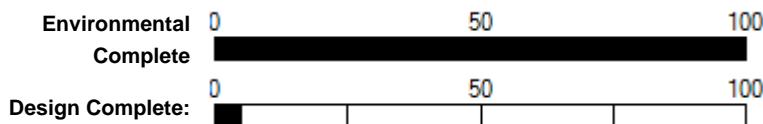
- Scope - No Change
- Schedule - No Change
- Cost - No Change

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)



... July
 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 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:

- 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?

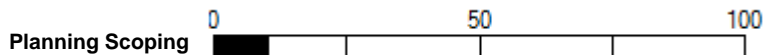
- Scope - No Change
- Schedule - No Change
- Cost - No Change.

Project risks:

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



.. July
.....2013



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| <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> |  |
|--|--|

Project Description:

- 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

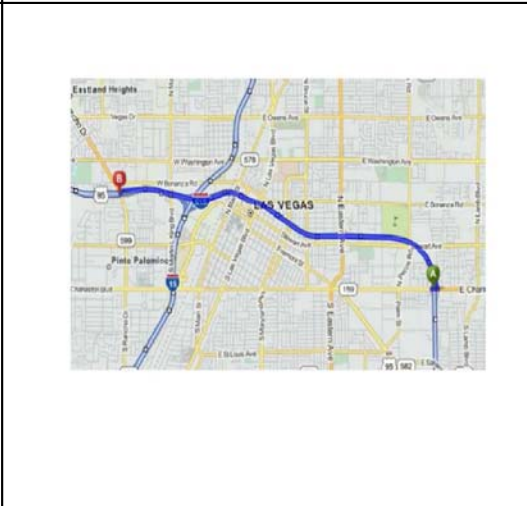
Schedule:

Planning:
Complete

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:

- Identification of possible operational efficiency, capacity and safety improvements
- Evaluation of possible future construction project phasing

What's Changed Since Last Update?

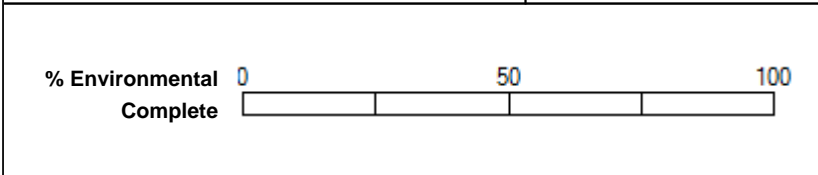
- Scope- No Change
- Schedule - No Change
- Cost - No Change

Project risks:

- Scope and project limits may change due to new approach.

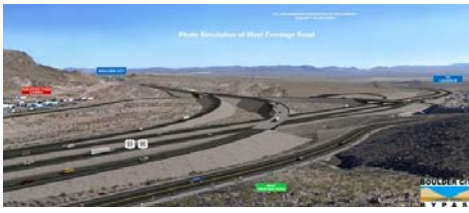

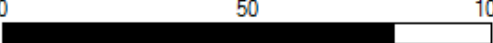
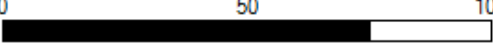

Financial Fine Points(Key Assumptions):

- Total funding expended: \$7.881 Million for Planning and Environmental Impact Statement Development
- \$ 1.0 Million in additional funding is being requested for FY 2014



July 2013



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|--|--|---|--|
| US 93 / US 95 Boulder City Bypass - Phase 1 Foothill Drive to US 95 Project Sponsor: NDOT Senior Project Manager : Tony Lorenzi, P.E. (775) 888-7317 | |  | |
| Project Description: <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. | | Schedule: Planning: Complete Environmental: Complete Final Design: Package 2A - Complete; Package 2B - Complete; Package 3 Ad Date - 2015; Package 4 Ad Date - TBD Construction: Package 2A - Began Jan 2013; Package 2B - To Begin Fall 2013; Package 3 - To Begin 2016; Package 4 - TBD | |
| 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: \$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 risks: <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 | | What's Changed Since Last Update? <ul style="list-style-type: none"> Scope - No Change Cost - No Change Schedule - No Change | |
| Financial Fine Points(Key Assumptions): <ul style="list-style-type: none"> Total funding Expended (Engineering & Right-of-Way): \$5,251,135 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 | |  | |
| % Design Complete 0 50 100  | | % Row Complete 0 50 100  | |
| | | July 2013  | |

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:
Completed
Final Design:
Completed
Construction:
Begin 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?

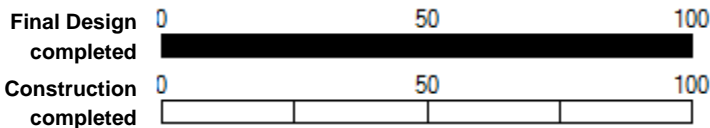
- Scope - No Change
- Schedule - No Change
- Cost - No Change

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): \$5,251,135
- 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.



July 2013



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:
Completed

Final Design:
Package 3 Ad Date, Fall 2015

Construction:
Spring/Summer 2016



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

Project Benefits:

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

What's Changed Since Last Update?

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

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): \$5,251,135
- 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.



July
2013



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

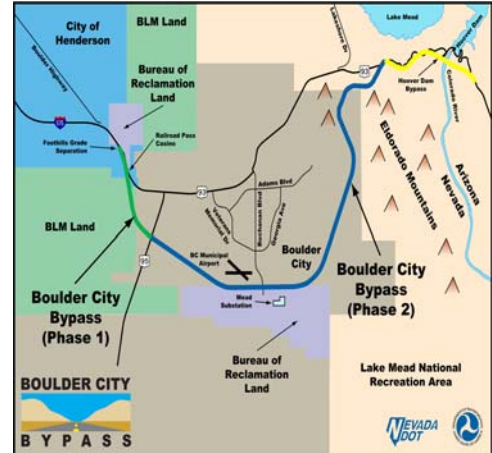
Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
TBD

Construction:
TBD



Project 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

Project Benefits:

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

What's Changed Since Last Update?

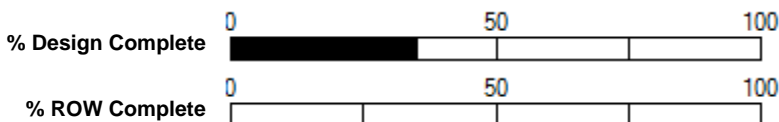
- Scope - No Change
- Schedule - No Change
- Cost - No Change

Project risks:

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



July
2013



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; Complete 1st quarter of 2013



**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



July 2013



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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> |  |
|--|--|

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:
2013

Construction:
TBD



Project Benefits:

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

Project Cost Range:
(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 - No Change
- Cost - No Change

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



...July
...2013



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 - No Change
- 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



July
2013



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

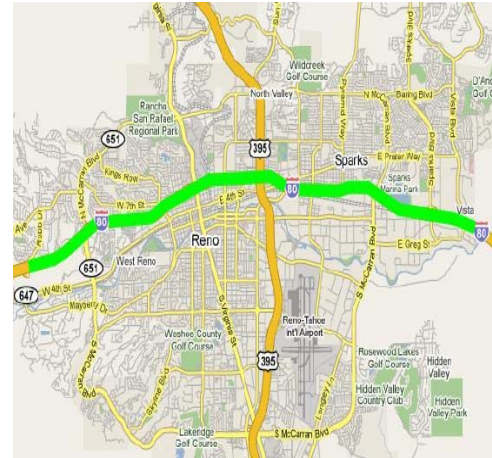
Schedule:

Planning:
2008 - 2012

Environmental:
TBD

Final Design:
TBD

Construction:
TBD



Project 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:

- 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?

- 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



July 2013



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

Currently working on project closeout



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

Project Benefits:

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

What's Changed Since Last Update?

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

Project risks:

- Complex construction in a rural mountainous freeway setting (High)
- Construction in geothermally altered earth (Medium)
- Delays due to weather/temperatures (Low)

Financial Fine Points(Key Assumptions):

- Total Funding Expended - \$534,480,552
- Final Design - \$6,322,902
- Right-of-Way - \$50,021,603
- Constr Engineering - \$42,935,928
- Construction - \$435,200,119
- Bond Funds

% Construction Complete 0 50 100

July 2013



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?

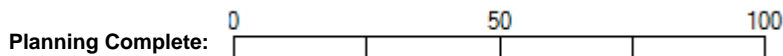
- Scope - No Change
- Schedule - No Change
- Cost - No Change

Project risks:

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

Financial Fine Points(Key Assumptions):

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



July 2013



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

% Environmental Complete 0 50 100

July 2013



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

Project risks:

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




Financial Fine Points(Key Assumptions):

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



July
2013



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|--|--|---|--|
| I 580 at Meadowood Mall Way Project Sponsors: Washoe County Regional Transportation Commission and Nevada Department of Transportation Washoe RTC Project Manager: Michele Dennis, P.E. Phone: (775) 335-1861 NDOT Project Manager: Adam T. Searcy, P.E. (775) 888-7597 Contractor: Meadow Valley Contractors | |  | |
| Project Description: <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. | | Schedule: Final Design: Complete Construction: Substantial Completion, 2nd quarter 2013 | |
| Project Benefits: <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. | | Project Cost Range: (Design phase estimates): Engineering: \$7 million Right-of-Way: \$5 million Construction: \$22 - \$24 million Total Project Cost: \$34 - \$36 million | |
| Project risks: <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. | | What's Changed Since Last Update? <ul style="list-style-type: none"> Scope - No Change Schedule - No Change Cost - No Change | |
| Financial Fine Points(Key Assumptions): <ul style="list-style-type: none"> \$22 million ARRA Federal Stimulus Funds applied to awarded Contract 3389 | |  | |
| | | July 2013 | |
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4.0 COMPLETED MAJOR PROJECTS

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

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

For the quarter ending on June 30, 2013 no major projects were completed.