



**Department of Transportation  
Board of Directors - Construction Working Group  
Notice of Public Meeting  
1263 South Stewart Street  
Third Floor Conference Room  
Carson City, Nevada  
March 13, 2017 – 45 Minutes after the  
Transportation Board Meeting Adjournment**

1. Call to Order
2. Public Comment (*Discussion Only*) - No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.
3. Comments from Working Group (*Discussion Only*)
4. Approval of September 12, 2016 Nevada Department of Transportation Board of Directors Construction Working Group Meeting minutes (*Discussion/For Possible Action*)
5. Presentation/discussion on NDOT's Design Build/Construction Manager at Risk (CMAR)/Design Bid Build project selection process and update on DB NEON and USA Parkway projects. *This discussion will allow open discussion amongst the NDOT CWG Board Members and NDOT staff.*
6. Old Business (*Discussion Only*)
  - A. CWG Task List
    - Item 1 - Contractor Prequalification
    - Item 2 - NDOT Disadvantaged Business Process and Work Force Development
    - Item 3 - As-Builts
    - Item 4 – CMAR Change Orders and Agreements
    - Item 5 – NDOT Staff update
    - Item 6 – Resident Engineer's project assignments
    - Item 7 – Unbalanced Bidding
    - Item 8 – List of active agreements for Construction Division and Project Management Division
  - B. Requested Reports and Documents
7. Projects Under Development (5-year Project Plan)
8. Briefing on Status of Projects under Construction (*Discussion only*)
  - A. Project Closeout Status
  - B. Summary of Projects Closed
  - C. Projects Closed, detail sheets
  - D. Status of Active Projects
  - E. Partnering/Dispute Process Update (Verbal)
9. Public Comment (*Discussion Only*) - No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.
10. Closed session to receive information from counsel regarding potential or existing litigation (*Discussion Only*)
11. Adjournment (*Possible Action*)

**Notes:**

- Items on the agenda may be taken out of order.
- The Board may combine two or more agenda items for consideration
- The Board may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.
- Reasonable efforts will be made to assist and accommodate physically handicapped persons desiring to attend the meeting. Requests for auxiliary aids or services to assist individuals with disabilities or limited English proficiency should be made with as much advance notice as possible to the Department of Transportation at (775) 888-7440.
- This meeting is also expected to be available via video-conferencing, but is at least available via teleconferencing, at the Nevada Department of Transportation District One Office located at 123 East Washington, Las Vegas, Nevada in the Conference Room.
- Copies of non-confidential supporting materials provided to the Board are available upon request.

This agenda is posted at [www.nevadadot.com](http://www.nevadadot.com) and at the following locations:

Nevada Dept. of Transportation  
1263 South Stewart Street  
Carson City, Nevada

Nevada Dept. of Transportation  
123 East Washington  
Las Vegas, Nevada

Nevada Dept. of Transportation  
310 Galletti Way  
Sparks, Nevada

Nevada Dept. of Transportation  
1951 Idaho Street  
Elko, Nevada

Governor's Office  
Capitol Building  
Carson City, Nevada

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Chairman Len Savage	Sharon Foerschler	Rick Bosch (Dist II)	Ruth Borrelli
Controller Ron Knecht	Jeff Freeman	Mary Martini (Dist I)	Jenni Eyerly
Frank Martin	Steven Lani	Mario Gomez (Dist I)	
Reid Kaiser	Darin Tedford	Kevin Lee (Dist III)	
John Terry	Allison Wall	Paul Schneider (FHWA)	
Tracy Larkin	Dennis Gallagher	Bill Wellman (Las Vegas Paving)	

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Savage: Good afternoon everyone. Welcome to the Construction Working Group Meeting of September 12, 2016. Thank you everyone for attending. I'd like to call the meeting to order. Can everyone hear us loud and clear in Las Vegas and Elko?

Martin: Well, loud anyway Len. [laughter]

Lee: I can hear you in Elko as well.

Savage: Thank you Kevin. Who is present in Las Vegas? I can't quite see the screen.

Martin: We have Mario and Mary.

Savage: Okay, perfect. Anyone else in Elko, Kevin?

Lee: No, just me, thanks.

Savage: Thank you both for attending. Let's go ahead and we'll wait for the Controller. If he comes later, he can just join in, but we'll go ahead and get started. Any public comment up here in Carson City, for Agenda Item No. 2? No public comment in Carson City. Las Vegas or Elko, is there any public comment?

Martin: None in Las Vegas.

Lee: None in Elko.

Savage: Thank you. With that being said, we'll move to Agenda Item No. 3, Comments from the Construction Working Group. [pause] Okay, come on now. [laughter] I hope everybody is not tired from the Board Meeting. I really challenge everybody to have some discussion here. There's a lot of good things going on at the Department. It's very evident the passion, the leadership, it's a new day. They talk about the New Nevada but it's evident in talking with the Governor and everybody else that the Department here is on the right track. With the right passion, very good leadership and I know I appreciate it. I know there's a lot of

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good minds out here, a lot of topics for discussion. Any matters, challenges, improvements, changes—somebody must be thinking about something.

Martin: Len?

Savage: Yes, Member Martin.

Martin: From down here, four blocks away, we've got the biggest project that the State of Nevada has ever undertaken. I'm wondering that maybe in our meeting in three months, the next quarter that we have Amir or one of the guys from the NDOT Staff come in and talk to our group about how the design-build process is working, the challenges they're seeing. This goes back to the conversation we had with Mr. Kaiser, I think a meeting or two ago about design-build versus design-bid-build and some of the people are set in their way when it comes to design-build and design-bid-build versus design-build. I thought it would be, since this is the largest design-build project we've undertaken, one of the largest projects we've undertaken as a State is to get Amir and have him come in and do a face-to-face with us.

Savage: I think that's a great idea Frank.

Kaiser: We can definitely do that. Reid Kaiser for the record. We can definitely get Amir in or maybe Dale Keller who is running the project management, that job for project management, have him give an explanation and see how things are going. Are there any other staff you would like—

Martin: One of the things I want to make sure here, Reid is that I'd like to hear from the guys that's boots are on the ground that's handling the discussions with Kiewit, that's handling the discussions with the designers, that kind of stuff. I don't know if that's Dale. My impression when I take a look at an org chart, it's more Amir.

Larkin: Could I suggest, Dale Keller is the project manager and he is the one who is dealing with the designers and the contractor on a daily basis. But if you're truly looking for some comparison, maybe we also bring in like Pedro just for USA Parkway and just show one or two perspectives on design-build in general.

Kaiser: What are your thoughts John?

Terry: Yeah, if you're going to do one, you probably ought to do both. I don't know what you're—you want it from the perspective of how the jobs are going or how the design-build process is going?

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Martin: My big concern listening to what's been discussed in the past is there seems to be resistance on the part of some NDOT managers to the design-build process with the preference for design-bid-build. I'm kind of wanting to—Len, I'm speaking for myself here, but I think you and I are on the same page in that we're both proponents of this design-build. We voted on USA Parkway being a design-build project. We voted on Project NEON being a design-build process. [inaudible] I think it's only right we find out how it's going.

Savage: Okay. I concur Frank. I agree. We're both proponents of the delivery system for both the CMAR and the design-build. Just want to ensure that we're getting the right value at the right time for this process. I think it is going to be a good exercise on the December CWG Meeting.

Martin: And that it's being approached with the right attitude on behalf of both the design-builder and our staff.

Savage: Exactly. Do we have any comments or topics that we might have, anybody?

Kaiser: Reid Kaiser, any NDOT staff has any topics that you believe would be relevant here at the CWG, don't be bashful. Send me an email and we can get them addressed. I am starting to run short of things to talk about here, so ideas would be welcomed.

Savage: A couple of general comments is that B.J. Almberg was concerned with the overhead with some of the consultants. Mr. Hoffman had said that he was going to be able to sit down with him. I know they were both gone today, so if somebody could please follow-up to ensure that Mr. Hoffman did get Mr. Almberg some of the information and support documentation on how the overhead is calculated.

Kaiser: Yeah, I talked to him, he did send that to BJ.

Savage: He did.

Kaiser: Yes.

Savage: And then also the—this is just the times that we're living in as far as ensuring that the contractors and consultants have good coverage on some of our projects. It looks to me like we're getting a lot of that good coverage. There's four or five, and some were short on some different proposals. I just wanted to get some

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feedback from the Department to see if you feel that you're getting adequate coverage in some of the construction, as well as the consultant categories.

Kaiser: Statewide or?

Savage: Statewide.

Kaiser: Okay.

Savage: Or, geographically. I mean, is one better than the other, different districts, but are we really getting coverage? Do we have to have more outreach? You have great relationships with the people that we have in the skew now, as contractors or consultants. The AGCs, you do a great job with that communication. Again, we just want to be reassured that we're getting as much coverage as we can. It takes outreach, I think from the Department. You know the job better than I do. It's probably already being done but I just want to be reassured that everyone is making the best effort.

Foerschler: Sharon Foerschler, for the record. I can tell you from the Construction Division's perspective, we now have a consultant program, probably in the last year and a half that we didn't have at all for the previous four years or so. We're getting a lot of consultants submitting for RFPs. What we're finding is a lot of consultants are teaming because they don't have the resources and the market tanks, people went elsewhere. I can tell you we're going to continue to have consultant needs due to our work program. We're seeing the pool starting to, I don't want to say dry up, but you're seeing more teaming because the staff isn't out there right now. We're hearing that. I was at AASHTO for Subcommittee on Construction in August and there was discussion across the nation that states are feeling that. The resources have kind of dried up. We're getting the coverage we need but I think in the back of our heads, there's a little bit of concern as we reach out for more assistance, that it's going to be a little more difficult. You're not going to see as many firms perhaps put in on RFPs because they're going to be teamed up to form a team.

Savage: That's good hear. I'm glad you're talking about that Sharon. Mr. Controller.

Knecht: Thank you. Nationwide here and elsewhere, does that problem of human resources trace back to age demographics or is it separate from that? The Boomers are responsible for everything bad that happens, right? Is this another

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thing with them aging out and retiring or has that already happened at a younger age for them in the construction business?

Foerschler: Sharon Foerschler. I don't know if I can give you a straightforward answer on that. The skillsets, the generations coming up now are very different than the skillsets of our generation. We had discussion on that. Tracy can probably back leg on some of this with workforce development, but you know, it's in electronics. It's in some of the sciences, but not so much in the construction like it used to be.

Larkin: Tracy Larkin for the record. I will be presenting on it just a little later in this, but there is definitely—there is not a workforce, a construction workforce that is that ready, that's coming up with the next generation. You're finding basically the average age of a construction worker is considerably older than it used to be. As Sharon pointed out, it's the changing in the type of work that most of the younger people are being guided too. There's some perception challenges that we have. Again, I am going to be discussing this in about 15 minutes.

Knecht: Good, I look forward to that. Besides the aging of the workforce, there does seem to be a problem in that in the prime working years, 16-54, male—and for that matter female—but, male workforce participation has fallen off steadily over the last few decades. That may go back to what you said about, there might be large enough numbers in the younger cohorts, but they're not coming into construction. Not coming into the workforce.

Larkin: Yes, to both of those comments.

Savage: Major concern. I can't think of the term but it was Reid and Denise at the last meeting, at the T-Board level, you had three consultants—and I thought it was very innovative on your part for a scope of work. You had three consultants that were all approved dollar wise. You had them available. So you were able to pick, one might be busier than the other but you had the freedom to go to this other consultant. I can't remember the terminology method of delivery, but I thought that was something new. I had not seen that before.

Larkin: On call?

Savage: On call, that's the on call that I think the FHWA has recently brought back.

Schneider: Defined better.

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Savage: Defined better.

Terry: They gave it a bunch of acronyms; they don't call it on call anymore. John Terry, Assistant Director—and you're going to see a lot more of these. That's just one of the first ones that went out. Now, most of the rest of these on-calls that the various other divisions have got in were not of the magnitude that those were in dollar amounts. Most of our divisions are working on having that on call. We had it years ago, slightly different. It's coming back but you're going to see more of those as a way to fill in.

Savage: I think it's great because it gives us so much more flexibility. If someone has a large workload and they're really not able to give us that value, then you can go to consultant number 2 or 3.

Terry: If I could add my perspective. The Controller, and Chair question from earlier. Yes, I think all these demographics are in play but I think she's starting to see in construction what we've seen in design for a while and that is these teams are teaming. A lot of the reason is, when the recession hit, engineering firms took a huge hit. They got extremely conservative. They sent their engineers to other places or they laid them off and they are extremely hesitant to hire new bodies back because that would drive their overhead up and they're not convinced that the market is there for long enough. They're all sort of getting the work out but they're not willing to staff up. At least, haven't so far. I think that is the biggest thing that's hitting us.

Knecht: Let me add one little wrinkle to that. I agree with you but this time was different in that the recession was terrible and deep and recovery, unlike other recoveries after really bad recessions, you usually get a really good recovery. This has been the worst recovery ever. I understand why people aren't willing to staff up until they see that we're getting back toward the long-term growth trend line, which we're not.

Foerschler: Sharon Foerschler. The on call construction division is looking, we have an RFP that's either on the streets or getting ready to hit the streets for on call to augment our construction crews on a limited time basis. We're putting out one RFP but for each district we will hire one consultant that we will go to solely for assistance as needed in the surge times for construction. Instead of bringing in full augmentations that are with the crew throughout the life of a contract, we might have needs that for six weeks we're going to paving and we're short of staff and we need some inspectors and testers.



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We're going out with three separate agreements. We decided not to do an on call within each district because of the teaming and because it's our first step into augmenting our crews that way if you will. We wanted to make sure that we ironed out any potential issues we have. When you have on call—say we did three consultants in District 1 and your needs vary, you can't spread the work out. You still have to go by qualification. It's whoever they have on staff at that time that you need assistance with. It was our feeling that that might be perceived as not being fair and not distributing the work out so we made a decision to put one consultant in each district. If you play in District 3, you're not playing in District 1. That spread the work out. We're going to do that through the construction season of '18. Then kind of regroup and see how that worked and make sure we're addressing our needs.

Because the reality is, the team that they put together for that on call is probably not going to be the team you get when you really need somebody. They're not just going to keep them on staff. You know, we might have the agreement executed and it might be three or four months before we have any needs. Staff aren't just going to sit around and wait for us to pick up the phone and say, hey we need you now.

Savage: Yeah, it will be interesting because—I hope it's not too restrictive. That's my concern. If you have one—this is for crew augmentation. You have one consultant in one district, who is the back-up consultant for that work. You'd have to go out for RFP for that particular project, is that correct?

Foerschler: That's correct. The thought is that projects we know we're going to get assistance through the life of the project or projects we need a full administration over, we're still going to put out RFPs to the other consultants [inaudible]. This is just for surges in our work—within our own crews that needs assistance. You'll see in the work program for the three districts, they're really busy.

Savage: And I think that you hit the nail on the head. It's just a surge. To put the fire out at that point rather than having it standard because the competition, it's necessary.

Foerschler: We have the same concerns you do. That's why we kind of are taking a stab at the first approach to see if it works.

Savage: See if it works. Get some good feedback. So they'll know the projected workload at that time.

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Foerschler: More or less.

Savage: Any other comments from the Working Group?

Kaiser: I got one. At the August Board Meeting, I believe, you—we had a couple of contracts where we only had one bidder on a contract. You had mentioned if we had reached out to any of the contractors to see what the issues were. Well, I reached out to some contractors to find out why we have such a limited pool, kind of in the desert. We seem to get a fair number of contractors on the urban areas. A lot of what they told me is that when you have like, speaking mostly for what's going on in District 3, there's four active hot plants in District 3. Two of them are contractors, one is a permanent in Elko with the Staker Parsons. And you have another one in Winnemucca, which is another NDOT hot plant. Then you also have a fifth in Ely, which sometimes they do produce NDOT mix and sometimes they don't. What they told me is, it's hard to go out into the desert and be competitive if you don't have a materials source. If you have a contractor who is already out there and is established and they have a hot plant say from a previous NDOT project, then it may not even be economically justifiable for them to go out and bid on a job.

So, that's kind of what we're up against. I mean, if we had a large desert program going right now I think we would pull more contractors; if we had a healthy 3R program, but we don't right now. So, I believe that's part of the problem is we just don't have a big enough desert program. Billy, you got any thoughts on that?

Wellman: Bill Wellman for the record. You're absolutely right. It's just—it's not economically feasible for us to go out and do chip seal projects if you don't have a volume to create something out of one of the state bids. Even the projects you awarded today to us in Pahrump, that asphalt material is going to come from Las Vegas. As you're saying, Ely, Winnemucca, Elko, those particular plants, you can haul those distances and still meet the criteria you need. It's going to be very limited on who can do that or who is interested in doing that. Trust me, we could use the work. It's just it doesn't make sense for us to try to compete with those folks up in that neighborhood.

Savage: Thank you for the input. It all makes sense to me. As a contractor, as a private businessman, it's about reward and risk and ensuring that the job is done per the specifications.

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- Kaiser: Me personally, I would rather see a contractor go out in the desert and make money and he be the only contractor bidding on it than have two contractors bidding on it and then we fight with them the whole time. That's a tough path to take.
- Savage: Any other comments or suggestions from anyone here in Carson City or Las Vegas? Mary, Mario, Member Martin, any thoughts or comments about potential new items.
- Martin: They're pretty silent. [crosstalk] one idea for the day, so.
- Savage: I'm sure Kevin has got some good ideas in Elko.
- Lee: I'll pass today, thanks.
- Savage: Okay, one last chance here, anybody else? Okay, let's move on to Agenda Item No. 4, did everybody have a chance to review the meeting minutes of June 6, 2016? Are there any corrections, deletions or modifications?
- Knecht: Move approval.
- Savage: I have one slight correction on Page 31. At the top, Kaiser says, okay Savage, that's because we look at it every 90 days, instead of 30 days. This Board meets every 90 days. Go ahead and take a motion. Controller?
- Knecht: Move approval as presented with the Chair's correction.
- Savage: Is there a second?
- Martin: Second.
- Savage: All in favor, say aye. [ayes around] It's approved. We'll move on to Agenda Item No. 5, the Presentation and Discussion of NDOT's Right-of-Way Acquisition Process. This is an informational item only.
- Kaiser: I got Ruth Borrelli, she's our Chief Right-of-Way Agent. I know Right-of-Way has been getting quite a bit of attention at the Transportation Board Meetings. I thought it would be prudent to allow Ruth to explain to us the process that she has to go through to acquire property.
- Savage: Thank you Reid and thank you Ruth, I'll let you present.

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Borelli: Thank you Reid and good afternoon. Thank you for your indulgence in allowing me to present this information. I probably—myself and other right-of-way divisions across the country are probably the only people in the United States that have their job description in the Constitution of the United States.

For most of us, buying our home is the most important investment that we'll make, both fiscally and emotionally. In recognition of that, the Founding Fathers found it—ratified the Fifth Amendment of the US Constitution in 1791. The Fifth Amendment states in part, "...nor shall private property be taken for public use, without just compensation".

This amendment sets forth the requirement that NDOT pay for just compensation for any property that must be acquired for our projects and provide the basis for further regulation passed by Congress in 1971. This law is titled the Uniform Relocation Assistance and Real Property Acquisition Policy Acts of 1970, as amended, which is better known as the Uniform Act.

The Act's intent was to ensure that all projects using federal funding treated property owners fairly and equitably if their property is needed for public use. It establishes minimum standards for federally funded projects that require acquisition, rehabilitation or demolition of real property and displacements of persons from their homes, businesses or farms. For the first time, the United States had adopted measures to be applied whenever federal government acquired real property. Additionally, the Uniform Act was adopted by Nevada Revised Statutes so NDOT must operate under these regulations whenever acquiring property.

There are several steps required that must occur before the Department Representative can approach a property owner. The project needs must be identified. Various project alignments are proposed. Environmental documents are completed. A project alignment is selected. The design is completed to a level sufficient to determine property impacts and once the property impacts have been identified the project general information notices must be issued by the Right-of-Way Division. Those of you here, many of you are aware, there are a lot of other steps that go in here. This presentation is basically for people, for the public when we're acquiring their property or when we're having a public meeting to get them familiar with how the program works. We all know there's lots of public meetings and other steps in there.

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Before NDOT can make an offer and initiate negotiations, it is necessary to establish the amount of just compensation. First, we order an appraisal. It's performed by a licensed appraiser and the appraiser is independent from NDOT. That appraisal is then reviewed and based on the review and the appraisal, we set just compensation. These two activities, the appraisal and the appraisal review are independent. They're independent activities. They do not work together, the appraiser and the appraisal reviewer and the Department is not to have any influence on them.

Knecht: Ruth, is there a State statute that addresses the fact that you have to use a licensed appraiser? Where do we get that restriction and requirement?

Borelli: It's under the CFRs. The CFRs require an independent licensed appraiser. Our State statutes are based on CFRs, you know, defer to CFRs.

Knecht: The CFRs, how do they define what an appraiser is and a licensed one and that sort of thing? I would think that Code of Federal Regulations say something about a qualified expert or something like that because they can't prescribe for all 50 states particular state level licensing and that sort of thing, language.

Borelli: They say that they have to be licensed.

Knecht: Licensed.

Borelli: And then, they're required to work under USPAP and USPAP is their guidelines for appraising properties. And appraising for eminent domain is very different than general appraisal or commercial appraisal. It's a specialty area. There are very strict rules on how they are to appraise properties for eminent domain. As far as any more detail than that, I can't help you much there but I'd be happy if you want to email me some questions I can get you more detailed information.

Knecht: I was just curious. I may come back to you about that.

Borelli: Okay. All right. So, once the appraisers are done—well, I go to the next slide here. When we're getting ready to do an acquisition, it's required that we do the negotiation expeditiously. We must allow the property owner no less than 30 days. Usually our acquisition negotiation period is no less than four months. It's typically four months. If there's no movement of course, it could be shorter. It could be longer if we have positive movement.

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Our appraisers sends out a letter to the property owner inviting them to accompany the appraiser during their inspection. The property owner may know things that the appraiser might miss otherwise. We like to get as much information as possible.

Once that appraisal and appraisal review is completed and everybody is pleased that everything was covered properly then we establish just compensation. That is the step before we can go out and make an offer.

So when an appraiser is working on the property, they are to disregard any increase or decrease in the value of the property. In other words, no project influence can be considered.

Kaiser: I have a question, Ruth. Do you have an example of that? Say if it's close to a highway, maybe you will get a business come in and went to put a 7-11, is that what you're—is that what that means?

Borelli: Correct. So recently there was a property owner who had vacant property or minimally improved. It was near an interchange and their appraiser said, well, this property can now be this because you have this interchange right here, some big development of some sort which highly increased the value of the property. Well, under federal law we are not to take those sort of impacts into account. It's the property as it exists today without the improvement of our project.

So our agents provide a written statement and a summary of the just compensation amount, on a sheet kind of laying out what the appraisal is saying. Often, these eminent domain appraisals can be 300 pages. We also provide all appraisals to the property owner as well as their reviews, so that they have a chance to review it and hire an appraiser to review it too.

So there's a few things that have to be taken into account before the initiation of negotiations, and the initiation of negotiations is usually once we send out a written offer. It can be done prior to that if we want to start relocation benefits or relocation activities. We give the written offer to the owner and they will have no less than 30 days to consider that offer, and we encourage written counter offers. So if it comes to there—that the property owner does not agree with our just compensation amount, we will consider other evidence to increase that amount.

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So they have to provide us written information that justifies why they think the property is worth more than we've set for just compensation. If it comes up that we can accept that, we will enter into what's called an administrative settlement and that has to be completely supported, has to be in the public's best interest, and has to be conducive to getting to a settlement. That's all done in writing and goes through the level of approvals before we get there. It doesn't have any bearing on the fair market value. The fair market value is set under just compensation, it's an administrative settlement for administrative purposes only. We are never allowed to coerce a property owner. So we can't force them to sign anything or make threats, or threaten them with condemnation. We have to be very careful with how we present information to property owners so that they do not feel coerced.

Before the property is turned over, they have to be paid for it, first. So we can't take ownership or have any activities on the property until we have paid them. So, it's either pay them directly or put the money into a court. If we're going to do condemnation actions, it's deposited into the court, the property owner then has access to the funds at that point. The property owner receives at least 90-days' notice before they are required to move once we take possession. If the owner prefers to stay on the property after we've acquired it, and it won't impact our project schedule, they can be allowed to rent back the property from NDOT at fair market value, NRS requires that we get fair market value as well as CFR.

Again, we are not allowed to coerce a property owner in any way, shape or form. It's their right, we have to negotiate with them and not use scare tactics or anything like that. We're very, very careful about that. Sometimes on occasion, rare as though it might be, a property owner may wish to donate property to us for a project. If they do that, there are processes in place that protect the property owner, they have to be fully informed that they're entitled to just compensation, and they have to waive their right to that entitlement. They can still protect purposes as per an appraisal, and we will do that if they ask for that.

Savage: Excuse me, Ruth? On that issue of the compensation, does the FHWA utilize the same—whether it's 95/5 or whether it's 80/20, do they use the same proportion ratio for Right-of-Way-acquisition?

Borelli: He is shaking his head yes, Paul.

Schneider: Paul Schneider for the record. Yes.

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Borelli: Yes. That's handled all through our Finance, that's why I just stayed quiet. I just get everything signed, collect the money, and then the people down in Finance split it up the way it's supposed to be split up. Sometimes there are different functions, we will have a different EA assigned for just acquisition on occasion, or the acquisition activities will take place under a different project phase, and that can change that balance.

Savage: But if it's a State Funded Project, then the FHWA does not get involved with Right-of-Way?

Borelli: That's correct, if there is no federal money at all. That being said, it's still under the NRS that we should follow these same processes.

Savage: I understand that. Thank you Paul. Thank you, Ruth.

Schneider: Just to be clear on that—Paul Schneider. So most of the—the funding split is based on the program description in the law. In most instances for Nevada, it's 95/5. There are instances when it's 80/20 and there are instances when it's 100 percent. It's just based on that particular program that they're using to fund Right-of-Way.

Savage: Thank you, Paul.

Borelli: I think this is a mystery subject. So currently, the FHWA has a waiver in place that allows us to pay for negative equity. We have had, as you are all aware, a unique housing market where homeowners have been in a negative equity situation. To address that—we don't want to put them in a bad place. Again, we don't want to put them in a place worse than what it would have been if it weren't for our project. They would have stayed in their house, continued making their mortgage payments until the housing market got to the point where their house was no longer underwater.

So to address that again, the FHWA put this waiver into place. What the waiver is, normally if you're paying off—if you give them an administrative amount of just compensation, it deducts from what they get from their replacement housing benefit. In this situation, it does not deduct from that replacement housing benefit. So for example—oh, and that waiver is due to expire in December, but FHWA is reaching out and seeing if the states feel that they're ready to expire that. They may renew it again; I hope so for the State of Nevada anyway.



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So they need to pay off the mortgage because we came. They cannot be in default, and they have to continue making their mortgage payments. Sometimes property owners get a little confused when we come to make an offer, they just stop making their mortgage payments. So it's really important for us to make them understand that they need to keep doing that. So, here is an example. We have a just compensation amount on a house of \$150K, because the housing market has dropped and they were underwater. Their mortgage amount was \$200K. So because of that, we would give them an administrative settlement of \$50K to be used specifically to pay off their mortgage. Then, the agent would find a comparable replacement dwelling—but it's \$170K for whatever reason, their comparable is higher than their original house. So if you take that \$170K we paid them \$150K for just compensation, that leaves them with a \$20K Delta between the replacement and their original home. That's the Replacement Housing Payment, eligibility payment.

So in the normal program, that \$20K could be wiped out. Under this waiver, they're allowed to get that \$20K. So, this particular property owner got their \$150K in just compensation, their \$50K in administrative settlement to zero out the balance on their mortgage, and \$20K in their replacement housing payment, and then on top of that, there is a relocation benefit. So, they get paid for actual and reasonable relocation costs, moving, packing up, whatever it is.

So, getting into relocation. The provisions of the Uniform Act apply if the displacement of people, businesses, farms, public facilities such as schools, and non-profits become necessary. We don't want, again, people to suffer disproportionate injuries as a result of programs designed for the benefit of the public as a whole. So, we are required to provide relocation assistance advisory notices to those people who are displaced. We provide notices, the general information notice is the first notice that goes out. That goes out to impacted property owners, whether they're businesses or private property home owners, informing them what the project is. Basically, when they're going to be coming and what the project encompasses.

Then they get the notice of relocation eligibility. The Notice of Relocation Eligibility comes within seven-days of the written offer being put out. So that tells them that they are eligible for these programs, and included is pamphlets explaining what the program does offer. So there is re-establishment for businesses, they have reestablishment benefits, they have moving benefits, searching benefits, various things. That's all included in the pamphlets that they

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receive. A 90-day notice will be issued 90-days before they're required to move. That's only after we have taken possession of the property, and then they get a 30-day notice.

So for a homeowner, no person shall be required to relocate until a replacement dwelling has been located. Sometimes it's not within the price range, sometimes there's issues. Well, we take it case by case and we deal with those issues as they come up. All relocation benefits are tax exempt, the eligibility requirement and pay back procedures include moving costs, replacement housing and rent, supplemental payments—which they can be substantial, the supplemental rental. I had an individual that was renting a house for 18 years they were paying \$650 a month for a four-bedroom house. We relocated them into a house that was decent, safe and sanitary, and it was substantially more per month because they had a real sweetheart deal where they were. We paid almost \$20K in benefits to them to offset some of those higher rental costs for 46 months. They did a mortgage interest rate differential and payment of closing costs, incidental the purchase of a replacement dwelling.

So for residential displaced person, the relocation program provides replacement housing benefits to residential homeowner and tenants so that the replacement dwelling is at least equal to, or better than, the displacement dwelling, and that the dwelling meets a predetermined standard measure terms of it being decent, safe and sanitary. So replacement and comparable does not mean exactly the same. It may be slightly different depending on decency, safe and sanitary criteria.

It has to be functionally equivalent, adequate in size to accommodate the occupants, in an area not subject to unreasonable adverse environmental conditions, in a location not less desirable, on a site that is typical in size, currently available, and within the financial means of the displaced person. So you have folks that you're relocating, their kids are in a school district that they like, they don't want their kids going to different schools, you have to find them a replacement house within that school district. They want to be on a certain bus line, they want to be near their doctor, they want to be near their hairdresser, whatever it is, you as a relocation agent have to do your best to find them a home that meets that criteria for their needs.

We often have to find replacement housing for folks that are handicapped. Sometimes that means you find the replacement housing and then you have it upgraded. You hire a contractor to come in and put those improvements in that

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are necessary to assist with their condition. It's not unusual to have to do those kinds of things when you're relocating.

Also, for being functionally equivalent, you might have a brother and sister that are sharing a bedroom in their current house, when you relocate them, you have to have separate bedrooms. That's why sometimes you'll see someone had a three-bedroom house, now they have a four-bedroom house, and the public would look at that and say, oh, well that's an upgrade. Well, it's required under the federal code, that we have to make sure those siblings have separate bedrooms. So those are some of the things that come into consideration.

Savage: What if the brother and sister really get along? [laughter]

Borelli: If you have a teenage daughter sharing a bedroom with a 4-year-old sister, you have to have separate bedrooms. Privacy issues.

Speaker: [inaudible] [laughter]

Borelli: So again, if we can't find it, find a replacement house that's within their monetary limits, then we have to work to deal with that on a case by case basis. It might mean that we have to come to some sort of a settlement where they get a little extra to get them into a house.

The Department's Representative must inform the displaced person of the comparable replacement dwellings location, allow sufficient time for the displaced person to negotiate a lease or to purchase a replacement dwelling, and disperse the relocation benefits in a timely manner. Sometimes it's very difficult to find a replacement house for some people, sometimes we have to put them in a temporary rental situation, that has been done. You just have to deal with it. You have to be very creative when it comes to the relocation site of the house. The whole time you have to be there every step of the way with that property owner. I have cleaned out refrigerators, I have thrown away old turkey carcasses. You do what you have to do to make it as least stressful as possible on that property owner. It's rough. You're coming to them and disrupting their life.

On the commercial side, the agent does everything they can to handle the relocation activities so that it is as least destructive to the business as possible. We have to take inventories, you have to find places, take them out there, and have them look at the replacement site and make sure it's going to work for the business. You have to hire contractors to come in and to give you bids on how

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much it's going to cost you to update the tenants or improvements inside those new locations to work for their businesses and things like that. So, it's quite interesting and you have to be quite creative. So we pay for their expenses, actual and fixed, and there is a federal cap on reestablishment. Sometimes, often, the federal cap is not high enough to cover all the costs of a business relocation, and sometimes the state will step in and help out with that.

The main thing that's important is that we have to make sure that we're there for the property owners in the project alignment, that we offer them the benefits that they're awarded, and that we make the process as painless and smooth as possible for them—if you could ever consider getting your house bought out from under you, painless. Thank you. Any questions? Yes?

Knecht: Ruth, I want to go back to page 5, in particular the bullet point that says, disregard the increase or decrease in value caused by the project. I think we all understand that in principle, in that no one should be enriched by a public project, and no one should be improvised or damaged by it. But then you get to some tough cases—what happens for example, when under the best designed possible—considering all the equities and factors, essentially you end up taking only a small part, or needing only a small part, of a partial but it's a key part where—if for example, could be the only access at all, and you don't need the vast outback that it's attached to, but that vast outback loses value when you take away the access. There are two options, one is to recognize some effect on the value of the remaining property, and two is to take the whole thing. What do we do?

Borelli: In eminent domain appraisals, they do before and after appraisals. They appraise the parcel as if there was no taking and then they talk about the impact of the taking on the parcel and damages are assessed. They don't only assess damages, but also benefits. Usually what you're reading about it damages. So in a case like you're talking about here, if the impact is great enough that the remainder becomes what they call an uneconomic remainder, then you can offer to the property owner, we'll buy your property in total, there is this uneconomic remainder that you have the option to keep should you wish to keep it. To me uneconomic is to not have utility to the property owner in any way. So, normally they don't want to retain the uneconomic but it's an option that they get to have. But, yes, those damages are definitely —

Knecht: Recognized?

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- Borelli: Recognized in the appraisal. That's where it gets a little dicey with that language, project influence. It's more about, you're not supposed to think about what that parcel will be in the future because of the project.
- Knecht: Right. Okay. Thank you, that's helpful.
- Borelli: Any other questions? All right. Thank you very much.
- Savage: Where there any questions in Las Vegas, Frank?
- Martin: No, Sir. Very informative. Thank you.
- Savage: Ruth, thank you very much. Nice presentation. I have one question. It's probably in here, it's on my part. Is Right-of-Way only in headquarters, or are there people within Districts that help with Right-of-Way as well?
- Borelli: We have permit inspectors and utility inspectors in the Districts that go out and inspect our utility, because Right-of-Way covers utilities also. So, we have utility relocation projects, and our utility inspectors inspect that activity and they also inspect any permits that are issued through Right-of-Way and District issued permits for encroachment. So, we have permit inspectors.
- Then in Las Vegas we have utility agents that are part of our group, and all of the acquisition core is here in Carson City. Our Property Management is in Carson City, but we share some of that property management with our utility inspectors in Las Vegas. So, everybody gets crossed trained. Our Right-of-Way engineering group, survey group, and appraisal group are here. The core of our activities are here.
- Savage: At the headquarters? How many total people within Right-of-Way Division?
- Borelli: About 72.
- Savage: Thank you, Ruth. Nice presentation.
- Borelli: Thank you.
- Savage: Let's move on Agenda Item No. 6, Old Business.
- Kaiser: Chairman Savage, if possible, I would like to move up Item No. 5 to the top. Our Chief Human Resources Manager has another meeting to go to, if we could, could we move up Item 5?

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- Savage: Yes, we can. Item No. 5, NDOT Staff Update.
- Kaiser: Just so you know, you've probably never met—this is Allison Wall, she is our Human Resources Manager. She took over for Kimberley King.
- Savage: Allison, welcome.
- Wall: Thank you.
- Kaiser: As you can see from Item No. 5, our Permanent Vacancy Rate did go down, our Temporary Vacancy Rate went up, and our Overall Vacancy Rate has gone down also. We have fewer vacant positions, and more people are on probation and trial, which means we have more newer employees—I guess my English is better than that. We have more projected retirements in the next five years, and fewer in the next ten years. So, if you guys have any specific questions on that information, I'm sure Allison could probably answer them.
- Savage: Well, speaking for myself, I know this is a big concern of the Department—so, welcome, Allison.
- Wall: Thank you.
- Savage: Welcome to NDOT. I would be curious as to what the realistic goals are? Maybe in a future meeting, an Excel spreadsheet saying, here is the history of the past ten years, in these different categories; permanent, temporary, overall, you know the categories better than I do. But, I would like to see a kind of road map looking back through different economic times, going back at least 10 years.
- I know things were cooking along pretty good back in '05 and '06. Things are starting to [inaudible] in 2016, so I wouldn't want to go back five years. Look at some of the comparative data [inaudible] department, staffing to see where we're at and what kind of trends we might have, and also where you're finding the new people demographically. Utilizing our universities that we—do we have good outreach to the institutions right in our own backyard?
- Speaker: [inaudible]
- Savage: We don't meet for another three months. You have plenty of time.
- Wall: I will take that time. Thank you.
- Savage: Any other questions or comments from Member Martin or Mr. Controller?

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Kaiser: I have a question for Kevin. Kevin, are you guys out in District 3, or maybe Rick or even Mary and Mario, down in District 1, are we still seeing large vacancies on the construction crews and the maintenance crews? Are the trends getting any better for acquiring new staff?

Bosch: I can speak on that; this is Rick Bosch I'll just speak on behalf of District 2. Right now we're really struggling on the maintenance side to get people. Right now, in District 2, we have somewhere around 37 to 40 vacancy's right now between maintenance and construction. Construction right now, I only have three vacancies, so we've been working on filling those positions, but I can say this is the first time in many years that I've actually had openings on the construction side.

We're seeing a lot of retirements, we're seeing a lot of people leave for higher paying jobs outside of the state to private companies, or even outside of Nevada. Another thing that I wanted to point out is when we are putting out this announcement and we're getting these lists to hire off of, we're not seeing very many applicants in a lot of these positions. In fact, I know in maintenance recently for a supervisory position, we didn't have any applicants put in for a particular position. So, that's kind of where we're at in District 2.

Knecht: The reason for so few applicants is what?

Bosch: I would say it probably has a lot to do with what was discussed earlier with a lot of people, when the recession hit, a lot of people left town. Now that we're having some larger companies come back in town that are paying a lot better, a lot of people are going to work for them and not so interested is coming to work for us.

Knecht: Is there anything in our hiring and personnel policies and procedures that could be loosened up or changed that would help? Or is it just that we need to pay more to attract the talent?

Bosch: I believe people look at benefits a lot. They look at salaries and wages and that's where they determine if they want to come and work for us or somewhere else. We continually try to put announcements out and try to attract people. We do a lot of advertising on—I know the Department is doing stuff on Facebook, and we've actually taken radio ads out trying to attract people. I think we're doing all that we can to attract people, we have a lot of programs through the colleges and stuff trying to attract people out of college. We're doing the best we can with what we have to work with.

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Knecht: Thank you.

Martini: In District 1—this is Mary Martini. Las Vegas is always a challenging place and has been. We were the first to start losing people when the economy started getting better. I noticed that you don't have the chart in front of you that breaks down the vacancy rates per district, or who is on probation; but at this point in time, while the numbers are a little bit improved, District 1 still has the highest vacancy rate and the highest rate for those on probation.

A couple of things are happening similar to what Rick said. We're starting to have all the leading employers take our people. We're in a situation where our well-trained staff are leaving. We recently lost a maintenance manager in Stormwater, after we trained him in Stormwater—go over to the County, literally, for \$40K more annual salary. Those things are happening.

The other piece that is happening is that the quality of the staff is going down as well. So prior to the recession, in maintenance, it was not unusual to see a great number of the applicants with records, felonies, et cetera. We're starting to see trend come back as well. We've got a number of felons that are applying. It addresses the quality of the applicants.

And then the final item, the recruitment process is improving and the turnaround through personnel is certainly helped, but we are still dealing with old lists where we have already exhausted the list. We may have been trying to hire from that list two months ago, and if there is anybody still on the list from the outside they certainly were not viable candidates two months ago, they certainly aren't any better. So, it's a lot of work to open a list but I think that's one of the ways that would be helpful. We've had positions where we had to downgrade them because we could not get any viable candidates for our staff. Do you want to add anything?

Gomez: No. You pretty much covered it.

Martini: Okay.

Savage: Thank you, Mary. Mr. Controller?

Knecht: Thank you, Mr. Chairman. I hear two different things here. I hear Rick saying that a lot of the problem that District 2 faces is competition from the private sector, and then I hear Mary saying that District 1 faces that, but they face something that we know fairly well about in the Public Safety Sector, that you face a lot of



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competition from local government. It's well known that people use State Police employment as a stepping stone to Metro, et cetera. Am I hearing right?

Martini: You are correct. This is Mary Martini, District 1. You're correct Controller. We have three cities and the county. So, in the urban Las Vegas area they all have much higher wages and much better benefits because for instance, they still belong to PERS but the city or the county pays their PERS for them. So, in addition to this particular situation that I mentioned before with the maintenance manager, in addition to the fact that he was getting \$40K more per year, he was also getting his PERS completely paid for, as opposed to having to pay for them himself. So, in the rural parts of District 1, Tonopah, Alamo, Panaca, we're facing a similar situation with mining companies, as in District 3.

Knecht: Thank you for that answer. That is very helpful because you point out something that we pointed out before at the Controller's Office. It's not just the direct pay where there is a noticeable, measurable difference, but indeed the difference is at the local government level, despite what the statutes say, the practices that effectively—all of local government employment or the vast majority of it in Nevada has the PERS benefits paid almost completely by the employer and with the state it is very different. So, there's two very big margins there. Thank you.

Savage: Thank you, Mary. Thank you Mr. Controller and Mr. Bosch

Bosch: Yes. I just want to point out, I didn't mention it earlier, I mention more about the private companies of [inaudible], but it is the same issue in our District as well. We lost several employees in the last year to not only the City of Reno, but to also Washoe County because of that same reason that Mary mentioned.

Knecht: Actually, that was the next wrinkle I was going to put on it. What I know from—I've served on the CASA Board here for 12 years and I know a little bit about Social Service employment. Carson City for example, can't keep people in some of the social work positions because they immediately get an improved deal from Washoe County, especially as soon as they pass pro or something. You said Reno and Washoe County, maybe even Sparks for that matter, but do I take it correctly that you don't have as substantial a problem with Carson, Douglas, Lyon, Churchill and the other counties?

Bosch: I can't really answer that. I'm not sure. I know for sure City of Reno and Washoe County. I can't speak for some of the other county entities and city entities.

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- Knecht: Well, that's my impression too, is that it's basically Clark and Washoe Counties and the cities they're in, that cause this problem.
- Foerschler: Sharon Foerschler. You might notice that Megan Sizelove is not here today, because she accepted a position with Washoe Country two weeks ago. An increase of pay, living in Reno, and a contribution to PERS, and exactly what you're talking about. I think it's also important to note that we got a survey a couple of months ago from PEBS on our benefits, and what we would be willing to accept. Nowhere in that survey were we keeping what we have today. There were no acceptable answers, in my opinion, to that survey.
- Knecht: I remember that survey.
- Foerschler: Do you want a higher deductible and less benefits, do you want less benefits and higher out of pocket? Do you want increased premiums? It's like, none of the above, but that wasn't an answer. You couple all of these things, and we as State Employees in my opinion, lose more and more as time goes on. Am I employed, do I enjoy my job and what I have? Absolutely. But, it's difficult for those that are raising families or are early in their career not to make the jump where long-term, it's going to be a better move for them.
- Knecht: Just for the record, I literally, personally, got the same survey and the only feedback I was willing to give them was what you said, I don't see any acceptable options here, was my answer.
- Savage: Thank you Sharon, thank you Mr. Controller, Thank you Rick. Are there any comments from Kevin Lee up in Elko?
- Lee: Yes. This is Kevin. It's basically the same here in Elko and my area with the exception of competing with the government agencies. We're really competing with the private sector. At times, I think we're improving on our rates and the numbers, unfortunately, with new employees, it affects us in so many other places and it's hard to articulate, but I'm sure you understand. That's about it. Thanks.
- Savage: Thank you, Kevin. This is something that I think has to stay on track here and maybe even be taken to the T-Board level because we have a lot of good minds here at the Department. We have a lot of good people; things are going in the right direction. Our expectations from the Board are high. Our demands are high and we need the people to continue to respond like you do, and that takes a big picture understanding of what it's going to take in compensation, and in benefits,

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to stay ahead of the competition. I am a private business guy, I'm seeing it every day, to ensure that we keep good people. There has to be a lot of internal discussion. I think it just can't go to the back of the room, it has to be out in front. It has to start at the top and it has to go all the way to the field.

The more conversation that everybody has, things can get resolved, but if we keep kicking the can down the road, we will continue to lost a lot of good people. I don't know the right answer, but it's important that we try to stay on track, and stay positive because there is a lot of good things with the department, a lot of flexibility, but we have to be realistic at the same time in ensuring that the university students have the opportunities and want to be able to work for the Department of Transportation.

So, please don't stop talking. Please continue the conversation. Allison, welcome aboard [laughter] I hope you have 72 people in your Division that can get out there and get—I'm teasing. I know you don't. You probably have a handful, but seriously, this is not taken lightly. We have seen this Department come a long way, like I said earlier, we want to keep the momentum. It's about the people.

You call here to the Department of Transportation, you don't get the automated teller—not the teller, the receptionist. That's important because we're people in the people's business, building roads, highways and bridges. So, I know the ears are wide open for Board members, and ourselves, so nothing goes unheard. But just keep the conversation going and we'll find a resolution, we have to before it's too late.

Knecht: And you all understand there really are no Washoe County, Reno or Sparks options for you, right? You belong to us.

Savage: Allison, do you have any questions or do you need any clarification on what we're looking for?

Wall: No. Not at this point. I'll start the research and see you in three months. You may hear from me before then.

Savage: That's fine. You can call any time. I'll leave my contact information or you can contact the Controller, Member Martin. We all have open door policies. Thank you, Allison. Okay. Let's go back to Item No.1, Contractor Prequalification.

Kaiser: Okay. Contractor Prequalification. We have got this form back that we sent it out to the resident of engineers. We got their comments, we have taken them into

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account and we do have an AGC meeting this Friday. We are going to present this at the AGC meeting. It's the meeting where all of the contractors will be present so we will hand this out and ask for comments. I'll give a little brief presentation on why we're changing it and where we want to go with it. We will also present it at the AGC Senior Staff Level and give them that same opportunity. We will also send it down to the AGC Office in Las Vegas and we'll go from there. There are a lot of good changes here, and it's a better form, the REs liked it. They made some good comments on it and we'll see what happens.

Savage: Thank you, Reid. I think it's important that we have this standard. Now the REs will look at things differently just like everybody does. They will score people differently, but this is a good start. A real good start.

Kaiser: Bill, is there a group down in Vegas that should see this? I'm not sure if the AGC is letting any contractors go to the AGC down there.

Wellman: Actually, the AGC doesn't really exist down there anymore. It's called the NCA, Nevada Contractors Association.

Kaiser: NCA? Okay.

Wellman: It's the same group but we changed the name at the beginning of the year back to what it was before, several years ago.

Kaiser: Okay.

Wellman: Because of the differences, if you will, on AGC North or AGC Nevada. Shawn Stewart will get that and I myself would like to look at it, as well. I guess I probably have one question about it. Is the goal in evaluating, based on future prequalification as we do every two years, or working on, as in our projects?

Kaiser: This form will be used in the same capacity as the old form, so it will go into the rating process that the contractors go through. Again, that doesn't change the financial side, this only changes the form that we're using.

Wellman: So if I can ask, maybe, a stupid question? Have you ever used it and said, no, we're not going to award a project to a contractor?

Kaiser: We have had the opportunity such that, a contractor bid on a project and he had probably two years of bad ratings, and if he was a low bid on a contract, then the Director was going to send out a letter to them saying we're not going to give that

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contract to this contractor for that reason. So, yes, we have used it like it's meant to be used in the past, it's just never got that far.

Wellman: Okay.

Savage: Sharon, go ahead.

Foerschler: On this new form, Bill, it's actually not going to be confidential anymore, so you will know how you're going to be rated. There is an opportunity for you to review it at the District Level. In the past they were confidential so only if you had a four score, were you aware of how you were doing. So the intent with the team and Reid, and Jenny, and Thor and I worked on this, is more tied to contractual requirements, and the old form which is in the packet was fairly subjective.

So, we kind of felt as a team if you were able—the contractors were able to review it, it would be more meaningful, and hopefully used as a tool by the resident engineers during construction— that if they're thinking they're going to rate you bad, you're aware of that before you get to them with the contracts, so you have an opportunity to rectify the situation.

Wellman: That's, I believe, would be at the request of ACG or NCA, is that the contractors be able to review and rebut or agree with whatever it says.

Foerschler: I can tell you some Resident Engineers don't like that; they want it to be confidential.

Kaiser: The contractor does have to sign this. Well, I guess you don't have to, but there is an option for you to sign it.

Kaiser: There you go.

Knecht: A couple of thoughts Mr. Terry. First of all, making this public, I think is a very good idea. It's fair to the contractors, it's fair to the public that pays the bill, and it holds staff accountable in a way. Second, about the question of whether it ever results in somebody being DQd or something like that, that's important and as Reid points out, it happens rarely but the incentive effect of ranking people's performance, and using that as a reference for future contracting and just as a reputational matter also since it is public, probably is just as important even if nobody is disqualified in any particular situation.

The fact is that the contractors know, and the public knows, and the staff knows, everybody knows that we're paying attention to these six areas and your

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performance in them. That brings me to my real question which is, Reid, we've got numerical ratings here in six categories, category B is giving a 25 percent rating, and A, C, D, E and F were 15 percent each. Which prompts this question, how did you come up with those magical numbers, and what kind of feedback have you gotten, if any so far, from the contracting community or from anybody else on those rating factors?

Kaiser: Well, the committee came up with those numbers. We felt like quality should be given a little more higher ratings than the other ones, but just before—we sat down and assigned a number and that's what we came up with. We haven't sent this out to the contractors yet, but that was plan this Friday, to send it out to the AGC, at our quarterly meeting. I will also send this down to Sean Stewart for him to send out to the Las Vegas contractors.

Knecht: I would hope to hear from the contractors and anyone else from the public too, as to what they think of the ratings. I don't mean in any way to be critical here, I've done stuff like this and I know the problems at one level inherently—it's arbitrary what number you assign to each of them, other than the fact that they have to add up to 100. But, I think that's a substantive aspect of this thing and I hope that the contracting community and the public weighs in on that.

Kaiser: Oh, I am sure the contractors will.

Savage: Thank you, Mr. Controller. It's a real good start. Again, it's being transparent, it's being accountable, and it's ensuring that the contractors maintain a standard of expectations, that if we go back in the file and say, hey, you got a D- on this project.

Martin: Len, if I could address the Controller's comments about the contracting community and so on. Bill, you can hit me if you want, but to me as the client, we've got the right to set what our standards are. And I filled out dozens, and dozens, and dozens of these things for every state, federal entity in the entire Southwestern United States. Every state is different. The way I've always viewed it, the state is the customer, if I can't meet their requirements then I don't deserve to do their work. It's just me. It could be somebody's else will have a different view point. So, you can ask Mr. Wellman how he feels about it.

Knecht: Member Martin, I don't disagree with you on that, but I look at contracting as a relationship that is supposed to be mutually beneficial. So, it's helpful to us to

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know what it is that the counter party, the contractors, thinks about this. I'm not saying that they get a vote on this, but they certainly should have a voice.

Martin: Okay.

Savage: I think both points are well made. It's work in progress here, and it's about accountability in maintaining our standards and transparency, that's great. Okay. Anything else Mr. Kaiser?

Kaiser: Well, I wanted to say that I thank Sharon, Jenni and Thor. You know we spent a lot of time coming up with this stuff, but Sharon's office probably put the most effort into this. They're the ones that came up with this form. I wanted to thank all their efforts and appreciate their hard work.

Savage: Thank you, Sharon.

Foerschler: It was a team effort for sure.

Kaiser: And Jenni, did I say anything I shouldn't?

Eyerly: Not yet. [laughter].

Knecht: She is in the back row too.

Savage: Okay. Let's move on to Agenda Item No. 6-2. Tracy?

Larkin: Tracy Larkin, for the record, Deputy Director. Just giving a general update on the DBE Program. It's been about 18 months since we brought it before the Board. There is more in-depth material to come at a later date, but we're still working through a couple of items. We have made great progress in the last year, we've come through some [inaudible] things that are actually killing our office.

I have gone through about 160 percent turnover, which means every single person in there has been replaced at least once. If that says anything good or bad about it. The applications are up this year. We now have 638 firms that are currently certified. We have about 52 new applications this year, and 21 new Interstate applications. We have about ten more a month. We also have about 17 come in that are just renewals. They're already certified but they do have to get renewed, basically stating that they still meet the criteria. Of the 638 firms, about 131 are construction related firms, and 16 firms are directly related to the highway heavy construction.

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We're getting down and really trying to drill down. Into the next days, basically the DBE Supportive Services Program—we have a contract out there that is very specifically looking at each DBE coming in and the old applications, and we are drilling down to see exactly if the next codes look right, if they're correctly stated and what firms are actually eligible and capable of working within the highway construction area. It is actually a very small community. We're also trying to find out—to access them and see where we can do training—like a gap analysis, to do training. So one of the things is when we do construction firms that we look at is, do you do commercial construction? Do you do residential construction? Do you do mixed? If you are in an urban area, are you willing to travel to the rural areas? If you're out of state, do you only come in because one needed a threshold while it's worth \$2M, so now I'm willing to come in?

This will come up a little bit later when you see almost a little less than half of our DBEs are out of state. So, it's a pretty high percentage. We have streamlined the application processing to an average of 14-days. I really want to highlight that because that is all due to the team that's out there, Sonnie Braih and his team. Previously we had over six months or more by regulation we're allowed 90-days. The fact that we're averaging less than two weeks is, frankly, phenomenal.

We have eliminated all application backlogs, there were 98, so they're all caught up. We have certainly set goals on 67 new projects. Every project comes in and has to be accessed whether it gets a goal or not. Not every project gets a goal, which means if it's zero, basically it's not considered a goal. Overall attainment, our current goal average is 5.59 percent, for the completed contracts during the last reporting period we showed 6.5 percent DBE goal attainment. And for the ones that are currently going out, we're showing 8.25 percent.

I'm jumping you around a little bit, they put the notes together but my mind flows in a different manner. We are working on a disparity study. About three years ago we had worked on a disparity study that you were aware of that set the goal for 5.59. This time we are going with RTC of Southern Nevada, The Reno-Tahoe Airport, McCarran Airport, the RTC in Washoe County and CAMPO. So basically these are the—well, including NDOT, the six Agencies that make up the Unified Certification Program Board. This time we are doing it collectively so all of us are in it together to look at state-wide disparity studies, and basically we're trying to also match up what we're seeing within our industry with what they're also seeing across the board.



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Savage: Makes all the sense in the world.

Larkin: We have also asked them to really look at the different regions. For instance, for us to find like a ten percent rating in the Elko or Ely is not likely, but we can have more opportunities in the urbanized areas and more opportunities in Southern Nevada. So, that should be coming up. We are putting in a new program goal. It looks like we will be moving our goal up. The recommendation will go from 5.9 percent to 7.99 percent. There will be much more on that to come out.

I'm training. We have been doing a great deal of training. We have been providing training through FHWA, who have six-pack trainings, a bonding training. We also have a contract with the SNCA in Southern Nevada who provides training to conducted costs to DBEs, and also some free training. That free training is determined by a group that's made up of the Latin Chambers, the Urban Chamber, NCA, and our group. So, it's not just an arbitrary people picking you up.

What we have found, and these are the things that we're getting the stories on is like, on bonding. Part of the gap analysis indicated that most firms are having trouble with bonding rates. We had bonding coming in, it was a good program FHWA did personally called every single Agency who indicated they needed bonding, none of them showed up. We had six other firms show up outside of it. But, these are the types of things that we really want to start to document is, what type of outreach is being done, how it's being done, and how they're responding.

The training aspects, we are also starting to work with other Agencies like the City of Las Vegas, some of those, so that when they preform training, it reaches out to the entire group and we do not duplicate training. Another thing is, we've got four Agencies down there, all of them are doing outreach to DBEs, we're starting to consolidate our forces so that the training reaches a larger audience. The upside is particularly in the construction area; you don't have a large group for our program. So if the City of Las Vegas is doing outreach and they do training, and then we're doing outreach and training on the same thing, well, you know, which one do I go to as a DBE?

We're trying to get that together. Basically, again, we're working to provide DBEs more training series to help with new applicants and potential applicants. We are exploring the idea of working with small business enterprise who have stations throughout the state to actually have a presence in these offices to help with applicants. So, again, with the shared resources. Like I said, I skipped all over the place and you can ask any question you like, but I'm done.

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Savage: Mr. Controller?

Knecht: Thank you, Mr. Chairman. I have one basic question. Most of these DBE, SBE, et cetera requirements are grounded in and driven by federal law. Is there any significant fraction of them that you can point to that are not driven by federal law and that are discretionary to the State of Nevada and your responding to statutes or regs that have been passed by the State of Nevada only?

Larkin: The State also has Legislation in place that we do place goals on state projects. We do follow the federal rules in all of the goal setting. Our discretion is in basically, I would say, how we set goals. When we follow a recommended practice for it, we take into account regional differences, we take into account the capacity for certain projects. For instance, if we have an open grade project in Elko, and then we have another open grade project in Ely and another one say in Winnemucca, Tonopah, our rural areas, the majority of the DBE capacity comes from trucking and there is a limit.

We have run into that before, that if we see that this street project is already going on, the goal will also get lower for labor projects. If it's a very specialized project or something on that and we know that we don't have the capacity, it states that we have a very low goal or a zero percent. When we get into those specialized areas or rural areas, we will often call and double check in the area to see what is available out there. We have been following—and that's part of that gap analysis we've been going through, we have been following over the last several years, basically almost decade, looking at what contractors, DBE contractors, are we using in Northern Nevada. I can tell you that there are seven that we regularly use and that is District 2 and District 3 combined.

A couple of them are trucking, there is erosion control, there is a traffic company and I think the other one is GeoTech, but I don't remember. I can get that breakdown. We're working at expanding it, we have found that when we— there are some out of state ones like Idaho, and California. We are often finding lots of times that they don't want to come in for less than a certain amount, it's a mobilization cost. Southern Nevada, again, there is more opportunity, and I did want to—there is this, you can see on there, that 44 percent of our DBEs are from out of state. So, 56 are from here. Then you will see on the side the different breakdowns of whether it's a minority woman, white women, or other minorities. I don't know if I really answered your question.

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- Knecht: You did. Actually quite well. I understand the implementation aspects that you have the federal standards and requirements but there has to be a factual basis, and by factual basis typically we mean what are the demographic and numerical facts on the ground in that region. It's important that you, in fact, make the regional distinction. I think that's absolutely essential and I have no quarrel with that at all. In fact, I think it's very good that you're that focused on that aspect of it. What I would be interested in in the future is, hearing a list of what the state statute NRS, NAC requirements are, that are essentially not covered by anything in federal requirements but things that the State of Nevada has done discretionarily over and above all of that.
- Larkin: Basically, our requirement in the Legislature is that we will provide goals on State Funded Projects, and following the federal guidelines.
- Knecht: So, the Legislature says, follow the federal guidelines and do it sensibly and —
- Larkin: I will send you the legislation.
- Knecht: Okay. Thank you.
- Larkin: Now, as an offshoot onto that, I'm working right into the workforce development initiatives.
- Savage: First of all, Tracy, let me—Member Martin, do you have any questions from Las Vegas on the DBE? Or comments?
- Martin: No, Sir. I'm very familiar with the program. I think Tracy is doing an outstanding job
- Savage: Okay. Thank you, Member Martin. Mr. Wellman?
- Wellman. Bill Wellman for the record. I've got to make this comment just because it's from a contractor's perspective. Tracy, we've been working on this obviously for years and years, and years, and we continue to do so and will continue to do so. The point I want to make for everybody to understand, as Tracy said, you got 638 DBEs, that's certified DBEs on your list, only 16 of them do our business. That's 2.5 percent. So, when we start talking about having a 5.59 percent goal today, which concerned us a couple of years ago when it was implemented, and now you're talking about going to 7.99, why even consider setting yourself up for failure and not being able to meet these goals?

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We meet these goals based on the requirement, not based on the intent. The intent is to put people to work, DBEs to work, excuse me—companies, and keep them going. The problem with it is, they don't exist. So, we have to pump them up as best we can. I have one right now that's doing a lot of work that's in receivership. It will go unnamed, but we're having to take and babysit these people through and they're likely going to be gone, 1 of the 16. And it's probably one of the biggest ones of your 16. But, I just want people to think about that before we start—just because we've been meeting these goals doesn't mean we can continue doing it if there's not the capacity in this workforce out there.

Most of these people don't have license limit over—they don't even have \$1M, a good portion of the 16 that are on this list. So, they don't have the capacity available to do the jobs. You know, there are state laws that says we can't list them for something more than what their license is for. So, just keep that in mind.

Savage: Thank you, Bill. Very informative from the private business side. Tracy, I personally want to thank you because I don't know if you volunteered for the DBE or were assigned the DBE. I know you've taken this on over the last year and we made a lot of progress because we were going in the wrong direction. No one is afraid to talk about it now, it's transparent, there was information from the private side. So, I thank you for your time and effort. I think it was Sonnie Braih that you mentioned, his efforts and his time. Again, it's work in progress, there is a lot of work to do, a lot of good feedback necessary, but your time and efforts sacrificed are very much appreciated. Thank you, Tracy. You may move on to where I interrupted you with—

Larkin: Our Workforce, we've taken on some initiatives with the Construction Workforce Development for the Department. Some of these are actually to help with the DBE and the diversity needs, but they're also both because of what we were talking about before, that we're looking at the future in construction workforce. I also want to state one thing, and this goes a little bit to what John said before, and also to what Bill just eluded to, a lot of these we are cautiously moving forward on. We were preparing for it, but right now we have some good funding going on. If the funding sources dry up, or the concession goes down, some of these initiatives will also be scaled back because there simply won't be the work to support it.

Which is a good question before—we talked about the apprenticeships, and one of the things the apprenticeship, up in Vegas, they stopped basically fulfilling for

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new apprentices because there was no work. If there is no work to do it—the core firms, we're basically hanging on to the people who have been in their industry or their corporation for 15 or 20 years, and it's hard to justify hiring a brand new person if you can't keep your core people busy. So, there is a bit of caution there. I would say we're cautiously optimistic, but some of the things I think are good to work on regardless.

One of them, the AGC in Northern Nevada had developed a website called, BuildNevada, and it was based on, like, build Alabama, build Georgia, however, the intent was to, kind of, make an interactive or post construction jobs, but they haven't gained the traction that they were after so we have a group—maybe I need to practice by saying about six, eight weeks ago, they've been holding meetings with members of NDOT, we have members of the industry. They are invited so we usually have three or four contractors there, we also have the university there, and we also have the NCA and the AGC Representatives there.

We were discussing workforce development in general to come up with six initiatives that we're working on. What I'm pleased with is everyone is really at the table going over what was working and wasn't, and very open to how we should enhance it. So, in the first place, basically we are getting the group together and reviewing the website, and we're planning to develop a part where we want to use a template build Georgia, Alabama and see if we can make it a little bit larger. What it really does is just describe trades within the construction industry, kind of what your qualifications are needed for, and what kind of salary you can expect for the region you're in.

The second one, this was a pilot program and it was held by Do It For You, which was developing opportunities in transit and it's a pilot preapprenticeship program. This one was small and it was with LBT as a contractor. It was with Labors Union 872, RTC in Southern Nevada and NDOT. What they did was develop a curriculum that was basic math and soft skills. What to expect on the job, attitude, those type of things, problem solving, networking, job expectations. Upon completion, they would be prepared to take the apprenticeship exam, and be ready to take it. Then, if they finish the apprenticeship program—there are a lot of, if's in here, then they were basically guaranteed a job. Now 17 started, it's an eight-week pilot program, 17 started, 10 graduated, and they just took the apprenticeship exam so I am waiting to hear how many actually passed.

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What we did find is also, as in many other cases, again what was talked about before, is after the Labor Union came in and talked to the group, they had people who left because the work sounded too hard. Seriously. Also, I should say, the applicants for this were screened beforehand to make sure that—no criminal history, they would pass a drug test, et cetera. So, we're waiting to hear the results. There was a waiting list of about 30 people to get in to this, so again, we'll reassess this. From NDOTs perspective, and I've spoken to the Do It For You group, is we are interested in still looking at this program but we would like to see it expanded to other contractors in other areas, so it's not just localized.

Three, educational externships. This was the agreement that you saw this morning. It provides continuing education units for educators. Basically, the 15 hour, 2-day workshop for teachers, guidance counselors, et cetera, that promotes construction as a viable career path. It focuses on both degreed, like construction management, and non-degree programs such as the trade skill labor. They have a program and what we've seen in [inaudible] in existing accredited program, what we did is partner with them so that they are developing a program for Southern Nevada. At this one, we actually moved along on that one. They are already with the school district in Southern Nevada and we've already figured out some projects there for them to work on—I'm sorry, to focus on. Right now we're looking at the 95/215 project, it's a great project that covers a lot of various sets that requires both skilled and non-skilled labor—a variety of professions. We plan on having that sometime this year, before the end of the year.

Number four, basically the ones in the front are showing where we've made progress on the four, the next three we've started on. So, the construction camps for 6th, 7th and 8th graders. The idea is to provide a one or two-week class in the summer—basically provided engineering camps for the last couple of decades at the universities. So, now we just want to change it and do something that actually promotes a different trade. So you would expect to come in one day and probably get a presentation from someone, let's just say an electrician. Then there would be a hands-on and a couple times where you will go out and see active job sites to get an idea. The intent is to expose that age group to the trades.

Savage: Excuse me, Tracy. Are you working with, for example—I'm not familiar with Clark County, but Washoe County School District, there are different trade schools within the District?

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Larkin: Yes. There are trade schools. We've been working a little bit with ACE. Really, the AGC has been doing more of that coordination in the north, and they have reached—we haven't done one in the north, we were looking for a pilot program in the south this summer. We did go reach out to at-risk schools. We had three schools targeted that were very willing. Our issue was we were too late, we were hitting at the end of April, beginning of May, school was out. So, while we had the schools and the property's and interest, to support it, we were too late for the students. So, we are putting together a Task Force to work on that. I would like to do one in the north, and maybe two in the south.

Number five is the intern, externships. This is one of my favorite ones but it's probably going to be the hardest one to do. That's to provide work for 11th and 12th graders, that's during the junior and senior year summers, that get the students accustomed to the construction workplace environment. So, we're looking at different options of how to get around so many challenges such as, their age, liability, et cetera. We have a few ideas, but it's a process.

The last one—I know it's been a long day for a lot of people. So, we're working on looking to beef up the Construction Management Program at UNLV. We had a good conversation with UNLV, they are very open to having us work with them, to help them. Some of the ideas are, maybe there is a two-year program at WNC that is also transferable to a four-year program at UNLV. By looking at potentially maybe sharing some of the classes or video conferencing. We're also looking at bringing professional organizations like The American Concrete Paving Association, and Concrete Pipe Association. They are filling several colleges around the nation and often bring their expertise and training to those to help facilitate interest in their [inaudible]

I'm really seeing the group around here is getting tired, so I'll wrap it up. I'm actually excited about most of these. I think there is a lot of potential. The meetings—we've got a meeting setup at NCA and AGC this week to, kind of, work on the next steps.

Savage: Thank you for all your time and efforts on this, Tracy. Mr. Controller?

Knecht: Thank you, Mr. Chairman. First of all, good luck on Item No. 1, but Item's 2 through 6, I have to say I'm really enthusiastic about those. It may not surprise you to hear that I don't generally put much stock in the argument of, well, here's how they do it in Old Europe, because Old Europe is not keeping up with us. They're a failing social and economic system, but there are exceptions and one of

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them is Germany where the apprenticeship programs, the internship, externship, the kind of stuff that you're talking about with Construction Management even, construction camp, et cetera. All of that sounds to me like a direction that we need to be going as a society and as a state, and away from the purely academic approach to education, and the neglect that that seems to entail over the years of trades, of skills, of apprenticeship, et cetera.

So, I think it's great when I hear your report, two through six of what you're doing, and I only want to encourage you to keep it up. I do have two specific questions. WNC had a construction management program too, are they still in the business or has that disappeared?

Larkin: They still have one that I'm aware of, it's a two-year program and it's certified.

Knecht: Can you involve them in this also?

Larkin: That's the intent.

Knecht: That's the intent? Okay. The other one comes back to Item No. 2. Let me be brutally frank, I'm not surprised when I think about it after you say, well, they heard from the Union Rep and the Union Rep and whatever else, convinced a number of them that it was too hard. Unions like monopolies, basically aren't looking for competition, they are looking for—they are a monopoly and they are looking for fewer people and more market power. They're not looking to encourage entry into the business, unless of course you're going to become [inaudible] paying members. I guess my reaction to that is, please have the Union stay involved but while we don't want the weak candidates just straggling through the program only to not qualify at the end; at the same time, I think people need to be encouraged that they can do this and that they need to stay in the program and do it.

Larkin: I think we [inaudible] candidates though.

Knecht: Well, good. Maybe we can make some common cause with them.

Savage: Thank you, Mr. Controller. Thank you, Tracy. Let's move on to Agenda Item No. 6—

Knecht: With the power deduced to you all, I have a physical therapy appointment, and as much as I would rather stay here with you, I'm going to keep that.



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- Savage: Thank you, Mr. Controller. Have a good afternoon. Member Martin, we will carry on here to Agenda Item No. 6-3, As-Builts. Member Martin, one of his favorite topics.
- Kaiser: Well, we actually have a contractor thanks to you guys today. So, Aggregate Industries will start working on this project probably in about two months. I don't know, maybe the Notice to Proceed is next spring, but we do have a contractor now on board. So, we will be moving forward with that one.
- Eyerly: October 3rd.
- Kaiser: October 3rd.
- Savage: As-Builts will be done by the 4th? [laughter]
- Kaiser: Okay. We already covered —
- Savage: Item 6-4, CMAR Change Orders and Agreements.
- Kaiser: Okay. On the CMAR Change Orders, no new change orders to report this quarter. I did add that GMP No. 1 to the State Route 28 Bike Path, the Flat Project. So, that dollar amount is now added. Are there any questions in regards to these items?
- Savage: Not from me. Member Martin, any questions?
- Martin: What's the completion on Tropicana Escalators? Do we know yet? [laughter]. I'm sorry, John.
- Terry: I don't know.
- Savage: You're breaking up, Member Martin. [laughter]
- Kaiser: We'll get back to you on that.
- Martin: Good. Thank you.
- Kaiser: Yes.
- Savage: Okay. Let's move on to Agenda Item No. 6-6, Resident Engineer's Project Assignments, a work in progress.
- Kaiser: Okay. I added this in here just to—I'll keep adding it in here each quarter, just to give the construction working group an idea of the workload that our Resident

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Engineers are facing out in the field. Each District has a little different spreadsheet, so you will have to, kind of, study it to get used to what they look like. Unless you guys want to—

Savage: I think it would be really nice to have one spreadsheet. I think it's very informative, each one of the Districts have their own way of doing it. Maybe Kevin, Thor and Mary can get together and try to have one spreadsheet.

Kaiser: But, this is a very valuable tool for the Districts in the Construction Office. This is a good way to monitor what Resident Engineers have—a lot of projects that their workload, mind you each crew has about 10 to 12 employees, so that's a lot of work for each construction crew on here. You will also be able to see any consultant augmentation we have for those construction crews, that's on here. The four-digit numbers are active construction contracts. The EA, or the five-digit number, could be a CMAR, it could be a project that is soon to advertise and so forth, but that's how we document the three construction contracts, is with a five-digit number.

Savage: Are the design-builds identified? How are they identified? Just by knowing we only have three design-builds, I guess.

Terry: The four-digit contract with DB after them.

Kaiser: Yes. Now like, who is monitoring NEON, that is [crosstalk] It's on there. On the second page, 2/9/15, Project NEON Phase 1. That's for District 1. The very first sheet, second page. There you go.

Savage: Yes. I see.

Kaiser: So, the design-build projects are listed on here and District 1, Crew 914, Neil Kumar, he is pretty much a crew unto himself, but he monitors a lot of the RTC work, a lot of the big permits, and so forth. That is why he has so many projects on there. If any of you District Engineers have a comment in regards to these schedules or you Assistant District Engineers, you want to help maybe explain some of this, feel free to jump in.

Bosch: I just have one comment. This is Rick Bosch from District 2. For our design build project on there, Member Savage, under it says Contract No. 3625 and then it just has a slash part with the DB after it to identify the Design Build. I do the same thing with the CMAR Projects as well. NDOT used to put the four-digit contract numbers out, they used to put—for the design-builds they would actually put a

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DB behind the four-digit number to identify it as a design-build, but we no longer do that. We only advertise them as a four-digit contract. So, we identify them on our schedules, if they are CMAR or design-build. Correct, John?

Terry: When did we stop doing that?

Bosch: We put it on the Design Build job, but that is the last one that I'm aware of that we did it for.

Terry: In the past we did it.

[crosstalk]

Eyerly: We didn't do it with NEON and USA Parkway.

Savage: I think it's a good conversation to have when all three districts can get together and be on the same page as to what information we can look at.

Foerschler: Sharon Foerschler for the record. We use these schedules heavily in coordination with the Districts to define our consultant needs. We are having quarterly meetings with the Assistant District Engineers and District Engineers, and the Construction Office, and this is always a topic that we discuss so we can get out ahead of our needs and identify where we're going to need consultants. Another thing that we're doing is getting more involved in the planning side. John's group runs the Project Development Committee Meetings. We talk about the five-year plan and try to throw out there, hey, if we've got projects out in remote areas, is it possible to combine them, put them out in the same year so we can maximize our resources, and how we're utilizing our crews? So that we don't have a crew out on per diem two years in a row overseeing one project. So, we're starting to look more globally at how to maximize our resources in managing projects.

Savage: That's great, Sharon. Thank you.

Terry: And that is a little bit of a tweak to what we've been doing. Especially when the recession, yet in the last few years, we've been putting out a lot of smaller jobs, and we've been putting out a lot of smaller rural jobs. That's why like this month's Board Meeting, we have one job over \$5M, we had four under \$5M because we felt we get more participation, we get more contactors who spread the work around, et cetera. Now we're maybe tweaking that a little bit and taking some of these rural jobs and considering combining them more. I don't think it's a big

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tweak, but it's a little bit of an adjustment to taking jobs we're putting out, you know? Just adjusting to the market a little bit.

Savage: Right. I think that's wise on your part. You have to be adjusted and keep moving forward.

Kaiser: Any comments from Las Vegas, Member Martin?

Martin: No, Sir.

Savage: Let's move onto Agenda Item No. 6, Item 7 on the Unbalanced Bidding Issues.

Kaiser: Nothing new to report here.

Savage: Attachment B.

Kaiser: This is just an update on meetings that we've had this last quarter. We've had an NDOT AGC Committee Meeting and that's for Northern Nevada. We met the AGC NDOT Liaison Committee and we also had a Work Force Development Committee Meeting down in Las Vegas.

Savage: I would just like to comment after reading some of these meeting minutes. A lot of people from headquarters, I think Rudy was there, John was there, Reid was there—I don't know who else I'm missing. It just sent the message that headquarters is very involved. I know it's not realistic that they be there all the time, but there were five or six people, Tracy, I think you were at the meetings. It's important that that be the case, and I think it's important that they see that message, that everybody is listening and trying to do better every day. So, I thank the administration for that. So, back to Bill's point, there is no Southern California AGC?

Wellman: There was an AGC. They were combined about two years ago, three years ago. NCA has been around for 20 plus years. We have a lot of common numbers, but because of—how do I say it? The way the AGC is set up national, AGC is up north here, John Madole ran that, but we were like a subsidiary. We didn't like that, that's not a good voice we felt, thus we created the NCA many, many years ago, which combined about three years ago. As of January 1st, it took the name of NCA back over again, to try to not confuse the two associations. We work very close together still, but they are total independent sectors.

Savage: So, it's important to them not to talk to NCA as well?

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Kaiser: [inaudible]

Savage: Okay. Let's look at Agenda Item No. 6-C.

Kaiser: What this is, this is just a spreadsheet. I know there was a lot of questions in about the last year over the amount of work that DCS, one of our consultants, has been getting. So, the Construction Office put this spreadsheet together just to show the work that they have, the people that they have working for them. Also, the top sheet, right now we are in negotiations with DCS over this. So, I just wanted to update you guys and let you know where we were with DCS and if they have not been having any problems meeting their contractual requirements with us. They've been supplying bodies that they needed to supply, and they're doing a good job for us.

Savage: That's good to hear, Reid. Thank you, Reid, Sharon, Jeff, Stephen. Very meaningful and the personal notes down at the bottom I thought were very informative as well.

Kaiser: Yes. They're very straight forward with us. They know that they have a contract with us and if they don't meet it and give us the people we expect them to give us—they've got to perform.

Savage: Remind me again of what they're doing on USA?

Kaiser: On USA Parkway right now Mike Glock, he is the office person on USA Parkway. So, he is working in the office putting together their spreadsheets for payment, probably checking books and things like that.

Savage: So, it's through augmentation?

Kaiser: They're a subcontractor to HDR.

Savage: Oh, they're a sub—because I saw HDR.

Kaiser: Yes—

Savage: I saw Glock out there too, and I didn't see one of his trucks. He's a subbed-HDR?

Kaiser: Yes. He is a subbed-HDR on this project. Is that right, Steve?

Lani: Yes.

Savage: Thank you.

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- Kaiser: They are also supplying a couple of testers on that job.
- Savage: That's good to hear. It just substantiates that they're—
- Kaiser: I didn't want you guys to think that they're having problems. I just wanted to let you guys know where we were with DCS.
- Savage: That's great. Thank you, Reid. Thank you, Sharon. Steven, Jeff, thank you. Agenda Item No. 7, Projects Under Development, Five-Year Project Plan.
- Terry: I don't really have anything to present. Not a whole lot has changed, it's just ongoing. I don't know if you have any questions? We put out our Program for this past year, that would be the federal fiscal year that—even though they say it ends at the end of September, it effectively ends at the end of August because they won't let us do anything in September. So, we're pretty much in shutdown and got most of our work done, most of our projects are out by now. Next year, kind of more of the same. It kind of shows what projects we've got out there. Probably the biggest change to this list is we've updated the out years with the more current Pre-R Report which—was that approved last month or so?
- Kaiser: Yes.
- Terry: And we populated the 3R Program out farther with those projects. Not much else has really changed from the last one. Of course the big change will be if FRI passes in some of the states, or some of the counties, that would be a pretty big change, especially with Clark County.
- Savage: Thank you, John. This comes in front of the CWG once a year?
- Terry: I don't know.
- Kaiser: I'm sorry. What was that?
- Terry: They put it on here every quarter.
- Kaiser: The Project list?
- Savage: Yes. I think if we get it—
- Terry: There is no real approval action item that I've ever seen.
- Savage: No. There isn't.

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- Terry: It's just been for information.
- Savage: Important information only.
- Terry: Do you want me to start putting on once a year?
- Savage: I think either semi-annually or annually would be good.
- Kaiser: Okay.
- Savage: If you look at this last page on Landscape and Aesthetics, this is where I got the 750. There were two amounts on the 750. Then Environmental, if you look at the e-STIP it's 1.3. I think it's really important, like I said, to keep the environmental separate from the aesthetics.
- Terry: Yes. I don't see them being the same at all.
- Savage: Mr. Wellman?
- Wellman: Bill Wellman for—John, just a question. If FRI does pass, is that already included in this list, or is that additional?
- Terry: No. We have—again, this list is over allocated intentionally. These are the projects we're working on. So really the stiff and the tip have the more accurate fiscally constrained data. No. We have intentionally kept sort of off to the side list, everything shown we are going to do, with the current funding sources. It will be in addition if FRI passes, and the reality will be that many of these jobs that are father out will be pulled forward, that's really the answer.
- Wellman: Okay.
- Savage: Thank you, John. Thank you, Bill. Anything from Las Vegas, Member Martin?
- Martin: No. I was just asking my staff here some question about one particular job that's out in my neighborhood. So, I wanted to make sure I knew when to avoid it.  
[laughter]
- Savage: Okay. Thank you, Mr. Terry. Let's move on to Agenda Item No. 8, Briefing on Status of Projects under Construction.
- Kaiser: Okay. This is—8A is our project closeout list. Are there any questions from this list that construction working people would like to ask?

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- Savage: I just have one question. On 3292, on the second to the right hand column, it says done. I don't know if that takes a standing ovation or if we should all just clap and go home.
- Foerschler: Sharon Foerschler. Next meeting you won't see this at all, it is gone. From our perspectives, not gone from the Departments perspective, but we're finally able to send out final quantities, contractors, 30-days [Inaudible 02:09:36]. We've paid it off and we've boxed it up and taken it to Central Records. So, it's a huge thing for our office for sure.
- Savage: Huge. Thank you. That's good news. I didn't know if I read that right or not.
- Foerschler: Yes. So I would like to thank my staff for all of their hard work. I think when we started, this list was six-plus pages of backlog. We're down to two, so it's been huge and they've done a tremendous job cleaning this up. That with the implementation of our electronic documentation makes it go that much faster.
- Savage: But, again, it comes down to people, Sharon. So, I thank you as well as Jeff, Steven, anyone in your department, Sharon. Very nice work. One other question I had is on this—what do you call it? The Plant Establishment. Member Martin and I have talked about the bond, the bonding being held rather than money retained, a project being delayed for closeout and everything else. Did anything move forward with discussions on possible bonding around the Plant Establishment Period? I'm looking at the Q&D Project for example— not the round-about, but the landscape on Job 3591. So, we won't be able to close that out until 3/31/2019?
- Foerschler: That's correct. This is a landscape project and we have not figured out as a department a way to get around the issue of keeping these contracts open during that time period because we cannot close the contracts out without EEO clearance and during the Plant Establishment Period, we don't have people out doing work. So, we have had those discussions. We've gone round, and round, and round.
- Terry: We thought we were that close, and then that issue comes up.
- Foerschler: We're not using it as much; I can tell you that. We're pushing to not have Plant Establishment. There are certain functions, and John's group might disagree with this, but if you have actual plantings, then you might want a plant establishment period. Mary's group, District 1, has offered to take over the Plant Establishment and for maintenance persons to do that work, but the other two Districts don't have the staff.



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- Savage: What about bonding around that time period?
- Foerschler: Well, you would have to actually do two contracts because of the bond taken out for the construction project would have to be closed, and another bond taken out. We haven't figured that out.
- Savage: What I've seen done in other jurisdictions, and Member Martin you might be able to add to this, but what I've seen is the construction for \$1M is closed out, plants are worth \$25K or \$50K, so that contractor puts a bond of \$50K separately for plant establishment on that project, and the rest of the job is closed out. I don't know if FHWA, Federal Highway has any concerns with this or not, but it can't be that difficult.
- Terry: We found it to be difficult.
- Kaiser: We've had a lot of discussions on this—
- Terry: And we didn't get anywhere.
- Kaiser: Yes. I know I brought it up to these guys about six months ago and wanted an update.
- Foerschler: Our recommendation is, don't have it.
- Martini: So, this is Mary Martini in District 1. Let me clarify a little bit about what's happening in District 1. During our permit process with developers that will come in, we have a process by which we take a bond. It would be separate from the closeout process. The difficulty in having the overall bond for the project, and a separate one, I think can be worked out, because quite frankly, we take bonds all the time from four developers.
- What's specifically going to happen on one project, which is US-95 in Kyle Canyon is that we're going to put a process in place where maintenance signs off on what's done during the project, and then takes over maintenance immediately as opposed to at the end of the client establishment. Essentially all that does is keep us—we're there anyway, I mean quite frankly, the contractors rarely come during that establishment period. So, essentially maintenance can't do anything until the establishment period is over. So, we're just kind of taking over early. The only thing that I would like to add to that is a requirement that the contractor come in, through a permit process and get a bond, and then I think it can still be

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separate, but you haven't to put that into the contract yet and we're going to experiment to see if this works.

Savage: I might have lost you there, Mary. Who maintains the Plant Establishment, for the three years on this one project? You wouldn't know that, Mary, but for the project up here on the north, does NDOT maintain that or does the contractor maintain that?

Kaiser: Contractor.

Martini: Yes. Any of the existing Plant Establishment [crosstalk] typically it's not the contractor signed, they have a sub. So, they're supposed to go out there and make sure that dead plants are replaced, and they're watered if necessary, weeded, et cetera. Our experience is that, work rarely takes places, or if it takes place, it's just before the end of the plant establishment. So, most of the time, maintenance is looking at a patch of failing landscape for one to two years that isn't taken care of. So, all it does is bars maintenance from going in there and taking care of it when it needs to happen.

Savage: Thank you, Mary. Mr. Bosch, you raised your hand?

Bosch: Yes. I just want to point out that is Q&D Construction on that particular project that you're asking about. They are under a three-year plant establishment period. Q&D is responsible for replacing any dead plants, they are also responsible for all the weed removal that happens in the spring. One thing that is difficult for the Resident Engineers that I want to point out for a three-year Plant Establishment Period is, that's a contract that we have to monitor for three years ourselves, instead of going out and—you know, we have all these other projects that we're working on, we still have to go back and keep an eye on that project even though it's several years old.

So, it's difficult for our REs as well, I just wanted to point that out. Another thing that we've tried to do is, if we see after a year or year-and-a-half that the plants are well-established and we don't have any dead plants in there, we can actually go in and request to do a change order to remove that Plant Establishment Period to try to get the job closed out sooner, that's just an option.

Savage: And the contractor doesn't give attention to it until it gets closed out?

Bosh: Right.

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Savage: Thank you, Rick. Mr. Wellman had a comment.

Wellman: Bill Wellman. We've done this a lot for a lot of years, frankly. It's a maintenance bond. Most construction bonds are only good for two years. They get extensions but you pay for them. You pay dearly, and you still pay 100 percent again for a one-day extension over the first two years. So, when you start talking about a half to one percent for the bond, the owner will pay for that ultimately. So, if you have a three-year project, such as Project NEON, that's all factored in at the time of bid, that we need bonds for three years, and we can get that. And that's at the full price of \$500M. But, a maintenance bond is what you're talking about, and it comes into play after the fact and it's usually the same rate, it's just based on that \$50K or \$100K, or that reduced rate itself rather than the contract value itself. However, most of the public entities are getting away from those type of things and taking it on themselves. Clark County Public Works, we just did one. RTC, on Boulder Highway, we did that a couple years ago for the same reason.

Plus, you've got minimum wage costs that go on that entire time, you've got the management costs that go on the entire time, even though it is typically a sub that is doing it. We've got costs associated with that that has to be put into managing that contract for that extra period of time. So, what we've done is, there is a warrant—we have to warrant it for one year, just like we do everything else, and we've got to demonstrate if their force come in and took it over, that they weren't [inaudible] that they didn't prudently take care of it.

There is a whole variety of other things, as well as, damage from—especially in a roadway, from vehicles. Especially medians, cars drive through it. That's not ours to take care of all the time, but if it is and you put that in there, we've got to put a value to that and that's just an educated guess. It may not be in the owner's best interest. So, again, heading in a direction where your forces can take over this stuff as soon as we establish it, it would be a much better way to go.

Savage: Thank you, Mr. Wellman. I take it the discussion will continue. Like you said, Mr. Terry, there is no easy answer. It's work in progress.

Terry: One of the easy answers that we did, like on US Highway 95 which happened to have a lot of construction going on is, at the end of many construction contracts, we put out one landscape contract at the end. That's one way to do it, but that's only on a really big job that goes on for multiple years because then, the prime is holding this price from a landscaping contractor that is not even going to start work for two years, and whatever. I think we need to do more of that, that isn't

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going to help the overall—there is going to be lots of projects where you can't do that.

Savage: Okay. Thank you, Mr. Terry. And thank everyone for their comments on that issue. Let's go to Agenda Item No. 8B.

Kaiser: That is just the list of nine projects we closed out.

Savage: Again, compliments on projects being closed out every 90-days. Nine projects, eight projects—

Kaiser: Yes. I know. They're doing a great job.

Savage: We'll go back to—let's move forward to Item No. 8C.

Kaiser: Again, this is list of the same eight projects, or nine projects. You want me to drop some of these? Do you guys find this information useful? It has the same projects in B and C, it just listed a little differently.

Savage: Personally, I think it's valuable. It has been a long day; I think everyone is a little tired but there is a lot of value to this.

Kaiser: Okay. I probably ask that every time anyway.

Savage: But, there's a lot of projects that have been very successful and dollars that were saved.

Kaiser: Yes.

Foerschler: I know LVP likes it because you're [inaudible] and I'm like, no can do.

Savage: I don't have any specific questions. Member Martin, any questions in Las Vegas?

Martin: No sir. I do want to congratulate the staff on focusing on this closeout process. This was mentioned earlier. I remember when we started this project, it was arduous, but nine projects in 90 days, is pretty doggone impressive. So, thank you.

Savage: Thank you, Member Martin. Let's move on to Agenda Item No. 8D.

Kaiser: 8D, That is just the list of our open contract sheet, our status of apparent open contracts. Are there any questions on these?

Savage: I just have one on 395, the Seismic RetroFit Project. Extensive—underneath the comments it says, extensive structure repair work.

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Kaiser: That was the Seismic job down on the Cradlebaugh Bridge, south of Carson. Rick?

Bosch: It's tough when you get into those types of projects to know how extensive the work is that needs to be done seismically. So, when we got in there, there was some additional substructure work that we had to do on that project. We're still in the process of closing that project out with Granite. There are some discussions going on about some differing site conditions, and stuff like that that we're working through with Granite right now.

Savage: Okay. Thank you, Rick. Any questions Member Martin?

Martin: Yes, Sir. On 3580, I see on the comments is right-of-way, utilities, earthwork, resequencing. Can you fill me in a little bit on that?

Terry: You want me to, this is John Terry?

Martin: Well, Mary can do it.

Terry: Mary?

Kaiser: Mary probably knows the most about those, those are all change orders.

Martini: So, this is Mary Martini, District 1. The contract is still in progress and we've had several change orders. The primary one addressed an overlap that occurred between Phase 1 and Phase 2. So, upon the change order, essentially made US-95 the division between Phase 1 and Phase 2. It outlined the work that would be done by Fisher under Phase 1, and what would be done by the RTC under Phase 2. Related to that, was some work around some of the utilities that needed to be moved that had been added to the Phase 1 contract, [crosstalk] a development process.

So, that work for Southwest Gas was being done by our contractor. It had effects on the overall schedule and there was also some risk allocation that was going on. So, that change order also addressed how the risk in allocation would happen and assign the cost accordingly. So at this point in time, we're finished with that work, we're finalizing the Frontage Road. As a matter of fact, we're projecting that the project will be done next spring and the turnover has actually taken place where the work that Phase 1 finished, and then needed to be turned over to Phase 2, that's already occurred because that happened in August. So, we're well on our way to being done.

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Terry: I would add too that—this is John Terry. One of the change orders although not the biggest dollar one, was what was talked about at the Board Meeting today, and that was changes which was a change order to the contractor to move the Frontage Road away from K&L in order to save money on the K&L acquisition.

Savage: Okay. Anything else, Member Martin?

Martin: On that note, you just made an interesting statement. So, we save money on the acquisition for K&L how much extra money did we spend paying Fisher for the relocation of the Frontage Road?

Terry: I would have to look and I can get back to you, Member Martin. I know we had to do a drainage box, and we had to move the Frontage Road and some utilities. I'll get back to you. I think it's in the range of \$1M, but we saved many millions on not having to do a total acquisition. I will get the exact number.

Martini: Again, this is Mary Martini, District 1. A couple of things happened with that change order. The K&L dirt was a factor, but it wasn't the only one. Part of what was going on in that area was that there was no access to the other side of the freeway. So, we were looking at a situation where, except for some spotty interchanges, even maintenance couldn't get on to the other side of the freeway. We've got utilities that cross, we've got drainage structures, et cetera. So, there was an overall agreement to address all of those issues.

The added bonus was, also, it took care of some issues around the settlement. So, when the cost is—there are two change orders, one is what John has addressed which is a little less than \$1M, and I don't remember the exact figure. Then, there is an additional one that puts the structural piece in place for the freeway fill, basically it's a hole through the fill. So, those are two different change orders and we can get you the final cost. Again, a lot of things were solved by that, and not just the K&L dirt issue.

Savage: Thank you, Mary. Are there any questions on Agenda Item No. 8D?

Martin: No questions from me.

Savage: Then let's move on to Agenda Item No. 8E, any partnering update?

Foerschler: Sharon Foerschler. So, I'm just going to throw it out there. Last year we had an agreement for informational reasons only, on the Transportation Board Agenda, for our partnering RFP that if FHWA gave us some grant money to do a study on

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partnering. That conference—what morphed out of that scope that came from FHWA, was putting on a conference to bring DOTs and contractors together to figure out what our best practices were for partnering. That conference was supposed to be in two weeks, we had to postpone it because we couldn't get participation from other DOTs because of travel restrictions, and traveling out of state.

We have a working group, we have a consultant on board assisting us with this and FHWA is involved. FHWA has committed to providing funding for travel. So right now, we have tentatively rescheduled it for April of next year, however, you are going to see in December, an Amendment to the agreement because they agreement—the current agreement with our consultant expires in December. In order to add the additional funds for travel, it's going to take that agreement over \$300K. When given the climate when that agreement went in front of the Board initially, we are concerned that we might not get approval. If we can't fund, somehow, other DOTs to travel for this conference, it's not going to happen.

Kaiser: That's how we would pay for those DOTs to travel?

Foerschler: Pay through the agreement, not through NDOT. We have our consultant who is managing the agreement—talked with FHWA last week, our local office, to see if there is maybe a flavor to try to get LTAP on board or some other mechanism to fund it. But, we are concerned.

Schneider: Why don't you speak to the funding source or all of that.

Foerschler: The funding source?

Schneider: For every candidate that you're about. It's not a discretionary type of money that NDOT is making a decision on.

Foerschler: No.

Schneider: So, that is the selling point for the Board. It seems like the Board would be concerned if it was discretionary federal funding where the Board can make a decision to spend it elsewhere.

Foerschler: It's not.

Schneider: Or, it's like the Board, it's either, we're going to let FHWA pay for this, or we're not. It's as simple as that.

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- Savage: That's what has to be voiced.
- Reid: Right.
- Savage: And communicated.
- Kaiser: Yes.
- Savage: Because it's—I had to question why wouldn't other DOTs travel, though. They get the money from the Feds anyway, so it's just one bucket. So, if they still keep the money from this buck over here and it's compensated—
- Terry: Believe me, we have the same problem. We're very limited on our State travel and it doesn't—yeah, it's not reimbursed.
- Schneider: So, it's a central funding source that FHWA headquarters—so it's not any states money. It's FWHA's discretion as to where they're going to apply it. So, it's just basically using NDOT as a conduit to be able to fund that other states travel. In my opinion, the Board should be totally unconcerned, other than is there any value in our own people attending the partnering session? I think that there is no question that there is.
- Kaiser: I agree with Len. We need to make sure that we explain that when that goes before the Board, that if the Board does not approve it then—
- Savage: It's just needs to be communicated, I think, and then what other conventions or informational partnering sessions are there in the spring of 2017 throughout the United States? Those are some of the things that you have to be aware of so that we get a good attendance, so that we do get the bang for the buck. Whether it's spent money or [crosstalk], we're all concerned about the value of what everybody is getting.
- Kaiser: Right.
- Schneider: What Sharon is saying is we were right about to host this conference. So, it had gone through a lot of studies on support groups in the agenda that they came up with it was excellent. This conference was about to be held. Everybody was good with it, and then at the end of the day, when registration opened, there just wasn't anybody registering because—especially the time of the year, and the limit on state funds for out of state travel amongst all the DOTs.



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Foerschler: We talked about it at AASHTO. I was in AASHTO back in August, and the DOTs all said, if you don't pay our funding we can't go. If they're not there, there is not the value for the scope as we defined it. Kicking this whole thing off and can't go any further.

Schneider: Really it's a determination made by FHWA, that's it's worth our money to get up there and totally fund this conference. We see value in a number of states attending, so they can learn from each other's best practices. So, we thought okay, this is a good expenditure of our funds, let's go down that path.

Kaiser: I want to thank the FHWA for making that decision because it is for a good cause and we do need partnering, we need to talk about it. So, it's very much needed.

Savage: I thank you too, as well fellas. It's about minimizing litigation and I think it's a good program. We've seen some results here, again, just with the new administration, just recently. So, I appreciate your support and FHWA. Okay. Let's move on to Item No. 9. If there is no public comment up here in Carson City, Las Vegas or Elko? I don't know if we need Agenda Item No. 10, or not. We can take a motion to move to Agenda Item No. 10?

Terry: I have nothing to report to the Committee unless Reid has been doing things and not telling me [laughter] which he normally does.

Savage: Okay. With that being said, I'll take a motion for adjournment.

Martin: So moved, Chairman.

Savage: I'll second. I thank everyone for their attendance today and their input. Have a good week.

Savage: See you all in December.

[end of meeting]

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Representative



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## MEMORANDUM

March 1, 2017

**TO:** Department of Transportation Board of Directors  
Construction Working Group

**FROM:** Rudy Malfabon, P.E., Director

**SUBJECT:** March 13, 2017 Construction Working Group Meeting

**Item #5:** Delivery method selection process

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### Summary:

The Construction Working Group (CWG) has requested information on the Department's process for selecting project delivery methods. The Department has three methods for delivering projects Design-Bid-Build, Design-Build, and Construction Manager at Risk (CMAR). The Pioneer Program Guidelines outline the process for selecting project delivery methods.

### Background:

The Nevada Revised Statutes (NRS) have been modified to include alternate delivery methods. In response the Department has developed the Pioneer Program Guidelines to implement the alternate delivery methods and includes a project delivery selection process.

### Analysis:

The presentation and discussion will review the project selection process used by the department and answer questions on the process and how it has been applied to projects.

### Recommendation for Board Action:

For information only.

### Prepared by:

John Terry, P.E., Assistant Director, Engineering/Chief Engineer

**Kaiser, Reid G**

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**Subject:** Item 01: Contractor Prequalification  
**Start Date:** Thursday, February 19, 2015  
**Due Date:** Monday, March 13, 2017

**Status:** Completed  
**Percent Complete:** 100%  
**Date Completed:** Monday, February 27, 2017

**Total Work:** 0 hours  
**Actual Work:** 0 hours

**Owner:** Kaiser, Reid G

Sent out new Contractor Past Performance Rating form to Northern Nevada AGC and Southern Nevada Contractors Association and have not received one question (as of February 27). Will go live on April 1.

**Kaiser, Reid G**

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**Subject:** Item 02: NDOT DBE Process and Workforce Development  
**Start Date:** Monday, November 10, 2014  
**Due Date:** Monday, March 13, 2017

**Status:** In Progress  
**Percent Complete:** 25%

**Total Work:** 0 hours  
**Actual Work:** 0 hours

**Owner:** Kaiser, Reid G

DBE update will be made at the meeting by Ms. Tracy Larkin-Thomason.

**Kaiser, Reid G**

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**Subject:** Item 03: As-Builts  
**Start Date:** Monday, September 14, 2015  
**Due Date:** Monday, March 13, 2017

**Status:** In Progress  
**Percent Complete:** 75%

**Total Work:** 0 hours  
**Actual Work:** 0 hours

**Owner:** Kaiser, Reid G

March 13, 2017: NDOT's contractor Aggregate Industries had an NTP of October 3<sup>rd</sup>, 2016. As of January 30 we are at working day 64 so approximately 20% of the Contract time (300 WD contract) is over. RE has been discussing with the contractor the As Built plans on a weekly basis and they are working on process to document what is needed in the final set.

September 13, 2016: Contract 3619R, SR604 Las Vegas Blvd, should be up for NDOT Board approval in September.

**Kaiser, Reid G**

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**Subject:** Item 04: CMAR Change Orders and Agreements  
**Start Date:** Monday, March 2, 2015  
**Due Date:** Monday, March 13, 2017

**Status:** In Progress  
**Percent Complete:** 50%

**Total Work:** 0 hours  
**Actual Work:** 0 hours

**Owner:** Kaiser, Reid G

March 13, 2017 (changes highlighted in yellow)

NDOT has 4 active CMAR Projects and one change order to report.

VVVV – Charleston Blvd.

3614 - Verdi Bridges

- ICE – Stanley Consultants (ICE Teams) - \$235,019.00
- Contractor – Granite Construction Company - \$398,000 + \$2,554,554.00 (GMP1)

EA73824 – Tropicana Escalators

- ICE – The Atkins Group - \$209,976.64 + \$86,491.00
- Contractor – The Whiting-Turner - \$289,911.0 + \$537,000.00 + \$30,463,209.00 (GMP) - \$160,000 (change order for Janitorial services that will be handled by District Staff)
- Design - Jacobs - \$1,300,000 + \$697,550
- LVCVA – \$19,612,863 (funding agreement)

SR28 – Bike Path (FLAP project)

- ICE – Stanley Consultants (ICE Teams) - \$338.686
- Contractor – Granite Construction Company - \$586,205 + \$4,331,331.00 (GMP#1)

June 6, 2016/September 12, 2016

NDOT has 3 active CMAR Projects and no change orders to report.

3614 - Verdi Bridges

- ICE – Stanley Consultants - \$235,019.00
- Contractor – Granite Construction Company - \$398,000 + \$2,554,554.00 (GMP1)

EA73824 – Tropicana Escalators

- ICE – The Atkins Group - \$209,976.64 + \$86,491.00
- Contractor – The Whiting-Turner - \$289,911.0 + \$537,000.00 + \$30,463,209.00 (GMP)
- Design - Jacobs - \$1,300,000 + \$697,550
- LVCVA – \$19,612,863 (funding agreement)

SR28 – Bike Path (FLAP project)

- ICE – Stanley Consultants - \$338,686
- Contractor – Granite Construction Company - \$586,205 + \$4,331,331.00 (GMP#1)

## Kaiser, Reid G

---

**Subject:** Item 05: NDOT Staff Update  
**Start Date:** Monday, March 14, 2016  
**Due Date:** Monday, March 13, 2017

**Status:** In Progress  
**Percent Complete:** 0%

**Total Work:** 0 hours  
**Actual Work:** 0 hours

**Owner:** Kaiser, Reid G

March 13, 2017: See attached information prepared by Allison Wall, Human Resources Manager and Melody Duley, Personnel Analyst 1.

September 2016: Permanent Vacancy rate – 11.7%  
Temporary Vacancy rate – 42.98%  
Overall Vacancy rate – 13.03%

Experience: 204 vacant positions, 399 (24.58%) on probation/trial period

Projected Retirements: 423 (24.16%) in next 5 years, 717 (41%) in next 10 years

June 2016: Kimberly King is now working for the State of Alaska, her replacement is Ms. Allison Wall. Ms. Wall will update the numbers above at our September CWG meeting.

March 2016: Permanent Vacancy rate – 12.5%  
Temporary Vacancy rate – 36.63%  
Overall Vacancy rate – 13.76%

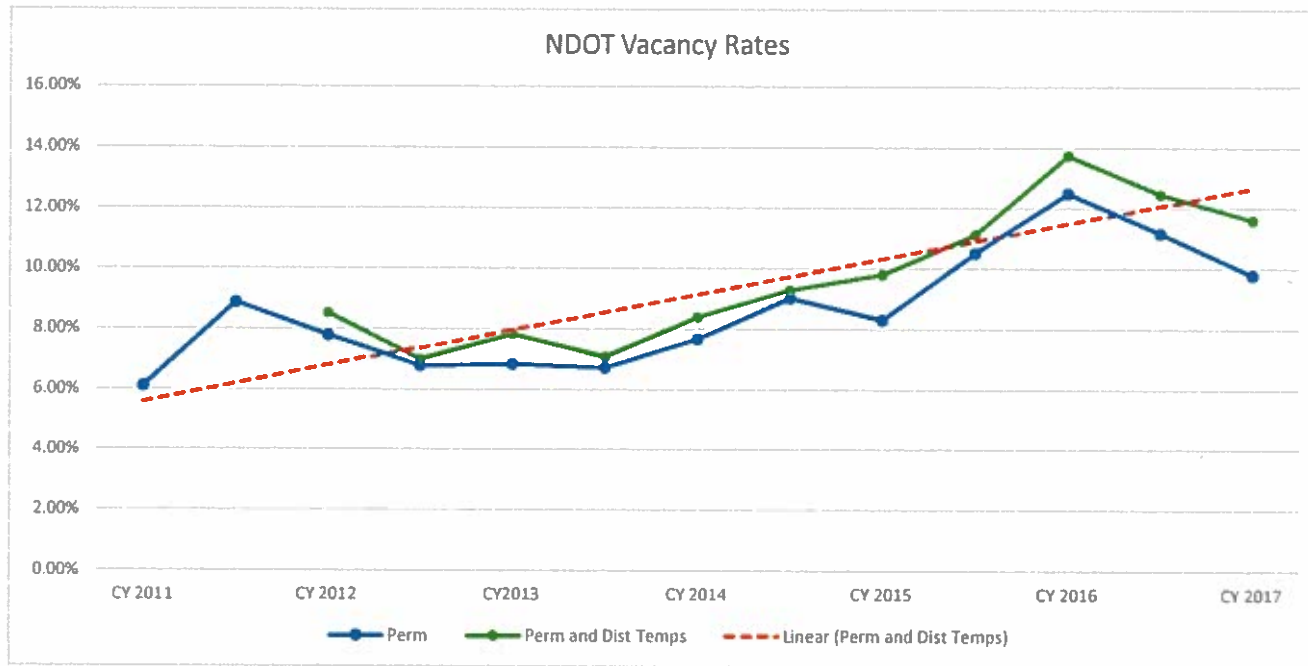
Experience: 229 vacant positions, 315 employees (19.65%) on probation/trial period

Projected Retirements: 414 (24%) in next 5 years, 729 (42%) next 10 years



	CY 2011		CY 2012		CY2013		CY 2014		CY 2015		CY 2016		CY 2017
	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
<b>Permanent</b>	1782	1782	1783	1784	1784	1784	1787	1785	1782	1827	1832	1827	1830
Filled	1673	1624	1644	1663	1662	1664	1650	1624	1634	1635	1603	1623	1651
Vacant	109	158	139	121	122	120	137	161	148	192	229	204	179
Vacancy Rate	6.12%	8.87%	7.80%	6.78%	6.84%	6.73%	7.67%	9.02%	8.31%	10.51%	12.50%	11.17%	9.78%
<b>District Temps</b>	--	--	94	74	93	78	96	78	95	79	101	90	109
Filled	--	--	73	65	68	66	75	66	59	59	64	55	63
Vacant	--	--	21	9	25	12	21	12	36	20	37	35	46
Vacancy Rate	--	--	22.34%	12.16%	26.88%	15.38%	21.88%	15.38%	37.89%	25.32%	36.63%	38.89%	42.20%
<b>Perm and Dist Temps</b>	--	--	1877	1858	1877	1862	1883	1863	1877	1906	1933	1917	1939
Filled	--	--	1717	1728	1730	1730	1725	1690	1693	1694	1667	1678	1714
Vacant	--	--	160	130	147	132	158	173	184	212	266	239	225
Vacancy Rate	--	--	8.52%	7.00%	7.83%	7.09%	8.39%	9.29%	9.80%	11.12%	13.76%	12.47%	11.60%

	CY 2011		CY 2012		CY2013		CY 2014		CY 2015		CY 2016		CY 2017
	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Perm	6.12%	8.87%	7.80%	6.78%	6.84%	6.73%	7.67%	9.02%	8.31%	10.51%	12.50%	11.17%	9.78%
Perm and Dist Temps			8.52%	7.00%	7.83%	7.09%	8.39%	9.29%	9.80%	11.12%	13.76%	12.47%	11.60%

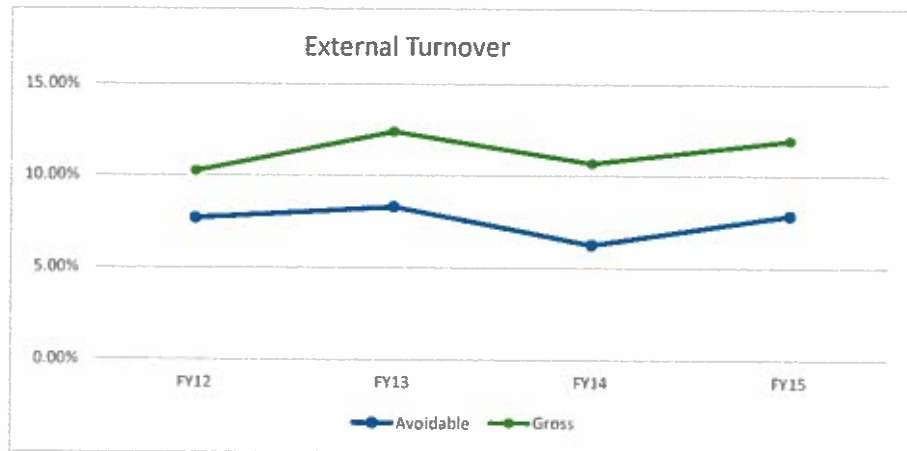
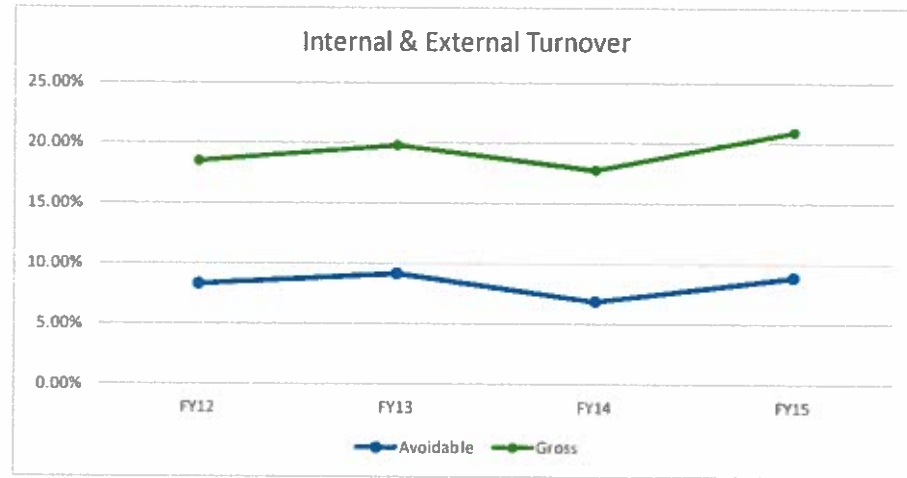


Internal & External Turnover	FY12	FY13	FY14	FY15
Avoidable	8.30%	9.16%	6.88%	8.87%
Gross	18.51%	19.79%	17.75%	20.95%

Includes separations from the agency, and internal turnover such as promotions, demotions, and transfers.

External Turnover	FY12	FY13	FY14	FY15
Avoidable	7.63%	8.25%	6.20%	7.79%
Gross	10.21%	12.38%	10.64%	11.91%

Includes only separations from the agency



## NDOT Human Resources (HR) Update for the CWG

### Current NDOT HR Recruitment Programs and Activities

- Accelerated Salary requests
- Job/Career Fairs at high schools, universities, and in the communities
- Free and paid ads on external websites
- Newspaper and radio ads in rural areas
- Social Media posts/ads on Facebook, Twitter, and LinkedIn
- Posters in rural areas
- Weekly email of job postings to recruiting partners, staffing agencies, and professional, civic, and community organizations
- Interviewing and Hiring training for supervisors
- New recruitment video program
- K-12 School Outreach program
- College Outreach program
- Public Service Intern program
- Rotating Engineer program

### Current NDOT HR Retention Programs and Activities

- College Degree Reimbursement program
- Local Technical Assistance Program (LTAP) Road Scholars program
- Flexible Work Schedules
- National Highway Institute Professional Engineering Education
- Online learning opportunities
- Premium Training Classes
  - NDOT Leadership Academy
  - Mindful Leadership
  - 7 Habits of Highly Effective People
  - Creating a Healthy Environment
  - Toastmasters

NDOT HR is continually evaluating best practices for recruitment and retention of quality employees. As resources are available, NDOT will continue to add programs.

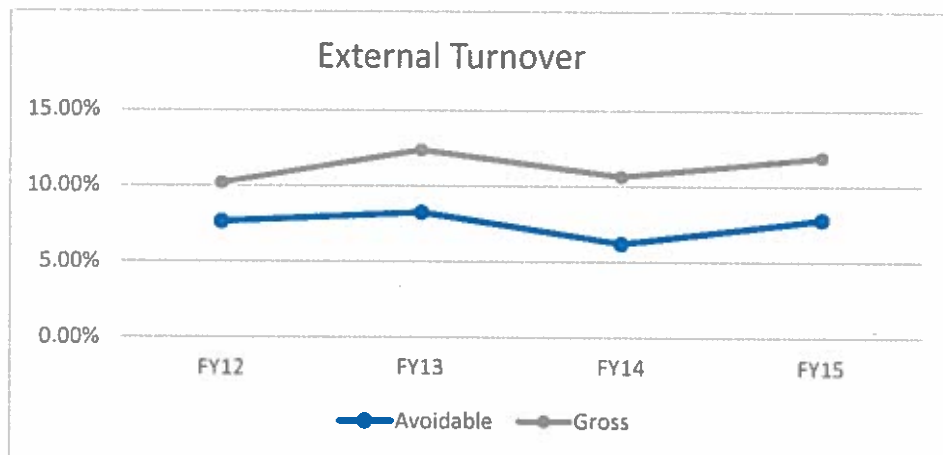
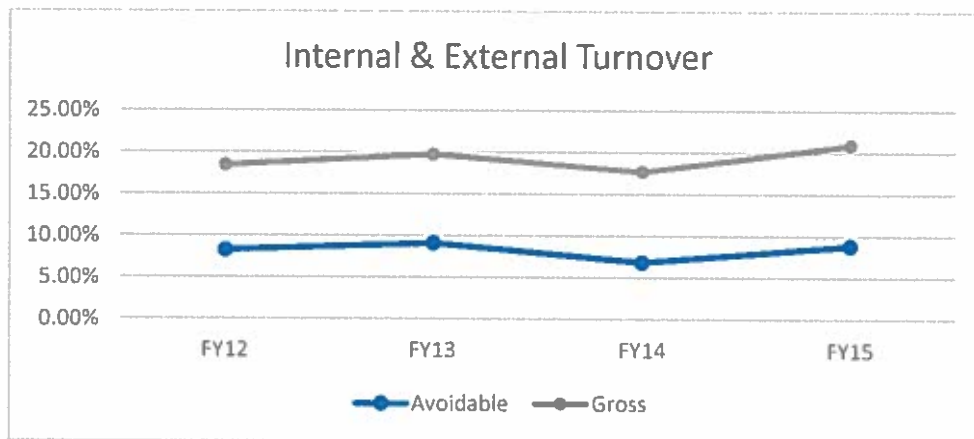
**Turnover Statistics**

Internal & External Turnover	FY12	FY13	FY14	FY15
Avoidable	8.30%	9.16%	6.88%	8.87%
<b>Gross</b>	<b>18.51%</b>	<b>19.79%</b>	<b>17.75%</b>	<b>20.95%</b>

Includes separations from the agency, and internal turnover such as promotions, demotions, and transfers.

External Turnover	FY12	FY13	FY14	FY15
Avoidable	7.63%	8.25%	6.20%	7.79%
<b>Gross</b>	<b>10.21%</b>	<b>12.38%</b>	<b>10.64%</b>	<b>11.91%</b>

Includes only separations from the agency

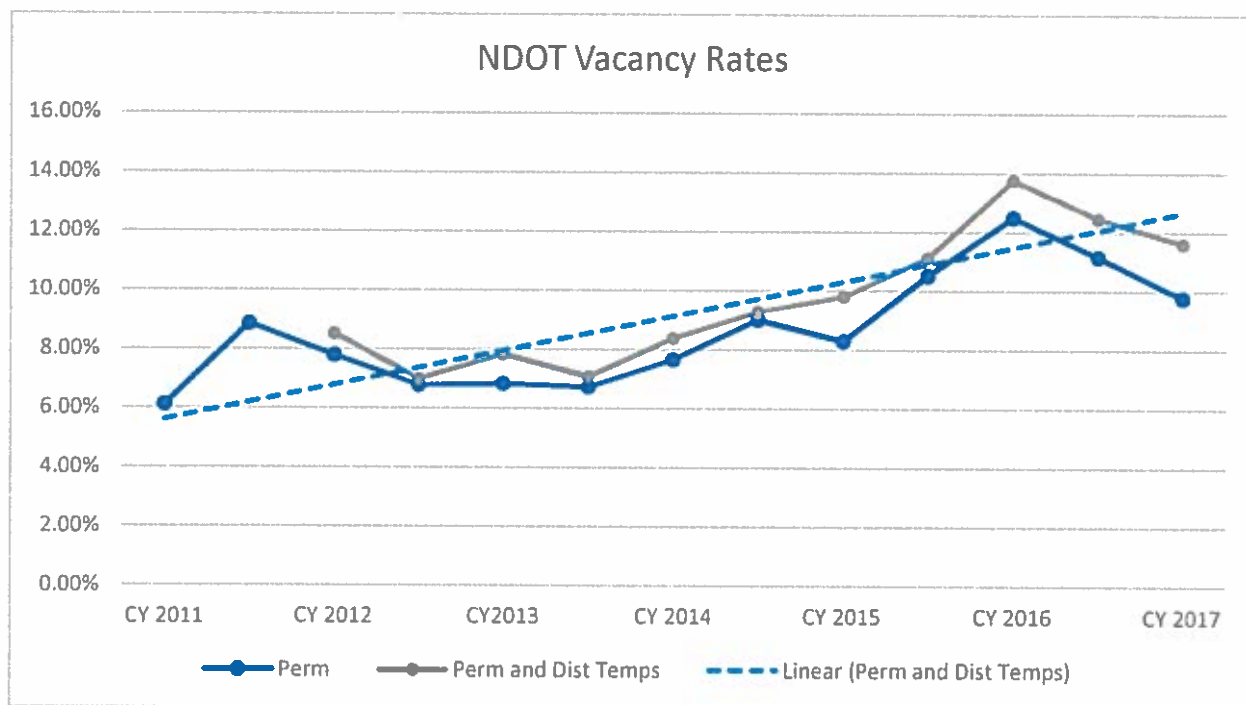


### Vacancy Statistics

	CY 2011		CY 2012		CY2013		CY 2014		CY 2015		CY 2016		CY 2017
	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
<b>Permanent</b>	1782	1782	1783	1784	1784	1784	1787	1785	1782	1827	1832	1827	1830
Filled	1673	1624	1644	1663	1662	1664	1650	1624	1634	1635	1603	1623	1651
Vacant	109	158	139	121	122	120	137	161	148	192	229	204	179
Vacancy Rate	6.12%	8.87%	7.80%	6.78%	6.84%	6.73%	7.67%	9.02%	8.31%	10.51%	12.50%	11.17%	9.78%
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<b>Perm and Dist Temp</b>	--	--	1877	1858	1877	1862	1883	1863	1877	1906	1933	1917	1939
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Vacant	--	--	160	130	147	132	158	173	184	212	266	239	225
Vacancy Rate	--	--	8.52%	7.00%	7.83%	7.09%	8.39%	9.29%	9.80%	11.12%	13.76%	12.47%	11.60%

	CY 2011		CY 2012		CY2013		CY 2014		CY 2015		CY 2016		CY 2017
	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
<b>Perm</b>	6.12%	8.87%	7.80%	6.78%	6.84%	6.73%	7.67%	9.02%	8.31%	10.51%	12.50%	11.17%	9.78%
<b>Perm and Dist Temps</b>			8.52%	7.00%	7.83%	7.09%	8.39%	9.29%	9.80%	11.12%	13.76%	12.47%	11.60%



## **Kaiser, Reid G**

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**Subject:** Item 06: Resident Engineer's project assignments  
**Start Date:** Monday, September 12, 2016  
**Due Date:** Monday, March 13, 2017

**Status:** In Progress  
**Percent Complete:** 75%

**Total Work:** 0 hours  
**Actual Work:** 0 hours

**Owner:** Kaiser, Reid G

Attached are construction project schedules for NDOT's Resident Engineers for each District.

DISTRICT 1 WORK PROGRAM

Crew (Consult Aug)	Contract/EA	Description	WORK DAYS	Estimate	Bid Amt	Doc/Bid/NTP	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017
							Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	
<b>901 - SAMIH ALHWAYEK</b>																			
NDOT CMAR	810-15	TROPICANA ESCALATORS (CMAR)	600	\$ 35,000,000	\$35,263,209	12/21/15 NTP													
	BETTERMENT	SR-156 SLOPE EROSION REPAIR W/GABION BASKETS				SOME TIME 2017													
	74016	SR-147 REMOVE TRENCH DRAIN REPAIR RDWY		\$ 630,000		4/5/17													
	3650	SR159, SR582, PED AND ADA IMPROVEMENTS		\$ 2,688,000		8/3/16													
	60681	CRAIG ROAD PED AND ADA IMPROVEMENTS		\$ 3,000,000		5/31/17													
	73879	TROPICANA AVE PH-2 DEAN MARTIN TO BLDR HWY		\$ 27,805,000		11/23/17													
	73983	I-515 ADA IMPROVE WAGONWHEEL TO CASINO CTR		\$ 917,000		3/29/17													
	73902	SR159 CHARLESTON MILL PAVE DURNGO TO RNBOW		\$ 6,925,000		NA													
	74055	MAINTENANCE STATIONS, CONSTR SW3P		\$ 430,000		7/12/17													
	60772	I-515 MILL AND FILL RAMPS		\$ 1,600,000		1/1/17													
	73980	SR-582(BLDR HWY) PED AND SAFETY IMPROVE		\$ 3,255,000		5/24/17													
	74006	DRAINAGE, WASH PAD, MICRO LV MAINT STA, SR578		\$ 3,300,000		10/18/17													
	73725	INTERSECTION IMPROVE, SR-589 @NELLIS, SR-612		\$ 1,782,000		3/29/17													
		<b>TOTAL</b>		<b>\$ 87,332,000</b>	<b>\$ 35,263,209</b>														
<b>902 - SAMI YOUSUF</b>																			
	3607	US95 widen shoulder flatten slopes construct pass lanes	150		\$14,141,141	1/11/2016 NTP													
	3628	US 6 FROM US-95 TO 1.1 MI W OF MILLERS RDSIDE PRK	250	\$ 21,800,000	\$21,800,000	7/11/2016 NTP													
	73687	STARR INTERCHANGE		\$ 59,000,000		5/31/17													
	60740	US-6 CHIP SEAL AND FLUSH ES AND NYE COUNTY		\$ 1,078,000		12/28/16													
	73917	SR-169 LOGANDALE ROAD MP 21TO 22 RECONSTRUCT		\$ 2,460,000		1/25/17													
	4-03449	SR-612 MILL/FILL VARIOUS LOCATIONS		\$ 500,000		NA													
	4-03450	SR-578 MILL/FILL VARIOUS LOCATION		\$ 2,000,000		NA													
	4-03452	SR-589 MILL/FILL VARIOUS LOCATIONS		\$ 1,500,000		NA													
	6-03222	FRCLO2 MILL/FILL UNDER I-15		\$ 1,000,000		NA													
	60759	US-93 MICROSURFACING MP 92 TO 95 IN CALIENTE		\$ 420,000		2/8/17													
		<b>TOTAL</b>		<b>\$ 89,758,000</b>	<b>\$35,941,141</b>														
<b>903 - STEVEN CONNER</b>																			
DCS AUGMENT	3629	WIDEN I-15 CRAIG TO SPDWAY PCKG A, C, D CL48-53	370	\$ 33,800,000	\$33,800,000	10/31/16 NTP													
	3639	SR-317 REPAIR ROAD & DRAINAGE RAINBOW CANYON	80		\$3,393,465	12/12/16 NTP													
	60688, 73644	US93 COLD IN PLACE RECYCLE CL54.69 TO CL68.05		\$ 17,000,000		3/22/17													
	60712	I-15 FROM APEX TO LOGANDALE-FAST PKG H1 & H2		\$ 5,500,000		3/22/17													
		I-15 AT US-93 CONSTRUCT GARNET INTERCHANGE		\$ 4,287,000		NA													
	73536, 73978	I-15 CC-215 NORTHERN INTERCHANGE		\$ 6,534,000		6/5/19													
	73901	REPAIR ROAD DAMAGE AT RAINBOW CANYON SR317		\$ 3,035,000		4/20/16													
		<b>TOTAL</b>		<b>\$ 70,156,000</b>	<b>\$37,193,465</b>														
<b>906 - DON CHRISTIANSEN</b>																			
CM WORKS AUGMENT	3613	SR-160 PHASE 1 WIDEN TO 4 LANES CL10.8-CL16.6	300	\$ 16,458,000	\$16,458,854	2/1/2016 NTP													
	3630	SR-160 WIDEN TO 4 LANES RAINBOW TO CALVADA	90	\$ 3,494,000	\$3,494,000	7/6/2016 NTP													
	3645	SR372 AT PAHRUMP VALLEY ROUNDABOUT	140	\$ 5,000,000	\$4,046,000	10/3/16 NTP													
	60737	SR-160 3R, PAHRUMP JOHNNIE CURVE, INT MODIFY		\$ 10,913,000		9/21/16													
	60785, 74049	SR-160 3R, MT. SPRGS SUMIT TO NY CO LINE(EB ONLY)		\$ 22,000,000		12/12/17													
	73395	SR-160, WIDEN MTN SPRINGS SUMMIT TO RED ROCK		\$ 10,416,000		3/13/17													
	60748	SR-160 PHASE 2 WIDEN SR-160 CL16.5 TO CL22.2		\$ 52,000,000		11/22/17													
		<b>TOTAL</b>		<b>\$ 120,281,000</b>	<b>\$23,998,854</b>														
<b>914 - NEIL KUMAR</b>																			
RTC/NDOT/DCS AUGMENT	CL-2014-149	BLDR CITY BIPASS I-11 DESIGN/BUILD FOR RTC		\$ 275,000,000		NTP FEB 2015													
HDR AUGMENT	73887	CONSTRUCT PED BRIDGE AT PEBBLE ROAD		\$ 2,327,000		2/8/17													
		CONSTRUCT SIGNAL, SDWALK, PATH SR-146 HEND		\$ 528,000		7/30/15													
	73899	TRAFFIC SIGNAL IMPROVE INTERSECTIONS IN CNLV		\$ 576,000		8/17/16													
	73892	CONSTRUCT PATH-COTTONWOOD RD-SEARCHLIGHT		\$ 533,000		7/19/17													
	73906	CONSTRUCT PATH-SR582 BLDR HWY		\$ 1,269,000		8/10/16													
	73501	INTERSECTION IMPROVEMENTS, SR159 CHARLESTON		\$ 7,141,000		7/12/17													
	73716	INTERSECTION IMPROVEMENTS, SR574 CHEYENNE		\$ 3,185,000		5/10/17													
	73775	CONSTRUCT RIGHT TURN LANES, SR574, CHEYENNE		\$ 956,000		5/10/17													
	73766	INSTALL FIBER VALLE VERDE WINDMILL TO HORIZION		\$ 2,388,000		8/8/16													
		CITY WIDE MILL AND OVERLAY, SLURRY SEAL, WIDEN		\$ 3,530,000		8/5/15													
	73853	PURCHASE/INSTALL BIKE LOCKERS AND RACKS		\$ 578,000		5/1/17													
	73847	CONSTRUCT PED BRIDGE OVER SUMMERLIN PKWY		\$ 2,631,000		5/1/18													
	73881	CONSTRUCT SHARED PATH RIVER MTN LOOP TRAIL		\$ 420,000		5/10/17													
	73870	INTERSECTION IMPROVE SR-574, N. 5TH, CHEYENNE		\$ 4,000,000		1/24/18													
	73851	SIGNAL INSTALL, N. 5TH, GOWAN, LN. MTN, ANN RD		\$ 1,789,000		3/1/17													
		INSTALL FIBER OPTIC PECOS RD I-215 TO SUNSET		\$ 1,014,000		7/1/15													
	73767	INTERSECTION IMPROVE AT SAHARA, CHARLESTON		\$ 1,427,000		1/18/17													
	73739	CONSTRUCT BUS TURNOUTS SR-612 NELLIS BLVD		\$ 1,660,000		3/2/18													

DISTRICT 1 WORK PROGRAM

Crew (Consult Aug)	Contract/EA	Description	WORK DAYS	Estimate	Bid Amt	Doc/Bid/NTP	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017
							Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
		AMARGOSA TRAIL PED BRIDGE		\$ 210,000		8/12/15												
	73956	CONSTRUCT SHARED USE PATH CITY OF HENDERSON		\$ 722,000		8/10/16												
	60647	PUEBLO BLVD. CONSTRUCT SHARED USE PATH		\$ 722,000		8/10/16												
	60761	COH COLLEGE AREA TRAIL CONNECTOR		\$ 210,000		3/15/17												
	60706	PURCHASE 5 ELECTRIC VEHICLES COH		\$ 194,000		2/18/16												
	60709	COH PURCHASE 2 SWEEPERS		\$ 631,000		12/2/15												
	60707	COH PURCHASE 15 CHARGING STATION		\$ 43,000		12/16/15												
	6-03205	I-215 CONSTRUCT SHARED USE PATH		\$ 1,362,000		4/17/17												
	73981	CONSTRUCT SHARED USE PATH CITY OF HENDERSON		\$ 580,000		4/19/17												
	6-03199	ERIE AVENUE - CONSTRUCT PEDESTRIAN BRIDGE		\$ 1,154,000		7/26/17												
	74002	ADCOCK ELEMENTARY SCHOOL SIEWALK, X-WALK		\$ 1,042,000		8/31/17												
		CONNECT 2 MULTI USE TRAILS IN CITY OF HENDERSON		\$ 1,185,000		8/10/16												
	60747	SR-159, CHARLESTON BLVD. AT LAMB BLVD. INT IMPR		\$ 1,185,000		8/10/16												
	74004	GREEN BICYCLE LANE INTERSECTIONS CLV		\$ 746,000		11/15/17												
		CLV CONSTRUCT TROPICAL PKWY I-15/215 TO LINN LN		\$ 745,000		11/1/17												
	73908	CONSTRUCT 4 LANE ROAD TROPICAL PARKWAY		\$ 5,878,000		4/12/17												
		CLV RIGHT TRN LN IMPROVE AT SR-159/TORREY PINES		\$ 2,162,000		2/1/18												
	73977	COH PEDESTRIAN FLASHERS VARIOUS LOCATIONS		\$ 342,000		3/15/17												
	74030	I-515 @CHARLESTON CMAR		\$ 10,000,000		7/8/19												
	73818	SR-582 CONSTRUCT SHARED USE PATH		\$ 2,322,000		8/10/16												
	73892	VARIOUS TRAFFIC SIGNAL IMPROVEMENTS CNLV		\$ 526,000		8/18/16												
	60760	PURCHASE 8 DIESEL STREET SWEEPERS		\$ 1,684,000		8/31/16												
	60763	PURCHASE 15 ELECTRIC VEHICLES		\$ 1,590,000		8/31/16												
	60764	PURCHASE 15 CHARGING STATIONS		\$ 129,000		8/31/16												
	73849	SR159 INT IMPROVE AT COMM COLL, TENAYA, OTHERS		2163000		2/1/18												
		<b>TOTAL</b>		<b>\$ 317,822,000</b>														
<b>915 - MARTIN STRGANAC</b>																		
<b>DCS AUGMENT</b>	3624	PROJECT NEON PHASE 1	1338	\$ 559,400,000	\$559,400,000	11/16/15 NTP												
		<b>TOTAL</b>		<b>\$ 559,400,000</b>	<b>\$559,400,000</b>													
<b>916 - TIM RUGULEISKI</b>																		
<b>DCS AUGMENT</b>	3580	US-93 BLDR. CITY BYPASSPHASE 1	660	\$ 82,999,000	\$82,999,999	5/11/2015 NTP												
	73925	US-93 GATEWAY SIGNS AT HOOVER DAM		\$ 283,000		5/3/17												
	1-03384	I-11 RESIGNING		\$ 300,000		7/26/17												
	73797	I-515 SEISMIC RETROFIT AND BRIDGE DECK REHAB		\$ 28,700,000		4/3/18												
	73919	US-95 MILL/OVERLAY CA STATE LINE TO CL17.4		\$ 18,965,000		3/22/17												
	60689	US-95 ITS INSTALL CA STATE LINE TO BLDR CITY		\$ 5,000,000		8/6/17												
	60770	REPLACE STRCTR B-425, SR361 @PETRIFIEDWASH		\$ 500,000		11/15/17												
	74026	REPLACE STRCTR I-1899, SR582 @BLDR HWY HEND		\$ 2,160,000		11/22/17												
	74059	SLOPE STABILIZE I-15 NORTH DESIGN BUILD		\$ 4,085,000		5/1/17												
	74058	SR-163, PAVE DITCH MP CL18.50 W OF LAUGHLIN		\$ 426,000		5/3/17												
		<b>TOTAL</b>		<b>\$ 143,418,000</b>	<b>\$82,999,999</b>													
<b>926 - ABID SULAHRIA</b>																		
<b>CA GROUP AUGMENT</b>	3583	US-95 PH3A N/E & W/S RAMS AND S/B COLLECTOR	400	\$ 39,200,000	\$39,200,000	8/8/2015 NTP												
	60702	US95 Widen from Durango to Kyle Canyon Road		\$ 80,000,000		5/31/17												
	60801	US-95 PH3C WIDEN US 95@MP88 AND CC215@MP37-39		\$ 61,200,000		1/15/21												
	CONST953D	US-95 PH3D CONNECT SKY POINTE, RAMPS, C/D RDS		\$ 68,200,000		1/15/24												
	CONST953E	COMPLETE CC215 & RECONSTRUCT REPROFILE		\$ 33,100,000		1/15/27												
	73916	SR574, CHEYENE SCOTT ROBINSON TO ENGLESTAD		\$ 52,000		3/29/17												
		<b>TOTAL</b>		<b>\$ 281,752,000</b>	<b>\$39,200,000</b>													
<b>CONSULTANT ADMIN</b>																		
<b>AECOM ADMIN</b>	3619	SR604-LAS VEGAS BLVD. FROM CAREY TO CRAIG		\$ 17,295,000	\$ 17,295,000	7/28/16												
<b>TO BE DETERMINED</b>	60668	SR-147 LAKE MEAD FROM CIVIC CTR TO PECOS RD		\$ 6,800,000		5/3/17												
		<b>TOTAL</b>		<b>\$ 24,095,000</b>	<b>\$17,295,000</b>													
<b>NO RE AVAILABLE</b>																		
		UPRR X-ING CONCRETE REPLACE YUCCA, BLDR. CITY		\$ 75,000														
	BETTERMENT	UPRR X-ING YUCCA STREET, CNLV		\$ 126,000		1/13/16												
	73992	UPRR CROSSING IMPROVE, CITY PARKWAY		\$ 227,000		1/18/17												
	74053	UPRR CROSSING IMPROVE, EL CAMPO GRANDE		\$ 193,000		2/22/17												
	74050	UPRR CROSSING IMPROVE, MITCHELL STREET		\$ 660,000		2/22/17												
	74054	UPRR CROSSING IMPROVE, ECCLES IN CALIENTE		\$ 426,000		9/13/17												
		<b>TOTAL UNASSIGNED</b>		<b>\$ 1,707,000</b>	<b>\$0</b>													
		<b>GRAND TOTAL</b>		<b>\$1,694,014,000</b>	<b>\$831,291,668</b>													









**Kaiser, Reid G**

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**Subject:** Item 07: Unbalanced Bidding  
**Start Date:** Monday, September 14, 2015  
**Due Date:** Monday, March 13, 2017

**Status:** In Progress  
**Percent Complete:** 75%

**Total Work:** 0 hours  
**Actual Work:** 0 hours

**Owner:** Kaiser, Reid G

Nothing new to report.

**Kaiser, Reid G**

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**Subject:** Item 08: Construction and Project Management Divisions Agreements  
**Start Date:** Monday, March 14, 2016  
**Due Date:** Monday, March 13, 2017

**Status:** In Progress  
**Percent Complete:** 50%

**Total Work:** 0 hours  
**Actual Work:** 0 hours

**Owner:** Kaiser, Reid G

Construction Consultant Agreement Summary  
Calendar Year 2013 - 2016

Updated: 2/8/2017

Service	2013	2014			2015								2016						Total Paid to Date to Consultant
	Construction Management	Construction Admin.	Construction Manager	Construction Admin.				Full Administration	Construction Management				Construction Management						
	Biological Oversight	Other Programs	Crew Augmentation	Other Programs					Crew Augmentation				Crew Augmentation			Other Programs	Crew Augmentation	Full Administration	
Agreement #	P267-13-040	P132-14-040	P551-14-040	P373-15-040	P042-15-040	P014-15-040	P428-15-040	P102-15-040	P135-15-040	P430-15-040	P480-15-040	P532-15-040	P083-16-040	P248-16-040	P301-16-040	P348-16-040	P635-16-040	P636-16-040	
Contract #			3580					3585	3583		3624	3624	3609 & 3615	3629	3583				
Federal Fund Participation	0%	0%	95%	0%	0%	100%	0%	95%	95%	0%	95%	95%	95%	95%	33%	0%	0%	0%	
Description	Biological Svcs	P6 Training	BCBP Phase 1	RE Academy	DRBF Training	Partnering Best Practices	SR 604	Carson City Freeway	US 95 Phase 3A	USA Pkwy	Neon	Neon Testing	I 80 Elko	I-15 Craig to Speedway	SR 160 Phase 1	IA Testers in each District as needed	Provide RE to Augment C914 for District 1 LPA	Provide RE for District 2 LPA Project	
Execution Start Date	11/13/2013	12/18/2014	4/29/2015	12/30/2015	May 29, 2015	August 31, 2015	April 5, 2016	8/10/2015	8/7/2015	3/23/2016	1/12/2016	May 17, 2016	June 22, 2016	#####	9/29/2016	11/17/2016	11/28/2016	11/29/2016	
Termination Date	June 30, 2018	12/31/2017	12/31/2018	June 30, 2019	April 15, 2019	12/31/2017	June 30, 2018	#####	May 31, 2017	1/31/2018	June 30, 2020	June 30, 2020	10/31/2017	#####	8/31/2017	12/31/2017	May 31, 2019	May 31, 2019	
Total Agreement	\$2,287,747	\$261,020	\$7,967,879	\$296,082	\$155,800	\$299,800	\$3,979,350	\$2,974,925	\$2,748,253	\$5,105,170	\$15,218,706	\$5,151,917	\$1,932,409.04	\$3,845,882	\$959,723	\$297,489	\$298,110	\$298,600	
Total per Firm:																			
4 Leaf Consulting			s \$899,629																\$899,629
Atkins		P \$261,020	s \$147,390	P \$296,082															\$344,369
ACI															s \$222,745				\$35,899
Aztec												P \$5,151,917		s \$664,262					\$557,866
B & E	P \$2,287,747	\$2,287,747																	\$1,121,544
CA Group								P \$1,425,867										P \$298,600	\$935,372
CDM Smith			s \$2,589,154																\$1,119,718
CEEC							s \$115,000					s \$3,990,934							\$572,408
CME																s \$99,000			\$0
CM Works							s \$149,100									P \$506,733			\$75,307
DCS			P \$3,391,552				s \$811,899			s \$1,739,517	P \$7,921,771		P \$1,932,409	P \$2,321,635					\$5,948,597
Resolution Board Foundation					P \$155,800														\$55,599
Earth Safety Dynamics			s \$219,820																\$160,253
HDR										P \$3,158,983							P \$298,110		\$957,862
Horrocks														s \$859,985					\$957,862
Jacobs											s \$890,393								\$0
Kleinfelder			s \$555,494																\$25,214
McArthur & Associates			s \$164,840																\$116,380
Ninyo & Moore																P \$198,489			\$0
NOVA															s \$230,245				\$38,585
Parsons								P \$2,974,925											\$2,290,458
QTCS										s \$206,670									\$99,786
RHA, LLC					P \$299,800														\$123,621
Slater Hanifan Group									s \$1,222,386										\$709,813
Stanley							s \$28,600					s \$452,190							\$13,340
TriCore Surveying									s \$100,000										\$50,038
URS							P \$2,874,751					s \$1,963,419							\$1,069,698
<b>Total Paid to Date per Agreement:</b>	<b>\$1,121,544</b>	<b>\$194,396</b>	<b>\$4,486,320</b>	<b>\$113,516</b>	<b>\$55,599</b>	<b>\$123,621</b>	<b>\$820,482</b>	<b>\$2,290,458</b>	<b>\$1,695,223</b>	<b>\$1,744,428</b>	<b>\$2,115,336</b>	<b>\$518,960</b>	<b>\$1,154,586</b>	<b>\$200,863</b>	<b>\$149,790</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	

P = Prime  
s = sub consultant





**AGC/NDOT COMMITTEE**  
**12:00 p.m., Friday, January 6, 2017**  
**NAM Training Room**

**AGENDA**

1. Self-Introductions
2. Review minutes of previous meeting dated Friday, September 16, 2016
3. Highway Fund Update – **Rudy Malfabon**
  - a. Continuing Resolution Impact to NDOT
  - b. Fuel Revenue Indexing Impact to NDOT
  - c. Lack of Projects in Northern Nevada
4. Twelve Month Project List – **John Terry**
5. NDOT Stormwater Division – **David Gaskin**
  - a. Specification Update
6. Contractors Past Performance – **Sharon Foerschler**
7. Partnering Program Update – **Lisa Schettler**
  - a. Partnering Awards
  - b. Partnering Conference
8. Workforce Development Update – **Craig Madole**
9. District(s) Update – **Thor Dyson/Mario Gomez**
10. Personnel Changes – **Rudy Malfabon**
11. Project Closeout – **Sharon Foerschler**
12. Potential Flood Response – **NDOT**
13. Potential Flood Response – **Reno/Sparks – Russ Peterson**
14. Upcoming AGC Events
  - a. Impact of Marijuana on Employers Seminar – 11:30 a.m., Wednesday, January 11, 2017 – AGC
  - b. Annual Business Meeting – 7:00 a.m., Tuesday, February 7, 2017 – AGC Office
  - c. AGC SIR Awards Dinner – 6:00 p.m., Thursday, February 16, 2017 – Eldorado
  - d. AGC President’s Luncheon – 11:30 a.m., Friday, February 24, 2017 – Peppermill
15. Other
16. Next meeting tentatively scheduled for 12:00 noon, TBD

cc: Trish Bullentini-Kuzanek  
 President  
 Dan LeBlanc, Chair  
 Kurt Matzholl, Vice Chair  
 Travis Brandt  
 Chris Burke  
 Jack Byrom  
 Jim Cain  
 Daniel Caldwell  
 Sergio Callegari  
 Mark Casey  
 Matt Cates  
 Jason Clack  
 Keith Compbel  
 Fred Courier  
 Marty Crew  
 Emma Crossman  
 Don Crowell  
 Randy Cunningham  
 Bill Darnell

Jon Del Santo  
 Vance DeMars  
 Jim Dodson  
 Ruedy Edgington  
 Jeff Freeman  
 Jason Fritz  
 Robert Gelu  
 Maverick Gibbons  
 Louis Ginocchio  
 Shane Glenn  
 Dan Gotta  
 Matt Gotta  
 Mike Grock  
 Kevin Hamilton  
 Buzz Harris  
 Will Hellickson  
 Tom Herschbach  
 Scott Hiatt  
 Ross Hiserodt  
 Craig Holt

Justin Ivory  
 George Jordy  
 Caleb Juve  
 Brandon Kingsolver  
 Jim Kock  
 Brian Kulpa  
 Kyle Larkin  
 Verdie Legg  
 Kevin Linderman  
 Mark Liske  
 Tom Massaro  
 Barry McKeegan  
 Steve Moon  
 Tina Mudd  
 Doug Olsen  
 Dan Peterson  
 Taylor Polan  
 Cale Pressey  
 Max Ravazzolo  
 Brian Roll

Mike Rooley  
 Paul Schneider  
 Jeff Shapiro  
 Paul Shogren  
 Lee Smithson  
 Art Sperber  
 Shawn St. Jacques  
 Jesse Steverman  
 Rich Stoltz  
 Dean Stone  
 Gregg Sutton  
 Ray Taft  
 Kathleen Taylor  
 Jack Tedford  
 Dave Titzel  
 Brian Wacker  
 Ron Weber  
 Marc Wheeler



**AGC/NDOT COMMITTEE**  
**12:00 p.m., Friday, September 16, 2016**  
**Nugget – Bonanza Ballroom**

**DRAFT MINUTES**

1. Meeting was called to order by Kurt Matzoll at 12:28 p.m. and those present introduced themselves.
2. Minutes of previous meeting dated Friday, June 17, 2016 were reviewed and accepted as presented.
3. NDOT Assistant Director John Terry provided an update on the Highway Fund. Mr. Terry discussed that the budget proposed by the US House of Representatives contains a rescission to the Highway Fund of \$2 billion. The US Senate budget does not contain the rescission. The impact of this proposal would be in excess of \$20 million to Nevada if accepted.
  - a. A discussion was held on the apparent lack of projects in Northern Nevada in the upcoming year. The condition of pavement preservation and new construction were both topics of conversation.
4. Mr. Terry provided members of the committee with NDOT's Twelve Month Project List. Mr. Terry highlighted several upcoming projects. The committee was reminded that the list is subject to change based on a change in Transportation Board priorities.
5. NDOT Deputy Director David Gaskin provided an update on the NDOT Stormwater Division. Mr. Gaskin introduced Alan Tinney and Mike Simmons to discuss specification changes to Section 637 of the Silver Book. Committee members were provided a draft of the new specification with markups and a draft of the new SWPPP. Mr. Simmons discussed the potential for contractors to allow the NDOT Stormwater Division to file the Notice of Termination with NDEP. Mr. Simmons noted that a Contractors Bulletin would be issued in October to solicit input on the suggested changes.
6. NDOT Assistant Director Reid Kaiser updated members on NDOT Legislative Priorities for the 2017 Legislature. Mr. Kaiser discussed NDOT's support of a move over law in Nevada. NDOT would like to see legislation require mandatory move over for construction zones and repair work. NDOT will also be seeking to allow for the placement of conduit in NDOT right of way to support future expansion of fiber optic cable.
7. AGC Legislative Priorities were discussed. Two bill draft requests are being solicited by AGC. One would require public owners to make monetary payment to contractors for owner caused delays in construction projects. The second BDR would clarify listing of subcontractors on public works and create a standardized form for the listing of subcontractors. It was noted that AGC would be supporting the extension of the CMAR sunset for four additional years.
8. Mr. Kaiser presented a revised CPPR Form. Mr. Kaiser highlighted that the qualification would remain the same as the past form, however, the contractor would be consulted and offered an opportunity for review with the District Engineer if requested.
9. FHWA representative Paul Schneider updated committee members on Smarter Work Zones. FHWA and NDOT are seeking contractors to become involved in proposing and implementing technological solutions to uniform patrols in work zones. FHWA will be hosting a meeting in Carson City in late October or early November on this issue.
10. Lisa Schettler updated the committee on the Partnering Program. The FHWA Partnering meeting to be hosted in the Reno/Sparks area is being rescheduled. NDOT will coordinate with AGC to ensure new meeting dates are widely disseminated.
  - a. FHWA Partnering Meeting – Rescheduled
  - b. DRT Update

11. An executive summary of the NDOT Freight Program funded through the FAST Act was provided to the committee. Members were made aware of website locations where more information may be discovered.
12. Mr. Kaiser briefly covered six initiatives for Workforce Development in which NDOT is collaborating on. Construction career days, construction camps and internships for high school students are all being considered to develop a future workforce.
13. Thor Dyson provided an update on District II. Glendale Avenue is anticipated to bid this November. Northern Nevada has completed the majority of special events for 2016 and work should see minimal, if any, additional impacts. District II has 40 open positions currently. Truck drivers will be a critical need in the winter months for the District.
14. Mr. Matzoll reminded committee members of the following upcoming AGC Events:
  - a. AGC Flu Shot Event – 11:00 a.m.-1:00 p.m., Friday, September 23, 2016
  - b. AGC Wolf Pack Tailgate – Time TBA, Saturday, October 8, 2016
  - c. AGC Membership Networking Breakfast – 7:00 a.m. – 8:30 a.m., Wednesday, October 12, 2016
  - d. Impact of Legalized Recreational Marijuana on Employers Seminar – 1:00 p.m.-3:00 p.m., Wednesday, October 19, 2016
  - e. Construction Career Day – 10:00 a.m. – 4:00 p.m., Tuesday, October 25, 2016
19. Under other business, Mr. Kaiser encouraged contractors to attend and participate in the Construction Working Group meetings held immediately after the conclusion of NDOT Board Meetings.
20. The next meeting tentatively scheduled for 12:00 noon, Friday, December 2, 2016.
21. There being no further business, the meeting was adjourned at 1:20 p.m.

cc: Trish Bullentini-Kuzanek President  
 Dan LeBlanc, Chair  
Caleb Juve, Vice Chair  
 Travis Brandt  
 Chris Burke  
Jack Byrom  
 Jim Cain  
 Daniel Caldwell  
 Sergio Callegari  
 Mark Casey  
 Matt Cates  
 Jason Clack  
 Keith Compel  
 Fred Courier  
 Marty Crew  
 Emma Crossman  
 Don Crowell  
 Randy Cunningham  
 Bill Darnell  
 Jon Del Santo  
 Vance DeMars  
 Michele Dennis  
 Jim Dodson  
 Ruedy Edgington  
 Jeff Freeman  
 Jason Fritz  
Robert Gelu  
 Maverick Gibbons  
 Louis Ginocchio  
 Shane Glenn  
Dan Gotta  
 Matt Gotta  
 Mike Grock

Kevin Hamilton  
 Buzz Harris  
Will Hellickson  
Tom Herschbach  
 Scott Hiatt  
 Ross Hiserodt  
 Craig Holt  
 Justin Ivory  
George Jordy  
 Jim Kock  
 Brian Kulpa  
 Kyle Larkin  
 Verdie Legg  
Kevin Linderman  
 Mark Liske  
 Tom Massaro  
 Barry McKeegan  
 Steve Moon  
 Tina Mudd  
 Doug Olsen  
 Dan Peterson  
Taylor Polan  
Cale Pressey  
 Max Ravazzolo  
 Brian Roll  
Mike Rooley  
 Paul Schneider  
Jeff Shapiro  
Paul Shogren  
 Lee Smithson  
 Art Sperber  
 Shawn St. Jacques  
 Jesse Steverman

Rich Stoltz  
 Dean Stone  
 Gregg Sutton  
 Ray Taft  
 Kathleen Taylor  
 Dave Titzel  
 Brian Wacker  
Ron Weber  
 Marc Wheeler

NDOT:  
 Sonnie Braih  
Thor Dyson  
Reid Kaisen  
David Gaskin  
Mario Gomez  
Stephen Lani  
Lisa Schettler  
Michael Simmons  
Darin Tedford  
John Terry  
Alan Tinney

Also Present:  
Brett Amesbury  
Jeff Bean  
Ashley Berriochoa  
Mark Elicegui  
Craig Madole  
Kurt Matzoll  
Alexis Motarex  
Ashtyn Thomas

**NDOT/Industry Liaison Meeting**  
**9:30 a.m. – 11:30 a.m., Tuesday, December 13, 2016**  
**AGC Office – 5400 Mill Street, Reno**

**AGENDA**

1. Introductions
2. Review of minutes from the October 17, 2016 meeting
3. 2017 Legislative Session
  - a. CMAR
  - b. Apprentices on Public Works
    - i. Pre-Apprentices
4. 2016 NDOT Disparity Study
5. GST Revenue Update
6. Workforce Development
7. Silver Book Section 637 Revision
8. Waters of the State
9. NDOT/Industry Meeting Membership
  - a. Expand to Southern Nevada Contractors?
  - b. NDOT Participants
10. 2017 Meeting Dates
11. Selection of 2017 Co-Chairs
12. Open Discussion
13. Adjourn

David Gaskin Co-Chair  
Marc Markwell Co-Chair  
Jeanette Belz  
Rich Buenting  
Thor Dyson  
Sharon Foerschler

Scott Hiatt  
Bill Hoffman  
Reid Kaiser  
Kyle Larkin  
Kevin Lee  
Rudy Malfabon

Mary Martini  
Lance Semenko  
John Terry  
Tracy Larkin-Thomason  
Bill Wellman

**NRS 445A.415 “Waters of the State” defined.** “Waters of the State” means all waters situated wholly or partly within or bordering upon this State, including but not limited to:

1. All streams, lakes, ponds, impounding reservoirs, marshes, water courses, waterways, wells, springs, irrigation systems and drainage systems; and

2. All bodies or accumulations of water, surface and underground, natural or artificial.

(Added to NRS by 1973, 1709)

**AGC/NDOT COMMITTEE**  
**12:00 p.m., Friday, September 16, 2016**  
**Nugget – Bonanza Ballroom**

**AGENDA**

1. Self-Introductions
2. Review minutes of previous meeting dated Friday, June 17, 2016
3. Highway Fund Update –**John Terry**
  - a. Federal Government Rescission to FHWA
  - b. Fuel Revenue Indexing Ballot Initiative
  - c. Lack of Projects in Northern Nevada
4. Twelve Month Project List – **John Terry**
5. NDOT Stormwater Division – **David Gaskin**
  - a. Specification Update
6. NDOT Legislative Priorities – **Reid Kaiser**
7. AGC Legislative Priorities
8. Revised CPPR Form – **Reid Kaiser**
9. Smarter Work Zones – **Paul Schneider**
10. Partnering Program Update – **Lisa Schettler**
  - a. FHWA Partnering Meeting – Rescheduled
  - b. DRT Update
11. Freight Program – **Executive Summary included in Meeting Packet**
  - Link to Freight Plan Documents: <http://www.nevadafreightplan.com/documents.html>
  - Link to Freight Plan Video: <https://youtu.be/s5hZ86KFAQc>
12. Workforce Development Update – **Reid Kaiser**
13. District(s) Update – **Thor Dyson & Mario Gomez**
14. Personnel Changes – **Reid Kaiser**
  - Introduce Sonnie Braih for Contract Compliance/DBE Issues
15. Project Closeout – **Stephen Lani**
16. Upcoming AGC Events
17. Other
18. Next meeting tentatively scheduled for 12:00 noon, Friday, December 2, 2016 at TBD

NDOT Construction Workforce Development Initiatives

September 12, 2016

Tracy Larkin Thomason

1. AGC had developed a website (BuildNV.com) based on Build Alabama, Build Georgia, etc. The intent was to post construction jobs. However it has not gained the traction they were after.  
**Action:** review website and develop it further - use template developed by Build Alabama. Get pictures of local skilled labor, CM and Project Managers.  
**Status:** In progress
  
2. Do It 4 U- (Developing opportunities in Transportation for You) Pilot pre-apprenticeship training program with Contractor (LVP), RTC, Union (Labor Union 872) and NDOT. The intent is to teach the students basic math and soft skills (e.g. communication, attitude, teamwork, networking, problem solving, job expectations etc) Upon completion of the class, the student would be prepared to take the apprenticeship exam. Students for the class were screened by FIT (Fountain for an Independent Tomorrow). If they completed the apprenticeship program the contractor promised work.  
**Action:** 8 week Pilot program with 17 students was held between 7/19/16 to 8/27/16. 10 students graduated.  
**Status:** Waiting to hear results from apprenticeship exam. Discussion with the facilitator regarding expansion of program to include other unions and contractors. Look for federal funding OJT, Public Education Funding Foundation. NDOT plans to continue to support if the program expands with more unions and more contractors.
  
3. Educational Externships - -provide continuing education units for educators via a 15 hour, 2 day workshop that promotes construction as a viable career path. Focuses on both degree and non-degree opportunities (e.g. construction management, project management and skilled labor). AGC in Reno had developed a program certified by the Washoe County School District. NDOT has partnered with them to develop a program in Clark County and provide outreach to the rural counties. Format focuses on one or two projects, project process and the elements needed from various professions and trades from the time a project is bid.  
**Action:** Develop an accredited program for southern Nevada. Also reach out to the rural county school districts with material and information.  
**Status:** An education externship in Vegas is planned for later this year. AGC has reached out to the State Board of Education looking for statewide accreditation, also need to work with each county's school district. A few projects have been chosen in Vegas to highlight. NDOT construction and project management personnel have been assigned to work on the presentation with the AGC.

4. **Construction Camp for 6<sup>th</sup>, 7<sup>th</sup> & 8<sup>th</sup> graders.** Develop a 1 or 2 weeks during the summer that introduces students to various aspects of construction (construction management and skilled trades) It is planned to be an interactive format with presentations, project tours and hands-on activities to promote awareness of opportunities of careers in construction.

**Action:** Assemble a task force to work on the curriculum, with the school districts and acquire materials. Schools in southern Nevada are very receptive and other partners, (contractors, subcontractors, consultants, RTC, local governments, etc.) are very receptive to partnering on this with, time and materials.

**Status:** In process

5. **Internships/Externships for 11th and 12th graders** to provide jobs during the junior and senior year summers that get students accustomed to the construction workplace environment.

**Action:** Assemble a task force to discuss how to make this work. Considerations need to be made for the student's age and participating companies' liability.

**Status:** In process

6. **Beef up the Construction Management Program at UNLV.** Work with the higher level institutions (UNLV, WNC, UNR) to discuss how to attract more CM students to the program.

**Action:** form a working group for this item to include the colleges and industry (contractors and CM consultants.

**Status:** Initial conversation were held with UNLV professors. Another meeting is being scheduled with a former graduate of UNLV's graduate program who is active in our industry. A meeting with NCA and AGC is scheduled this week to go over the next steps.



# NDOT 5 YEAR PLAN

Working Copy - Subject to Funding and Approval

## MAJOR/CAPACITY PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2017	2018	2019	2020	2021	NOTES
1-03386	I15GARNC	I 15/US 93, Garnet Intch. - I 15/US 93 Intch., MP CL 64.29 and US 93 Widening, MP CL 52.00 to 57.00	\$50,000,000					
4-03389	60748	SR 160 Phase 2 - Blue Diamond Rd. fm. beg. of Mountain Area to 1.24 MN of Mountain Springs Summit to. MP CL 16.51 to 22.20	\$60,300,000					Moved from 2018 Backup Project (2018) ROW Impacts TBD
1-03367	73687	I 15 Starr Ave., Las Vegas, at MP CL 29.375	\$10,000,000					\$52M Construction in FRI funding and \$2.9M Earmark; \$15M ROW (Funding TBD)
2-03250	60702	US 95 fm. Ann Rd. to Kyle Canyon Rd. MP CL 86.75 to 92.70 - Pkg 2B. Durango Dr. to Kyle Canyon Rd. (Widening); Elkhorn Rd. (HOV Ramps); Kyle Cyn. (Interchange); Add to Durango (Decorative Rock); Mtrls Site; Flood Control Facility	\$80,000,000					Cost changed from \$55,600,000 Flood Control Facility Added. \$24.4M Funded by Clark Co. Regional Flood Control Dist.
3-31146	60766	FLAP - SR 28, fm. US 50 to Country Club Dr. MP DO 0.00 to MP WA 6.12 (GMP #2 - Construct Shared Use Path and Water Quality Improvements.)	\$23,000,000					Cost changed from \$25,500,000
		NEON - (R/W AC, PE, Bond & Conversion Payments)	\$99,300,000					
6-03143	CONST953C	US 95 NW Corridor Phase 3C at MP 88 and CC 215 fm. Hualapai to Tenaya Way. MP CL 88 and CC 215 MP CL 37.00 to 39.00 (System to System Phase)		\$61,200,000				Moved from 2019 Backup Project (2019)
2-19070	60715	US 50, Lyon Co., fm. Roy's Rd. to the jct. w/ US 95A. - Widen & Intersection Upgrades. MP LY 19.90 to 29.44		\$37,900,000				Cost changed from \$36,000,000 Added Lighting at Major Intersections. Adv. Nov. 2017
Not Scheduled		I 580 Operational Improvements		\$40,000,000				Scope and Budget TBD
		NEON - (R/W AC, PE, Bond & Conversion Payments)		\$107,700,000				
1-03375	73797	I 515 at LV Downtown Viaduct - Seismic Retrofit G-947, I-947, I-947 E/W/R/M/L		\$14,410,000				Scope Reduced and Moved from Bridge
6-03145	73536	I 15, Las Vegas, at the CC 215 Northern Beltway Intch. - New System to System Intch.			\$120,000,000			Funding TBD
1-03375		I 515 at LV Downtown Viaduct - Bridge Deck Rehabilitation			\$26,000,000			Cost Dependent on G-947 Replacement New Project to be scheduled for Bridge Deck Rehabilitation
1-03388		I 15 at the Hacienda Ave. and Harmon Ave. Overpasses - HOV Ramps			\$30,000,000			Cost changed from \$40,000,000
4-03445	UNASSIGNED	SR 159, Charleston Blvd. fm. Lamb Blvd. to Honolulu St. - Intersection Improvements at I-515				\$35,000,000		CMAR; Cost and Limits TBD from NEPA; Funding TBD
6-03143	CONST953D	US 95 NW Corridor Phase 3D at MP 88 and CC 215 fm. Hualapai to Tenaya Way. MP 88 and CC 215 MP 37.00 to 39.00 (Local Access Phase)				\$68,200,000		Combining Phase 3D with 3E.
6-03143	CONST953E	US 95 NW Corridor Phase 3E at MP 88 and CC 215 fm. Hualapai to Tenaya Way. MP 88 and CC 215 MP 37.00 to 39.00				\$33,100,000		Combining Phase 3D with 3E.
Not Scheduled		I 80, Sparks, Median Gap Viaduct over Nugget Casino				\$20,000,000		
Not Scheduled		I 15 N. - Phase 3 (Speedway Blvd. to Apex Intch.)				\$82,000,000		
		NEON - (Conversion Payments)				\$25,900,000		
		NEON Construction Bond Re-payment					\$50,000,000	Re-payment amount TBD
Not Scheduled	UNASSIGNED	I 15 Gap - add drop ramps					\$190,937,500	2021. Includes 2 drop ramps and additional lane on I-15 ea direction
SubTotal:			\$322,600,000	\$261,210,000	\$176,000,000	\$264,200,000	\$240,937,500	





# NDOT 5 YEAR PLAN

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## ROADWAY (3R) PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2017	2018	2019	2020	2021	NOTES
4-31231	73549	SR 648, Glendale Ave., fm. Kietzke Ln. to McCarran Blvd. MP WA 0.00 to 2.65	\$16,350,000					Scope includes ADA Upgrades (73549) Cost is 3R Only
2-33085	60795	US 6 fm. the jct. w/ SR 318 to 0.30 ME of Murry Street. MP WP 13.71 to 36.78	\$14,700,000					
2-15023	60539	US 50, fm. CH/LA Co. Line to 0.565 ME of SR 305 to 1.030 ME of SR 305 MP LA 0.00 to 24.00	\$11,850,000					Cost changed from \$12,060,000 Removing town portion due to SUE. Adv. with Safety Project (2-15023).
2-07067	60746	US 93 fm. 12.825 MN of Cattle Pass to 2.691 MS of SR 229. MP EL 30.762 to 43.071	\$9,000,000					
3-31144	73913	SR 877, Franktown Rd., fm. SR 429 to US 395A/SR 429 near Bowers Mansion. MP WA 0.00 to 4.296	\$1,500,000					Cost Will Go Up with Scope Change.
1-19015	60794	I 80 fm. 0.419 ME of the E. Fernley Grade Sep. to the LY/CH Co. Line. MP LY 5.844 to 15.912	\$13,600,000					Moved from 2018
4-03439	73902	SR 159, Charleston Blvd., fm. 2.390 MW of Durango Rd. to an NHS break at Rainbow Blvd. MP CL 16.624 to 21.064	\$4,600,000					Scope includes ADA upgrades. Cost is 3R only.
2-03275	73644	US 93 fm. Near Apex Power Pkwy. to 11 MN of Apex Power Pkwy. MP CL 57.00 to 68.00 (Includes NB Truck Climbing Lane)	\$11,000,000					Cost changed from \$24,400,000 Length Shortened. Scope Changed to Roadway Rehab. Includes Scope for 60688
2-03280	73919	US 95 fm. CA/NV Stateline to 7.790 MN of Loran Station Rd. MP CL 0.00 to 17.423	\$20,000,000					Moved from 2018 Cost changed from \$8,800,000
1-07126	60788	I 80 fm. 0.36 MW of the W. Carlin Intch. to the beg. of the PCCP near the Carlin Tunnels. MP EL 1.10 to 7.51	\$5,815,000					Moved from 2018 Cost changed from \$5,600,000 Backup Project (3R Program Approval 2018)
1-13058	73789	I 80 fm. 0.345 ME of the trailing edge of H-1256 at the W. Strip Grade Sep. to 0.549 ME of the E. Winnemucca Intch. MP HU 12.023 to 17.354	\$8,400,000					Moved from 2018 Backup Project (3R Program Approval 2019)
Not Scheduled	UNASSIGNED			\$200,000				
4-03429	73879	SR 593, Tropicana Ave., fm. Dean Martin Dr. to Eastern Ave. MP CL 0.01 to 7.30. Phase 2		\$12,900,000				Cost changed from \$26,500,000 Deliver as DBB. No Concrete Lanes. Scope includes ADA upgrades (73879) Cost is 3R only RW is Not Included in the Estimate.
Not Scheduled		SR 564, Lake Mead Dr., fm. the jct. of US 95 ramps to 0.035 MW of Boulder Hwy. MP CL 0.000 to 1.733		\$3,400,000				
1-31231	73920	I 80 fm. the CA/NV Stateline to 0.023 MW of Keystone Intch. Includes Frontage Rd. FRWA03 at Garson Rd. Intch. MP WA 0.00 to 12.445		\$15,200,000				Cost changed from \$13,400,000 May Accelerate to 2017. FR Cost with State Funds.
3-07090	73911	SR 227, Lamoille Hwy., fm. 0.30 ME fo Licht Pkwy. to 0.20 ME of Palace Pkwy. MP EL 11.55 to EL 13.84		\$5,250,000				Cost changed from \$4,700,000
1-13059	60781	I 80 fm. 3.76 MW of Mote Interchange to 1.06 MW of the HU/LA Co. Line. (Eastbound Only)MP HU 54.95 to 60.33		\$7,600,000				
Not Scheduled		US 395 fm. functional class break at I 80 to McCarran Blvd. Intch. MP WA 25.731 to 27.064		\$3,900,000				Repair Strategy Change
Not Scheduled		SR 28, Incline Village, fm. 0.242 MN of E. Lakeshore Blvd. to the NV/CA Stateline. MP WA 5.217 to 10.990		\$3,100,000				
Not Scheduled		SR 157 and SR 156 Kyle and Lee Canyon Roads		\$10,100,000				Moved from 2020 Cost changed from \$13,200,000
3-03184	60785	SR 160, Pahrump Valley Rd., fm. 1.030 MN of Mountain Springs Summit to the CL/NY Co. Line. (Eastbound Only) MP CL 21.723 to 43.293		\$21,500,000				Moved from 2017
2-23066	73928	US 6/95, Tonopah, fm. 1000' N. of Cutting St. to jct. w/ US 95 and fm. jct. w/ US 95 to 1500' E on US 6. US 95, fm. jct. w/ US 6 to S. ES/NY Co. Line. US 6 MP NY 0.62 to 2.10; US 95 MP NY 107.24 to 108.44			\$17,000,000			Moved from 2018 Cost changed from \$12,000,000 Pursuing Complete Street. (3R Program Approval 2018)
4-03443	73937	SR 596, Jones Blvd., fm. S. of US 95 to Smoke Ranch Rd. MP CL 43.007 to 45.038			\$5,200,000			Moved from 2017 Cost changed from \$3,400,000 Scope includes ADA upgrades (73937). Cost is 3R only.
4-31248	74043	SR 659, McCarran Blvd., fm. I 580 to SR 647, 4th St. MP WA 22.873 TO 22.98 and 0.000 to 6.272			\$9,750,000			
1-07127	I80CONST	I 80 fm. 0.597 ME of the Grays Creek grade sep. to 0.048 MW of the Willow Creek grade sep. MP EL 62.09 to EL 68.978			\$17,500,000			Rescheduled. Old EA (73665) and PCEMS# (1-07118) closed out. New PE EA 74042
Not Scheduled		SR 612, Nellis Blvd., fm. Tropicana Ave. to SR 604, Las Vegas Blvd. MP CL 37.880 to 47.307			\$15,000,000			
2-33086	73650	US 50, in Ely, fm. 0.165 ME of Ruth/Kimberly Rd. to US 6. US 93 fm. the jct. w/ US 50 to 0.634 MN of US 50. US 50 MP WP 61.794 to 68.432; US 93 MP WP 53.639 to 54.273			\$15,600,000			Adv. with Hydraulic Project Scope includes ADA upgrades Cost is 3R only.
1-07125	73793	I 80 fm. 1.040 ME of Moor Intch. to 1.108 ME of Moor Intch. to 1.871 ME of the Oasis Intch. MP EL 83.26 to EL 102.79			\$19,500,000			Moved from 2020 Cost changed from \$17,400,000
2-01092	74048	US 50 fm. 4.2 ME of Cold Springs to the CH/LA Co. Line. MP CH 85.961 to 106.845			\$14,300,000			Moved from 2018
Not Scheduled		US 95 fm. the MI/LY Co. Line to the LY/CH Co. Line. MP LY 0.000 to 2.822			\$4,400,000			
2-19085	74038	US 50A fm. 0.015 mi. S. of Royal Oaks Dr. to the jct. of SR 427, Main St. MP LY 11.184 to 14.120			\$4,000,000			Scopes includes ADA upgrades. Cost is 3R only.
Not Scheduled		US 95 fm. 6.492 MN of trailing edge of B-636 to 8.274 MN of SR 267. MP NY 72.036 to 103.552			\$16,800,000			
1-25004	60696	I 580, Carson City, US 50/Williams St. to 0.661 MS of the CC/WA Co. Line. MP CC 5.254 to 8.950			\$4,900,000			Moved from 2018
1-07124	73787	I 80 fm. the trailing edge of H-902 to 0.93 MW of Osino Intch. MP EL 26.58 to 32.00			\$13,800,000			Moved from 2018 Cost changed from \$14,400,000
Not Scheduled		US 395 fm. McCarran Blvd. to Panter Valley Intch. MP WA 27.064 to 30.188			\$19,800,000			Repair Strategy Change
Not Scheduled		I 80 fm. the crossover, a maintenance break to the beg. of the PCCP, 1.779 ME of the trailing edge of I-876. MP HU 42.426 to 54.860				\$22,800,000		Moved from 2019
2-01089	60750	US 50, Fallon, fm. 0.008 ME of Allen Rd. to the EUL of Fallon at Rio Vista. MP CH 19.351 to 21.708				\$3,700,000		Moved from 2018 Cost changed from \$3,000,000 Scope includes ADA Upgrades (60750)
Not Scheduled		SR 573, Craig Rd., fm. 0.506 ME of Losee to Las Vegas Blvd. MP CL 2.766 to 5.755				\$4,200,000		
Not Scheduled		SR 573, Craig Rd., fm. 0.008 MW of N. Rainbow Blvd. to Decatur Blvd. MP CL 0.316 to 2.260				\$2,800,000		



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Not Scheduled		US 93 fm. 0.030 MN of US 93A to 0.096 MS of the LAWPRR Xing. MP WP 112.944 to EL 11.800				\$15,100,000		
Not Scheduled		SR 431 fm. SR 28 to 0.062 ME of Mt. Rose Summit. MP WA 0.000 to 8.130				\$6,000,000		
Not Scheduled		US 395 fm. 0.037 MS of Waterloo Ln. to First St. MP DO 20.580 to 22.248				\$6,000,000		
Not Scheduled		I 80 fm. the beg. of the PCCP, 1.779 ME of the trailing edge of I-876 to 1.064 MW fo the HU/LA Co. Line. (Westbound Only) MP HU 54.860 to 60.320				\$14,600,000		
Not Scheduled		US 95 fm. 1.301 MS of Armargosa Valley jct. to 1.472 MS of the Armargosa River. MP NY 28.817 to 56.234				\$14,600,000		
Not Scheduled		US 93A fm. US 93 to 1.999 MN of the WP/EL Co. Line				\$7,600,000		
1-07122	73631	I 80 fm. 0.392 MW of the Elko W. Intch. to a functional class break at the 2004 EUL of Elko, the trailing edge of H-902. MP EL 20.26 to 26.60					\$12,400,000	Moved from 2020
Not Scheduled		SR 147, Lake Mead Blvd., fm. 0.002 ME of Toiyabe St. to 0.020 ME of Hollywood Blvd. MP CL 5.601 to 6.556					\$460,000	
Not Scheduled		US 93A fm. 0.945 MN of White Horse Pass to the beg. of FREL59. MP EL 24.919 to 53.325					\$14,700,000	
Not Scheduled		SR 376 fm. US 6 to SR 377. MP NY 0.000 to 36.849					\$25,600,000	
Not Scheduled		SR 376 fm. 0.275 MN of Carver's Roadside Park to the jct. with US 50. MP NY 53.943 to LA 18.065					\$32,100,000	
Not Scheduled		SR 319 fm. US 93 to 0.140 MW of the jct. with Crestline Rd. to the NV/UT Stateline. MP LN 0.000 to 20.914					\$7,700,000	
6-07052	73794	FREL72 on the N. side of the Moore Intch. fm. 0.356 MW of FREL36 to the EOP at the Cattleguard E. of FREL36. MP EL 0.000 to 0.372					\$128,000	Moved from 2020 Contingency Project
Not Scheduled		I 580 fm. the functional class break at Neil Rd. Intch. to the Mill St. Interchange. MP WA 20.718 to 24.468					\$20,000,000	
Not Scheduled		I 80/I 580/US 395 Various Ramps in Reno/Sparks UL					\$5,000,000	Moved from 2018 Tentative. Not included in 3R Program List.
Not Scheduled		I 580 fm. 0.302 MN of the Moana Intch. to the Mill St. Intch. (Southbound Only) MP WA 22.563 to 23.740					\$13,100,000	Moved from 2019
Not Scheduled		I 580 fm. 0.302 MN of the Moana Intch. to the Mill St. Intch. (Northbound Only) MP WA 22.563 to 23.499 NB					\$11,000,000	Moved from 2019
Not Scheduled		I 580 fm. trailing edge of the viaduct to the Glendale Intch. (Northbound Only) MP WA 23.759 to 25.003					\$8,000,000	Moved from 2019 T
Not Scheduled		I 580 fm. Glendale Ave. to the Truckee River. MP WA 25.003 to 25.276					\$4,300,000	Moved from 2019
1-07121	73668	I 80 fm. 0.816 ME of the E. Wells Intch. to 1.040 ME of the Moor Intch. MP EL 74.855 to EL 83.264					\$15,800,000	Moved from 2019
		SubTotal:	\$116,815,000	\$83,150,000	\$157,750,000	\$117,200,000	\$170,288,000	



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## BRIDGE/STRUCTURES PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2017	2018	2019	2020	2021	NOTES
		Bridge Inventory/Inspection Program	\$3,000,000					Annual Program
3-07091	74025	SR 226 at Jack Creek, Replace B-639 (off-system bridge)	\$500,000					
3-31139	73750	SR 447 at Washoe Co. near Nixon B-1351 MP 15.49	\$1,350,000					
Not Scheduled		FR 09 Lockwood Dr. at UPRR, Washoe Co. - Rehab/Repair G-751 on-system bridge.		\$540,000				
Not Scheduled		I 515 at Eastern Avenue, Replace I-1440		\$8,000,000				
3-05056	73800	SR 757, Muller Ln. at Carson River - Replace Structure B-474		\$1,400,000				Moved from 2016 Cost changed from \$1,200,000 Re-evaluating design to avoid utilities.
		Bridge Inventory/Inspection Program		\$3,000,000				Annual Program
1-27068	60767	I 80 at Fairview Ditch, Replace B-1392E		\$500,000				Moved from 2017
Not Scheduled		US 50 at Carson River W. of Fallon - Address Scour B-1557		\$600,000				
4-03448	74026	SR 582 at I 515 Ramp, Replace I-1899		\$2,000,000				Moved from 2017
3-21006	60770	SR 361 at Petrified Wash, Replace B-425 (off-system bridge)		\$500,000				Moved from 2017
Not Scheduled		I 515 at Boulder Highway and Sahara - Rehab/Retrofit I-1449, H-1446		\$800,000				
Not Scheduled		SR 605, Paradise Rd., at Tropicana Wash - Rehab B-1344		\$1,500,000				
Not Scheduled		SR 206, Genoa Ln., at Carson River - Address Scour B-1239		\$300,000				
1-31238	60784	I 80 at Fernley/ Wadsworth - Rehab/Retrofit I-717E/W, I-740E/W, H-844E/W, I-700E/W		\$4,000,000				Moved from 2017
6-13010	73701	Eden Valley Rd. at Humboldt River - Replace off-system Structure B-1658		\$5,747,000				R/W Acquisition needed
1-03390	60783	I 515, Viking Grade Separation, MP CL 68.50 to 69.00 - MSE Wall Rehab		\$3,000,000				
1-31227	60716	I 80 at Truckee River and UPRR near Verdi - Construct Scour Countermeasures for Structure G-772 E/W. (GMP #2)		\$7,000,000				Moved from 2017 CMAR
Not Scheduled		Gold Canyon Cr. S. of Silver City, Lyon Co. - Replace B-375 off-system bridge			\$600,000			
Not Scheduled		SR 396, Cornell Ave. N. of Lovelock, Pershing Co. - Replace B-28 on-system bridge.			\$2,600,000			
Not Scheduled		SR 278, N. of Eureka, Eureka Co. - Replace B-478 on-system bridge (dbl rcb).			\$200,000			
Not Scheduled		Six Mile Canyon Rd., Storey Co. - Replace B-2476 off system bridge			\$600,000			
Not Scheduled		Shady Ave. over Gold Canyon Cr., Dayton, Lyon Co. - Replace B-1711 off-system bridge.			\$600,000			
6-01023	60769	Maine St., Fallon, at L Line Canal - Replace off-system B-242			\$1,500,000			
Not Scheduled		E. Walker Rd., SE of Yerington, Lyon Co. - Replace B-1348 off-system bridge.			\$600,000			
Not Scheduled		Dressler Ln., Douglas Co. - Replace B-1600 off-system bridge			\$600,000			
		Bridge Inventory/Inspection Program			\$3,000,000			Annual Program
Not Scheduled		Tedford Bridge at Truckee-Carson Canal - Replace off-system B-1707			\$600,000			
Not Scheduled		I 80 at Fernley/ Wadsworth - Rehab/Retrofit and address scour B-716E/W			\$2,000,000			
6-27026	73753	FR PE 01, G-29 Structure Replacement			\$3,200,000			Cost changed from \$3,000,000
Not Scheduled		SR 589, Sahara Ave., at UPRR - Rehab/Retrofit G-1064			\$1,400,000			
Not Scheduled		SR 88 in Douglas Co. - Rehab/Retrofit B-553, B-575, B-580, B-576, and B-627			\$4,000,000			
Not Scheduled		I 515 at UPRR and Main Street, Replace G-947				\$80,000,000		
Not Scheduled		Garson Road at I 80, Replace I-770 (off-system bridge)				\$4,000,000		
		Bridge Inventory/Inspection Program				\$3,000,000		Annual Program
3-03178	73803	SR 163 at Colorado River in Laughlin - Widen and Rehab Structure B-1847				\$6,000,000		Moved from 2019
Not Scheduled		I 15 at Muddy River - Rehab/Retrofit B-781 N/S				\$2,000,000		
<b>SubTotal:</b>			<b>\$4,850,000</b>	<b>\$38,887,000</b>	<b>\$21,500,000</b>	<b>\$95,000,000</b>		



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## SAFETY PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2017	2018	2019	2020	2021	NOTES
2-05121	73862	US 395 at Airport Rd., Johnson Ln., and Stephanie Way	\$1,300,000					
2-15023	60539	US 50, fm. CH/LA Co. to .052 ME of SR 305. LA 0.00 to LA 23.30 - Shoulder Widening and Slope Flattening	\$5,000,000					SBC Processing Added to 3R Project (60539)
6-00018	60775	SR 667 Kietzke Lane, fm. Mill St. to Galetti Way	\$3,060,000					Cost changed from \$3,000,000 Traffic Safety Design Consultants
8-00266	60681	SR 573, Craig Rd. fm. Decatur Blvd. to 5th St. (SMP)	\$3,000,000					Traffic Safety Design Consultants
6-31218	74051	Multiple Intersections in Dist. II (Sparks) - Signal System Modification.	\$2,250,000					Design by Traffic Operations
6-00017	60697	Te-Moak & Duckwater Tribal Lands - Pedestrian & Road Safety Improvements	\$724,000					Moved from 2016 Cost changed from \$950,000
Not Scheduled		RSA - Systemic Safety Improvements on Curves	\$3,000,000					Traffic Safety Design Consultants
Not Scheduled		Tribal Low Cost Safety Improvements	\$522,500					
8-00266	60679	Second St. fm. Keystone Ave. to I-580. Arlington Ave. fm. Court St. to 6th St. (SMP)		\$3,000,000				Traffic Safety Design Consultants
8-00266	60680	Eastern Ave. and Civic Center, fm. US 95 to Cope Ave. (SMP)		\$3,000,000				
Not Scheduled		RSA - Systemic Safety Improvements		\$3,000,000				
Not Scheduled		Tribal Low Cost Safety Improvements		\$522,500				
Not Scheduled		RSA - Systemic Safety Improvements			\$3,000,000			
Not Scheduled		Southern Nevada (SMP). SR 610, Lamb Blvd., fm. Sahara Ave. to Lake Mead Blvd.			\$3,000,000			\$2.85M Federal Funds
Not Scheduled		Tribal Low Cost Safety Improvements			\$522,500			
Not Scheduled		Northern Nevada (SMP) SR 659, McCarran Blvd., fm. Greg St. to Baring			\$3,000,000			
Not Scheduled		Southern Nevada (SMP). SR 599, Rancho Dr., fm. US 95 to Cheyenne Ave.			\$3,000,000			
Not Scheduled		RSA Safety improvements Statewide (SEDS)				\$2,000,000		
Not Scheduled		Northern Nevada (SMP)				\$3,000,000		\$2.85M Federal Funds
Not Scheduled		Southern Nevada (SMP)				\$3,000,000		\$2.85M Federal Funds
Not Scheduled		Southern Nevada (SMP)				\$3,000,000		\$2.85M Federal Funds
Not Scheduled		Tribal Low Cost Safety Improvements				\$522,500		
Not Scheduled		Northern Nevada (SMP) SR 430, N. Virginia St.					\$3,000,000	Moved from 2019 \$2.85M Federal Funds
Not Scheduled		Southern Nevada (SMP). SR 593, Tropicana Ave.					\$3,000,000	Moved from 2019 \$2.85M Federal Funds
Not Scheduled		RSA Safety Improvements Statewide (SEDS)					\$2,000,000	Traffic Safety Design Consultants
SubTotal:			\$18,856,500	\$9,522,500	\$12,522,500	\$11,522,500	\$8,000,000	

## PEDESTRIAN SAFETY PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2017	2018	2019	2020	2021	NOTES
8-00223	60668	SR 147, Ped. and ADA Improvements with Roadbed Mod. on Lake Mead fm. Civic Center to Pecos (SED)	\$6,800,000					Moved from 2016 Traffic Safety Design Consultants
4-31245	73979	SR 430, Permanent Traffic Signal, Lighting and Ped. Facilities on N. Virginia St., N. of Lovitt Ln. to Hoge Rd.	\$2,000,000					Cost changed from \$1,300,000
4-03446	73980	SR 582, Ped., Lighting and ADA Improvements at Various Locations along Boulder Hwy.	\$3,000,000					Traffic Safety Design Consultants
2-00012	73988	US 50, Ped., Lighting and ADA Improvements at Pike St. (MP LY 6.025), Silver State St. (MP CC 13.16), Lakeshore Blvd. (MP DO 3.16).	\$1,150,000					Cost changed from \$1,000,000 Traffic Safety Design Consultants
SubTotal:			\$12,950,000					



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## TRAFFIC OPERATIONS PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2017	2018	2019	2020	2021	NOTES
2-03276	60689	US 95 fm. CA/NV Stateline to Boulder City Bypass, MP CL 0.00 to 56.238 - Install ITS infrastructure, FAST Pkg. K1	\$5,000,000					
2-31132	60749	US 395 fm. I 80 to NV/CA State Line, Reno - Install ITS devices, TM Pkg. 4	\$10,500,000					Moved from 2016 Limits increased to state line Cost increase per Director's Request
1-31221	UNASSIGNED	I 80 at Garson Rd. Check Station, MP WA 3.00 to MP WA 4.50 - Install Electronic Check Station Signage	\$350,000					Ready in 2016
1-03384	UNASSIGNED	I 11 fm. Wagonwheel Dr. to jct. I 215/Lake Mead Dr., MP CL 17.084 to 22.818; I 215, W. of Gibson Rd. jct. to begin St. Maint. I 11, MP CL 0.00 to 1.70; SR 564 fm. jct. Fiesta Henderson/Eastgate Rd. to begin St. Maint. I 11, MP CL 0.00 to 0.263 - Resigning	\$300,000					Project will be coordinated with completion date for Boulder City Bypass Phase 1 and 2.
1-03369	60712	I 15 fm. N of Apex to N of Logandale-Overton Interchange - Install ITS infrastructure, FAST Pkg. H2	\$5,500,000					
Not Scheduled		Install State Pakrs Signing - Various Locations Statewide	\$1,000,000					
1-03325	73823	Freeway Sevice Patrol/Incident Response Vehicle - Las Vegas	\$2,617,056					Annual Program
1-31205	73828	Freeway Sevice Patrol/Incident Response Vehicle - Reno/Sparks	\$365,040					Annual Program
2-00010	60755	US 50, Coldsprings Maintenance Station 12282. MP CH 12.00 to MP CH 82.00	\$8,000,000					Moved from 2016 Deliver 73951 as two Contracts, Dist. 2(60755) & 3(60758)
2-00010	60758	US 50, Austin, Eureka and Ely Maintenance Station, MP LA 24, EU 36, WP 73	\$8,000,000					Deliver 73951 as two Contracts, Dist. 2(60755) & 3(60758)
1-31220	73946	I 580, Washoe Co., Neil Rd. to Moana. MP WA 20.00 TO WA 22.00, RENO PKG 1 - Install ITS infrastructure.		\$2,000,000				Moved from 2017
2-03276	60690	US 95 fm. Bypass to Laughlin - Install ITS infrastructure, FAST Pkg. K2		\$3,000,000				
1-03369	60713	I 15 fm. Logandale to AZ Stateline - Install ITS infrastructure, FAST Pkg. H3		\$5,500,000				
8-00251	60693	District 3 - Install Rural ITS Smart Zones, Pkg. A		\$2,000,000				Moved from 2019
1-03325	73823	Freeway Sevice Patrol/Incident Response Vehicle - Las Vegas		\$2,617,056				Annual Program
1-31205	73828	Freeway Sevice Patrol/Incident Response Vehicle - Reno/Sparks		\$365,040				Annual Program
Not Scheduled		Replace High Mast HPS Lighting w/ LED Lighting			\$1,500,000			Moved from 2018
1-31219	UNASSIGNED	I 580 fm. Mt. Rose Hwy to Neil Rd., MP WA 15.0 to 20.0 - Install ITS infrastructure - TM Pkg. 2A			\$3,000,000			Moved from 2018
1-31223	UNASSIGNED	I 580 Fwy., US 50 to I 80 CC 00.00 to WA 14.95 -Resigning to I 580 Designation			\$800,000			60% plans complete. Project will be finalized/scheduled when need/priority identified.
1-25001	UNASSIGNED	I 580 fm. Mt. Rose to College Pkwy. - Install ITS Infrastructure, WC Pkg. 1			\$3,000,000			Tentative
1-25002	UNASSIGNED	I 580 fm. College Pkwy. to Fairview - Install ITS Infrastructure, WC Pkg. 2			\$2,000,000			Tentative
8-00249	Pkg. A	District 1 - Install Rural ITS Smart Zones, Pkg. A			\$2,000,000			
1-03325	UNASSIGNED	Freeway Sevice Patrol/Incident Response Vehicle - Las Vegas			\$2,617,056			Annual Program
1-31205	UNASSIGNED	Freeway Sevice Patrol/Incident Response Vehicle - Reno/Sparks			\$365,040			Annual Program
8-00250	Pkg. A	District 2 - Install Rural ITS Smart Zones, Pkg. A				\$1,000,000		Moved from 2019 Tentative
8-00250	Pkg. B	District 2 - Install Rural ITS Smart Zones, Pkg. B				\$1,000,000		Tentative
8-00250	Pkg. C	District 2 - Install Rural ITS Smart Zones, Pkg. C				\$1,000,000		Tentative
8-00251	Pkg. C	District 3 - Install Rural ITS Smart Zones, Pkg. C				\$1,000,000		Tentative
4-31236	UNASSIGNED	McCarran Blvd. (SW) fm. I 580 to I 80, MP WA 0.00 to 7.00. - Install ITS devices, TM -Pkg. 7				\$10,000,000		Funding Not Identified
3-03176	UNASSIGNED	SR 160 fm. Pahrump to I 15 - Install ITS devices FAST Pkg. J1				\$5,500,000		
8-00249	Pkg. B	District 1 - Install Rural ITS Smart Zones, Pkg. B				\$1,000,000		Tentative
8-00251	Pkg. B	District 3 - Install Rural ITS Smart Zones, Pkg. B				\$1,000,000		Tentative
4-31239	UNASSIGNED	McCarran Blvd. (SE) fm. US 395 to I-80 - Install ITS devices, TM Pkg. 3				\$10,000,000		Tentative
8-00249	Pkg. C	District 1 - Install Rural ITS Smart Zones, Pkg. C				\$1,000,000		Tentative
4-31238	UNASSIGNED	McCarran Blvd. (NE) fm. I 80 to US 395 - Install ITS devices, TM Pkg. 5				\$10,000,000		Tentative
4-31237	UNASSIGNED	McCarran Blvd. (NW) fm. US 395 to I 80 - Install ITS devices, TM Pkg. 6				\$10,000,000		Tentative
1-03325	UNASSIGNED	Freeway Sevice Patrol/Incident Response Vehicle - Las Vegas				\$2,617,056		Annual Program
1-31205	UNASSIGNED	Freeway Sevice Patrol/Incident Response Vehicle - Reno/Sparks				\$365,040		Annual Program
3-03176	UNASSIGNED	SR 160 fm. Pahrump to I 15 - Install ITS devices FAST Pkg. J2					\$3,500,000	
SubTotal:			\$41,632,096	\$15,482,096	\$15,282,096	\$55,482,096	\$3,500,000	



# NDOT 5 YEAR PLAN

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October 25, 2016 PDC Mtg.

## HYDRAULICS/TAHOE PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2017	2018	2019	2020	2021	NOTES
		Burke-Rabe Meadow Coop (Tahoe)	\$525,000					Consolidated to one year
2-05126	73995	US 395, at Martin Slough. MP DO 23.82	\$2,700,000					Cost changed from \$1,500,000 SBC Processing Agreement
		Clear Creek Erosion Control Program	\$1,000,000					Cost changed from \$500,000 Agreement. Cost increase due to expanded scope.
		Lake Tahoe Stormwater Project Coop	\$300,000					Agreement
Not Scheduled		Master Plan Water Quality & Erosion Control Improvements - SR 28 fm. 0.13 ME of the CC/WA line to Sand Harbor (FLAP)	\$4,500,000					
Not Scheduled		Zephyr Cove Cooperative Projects (Tahoe)		\$350,000				Agreement.
2-05128	74040	US 50, Water Quality and Erosion Control near Logan Shoals in Tahoe Basin, MP DO 7.00 to 9.00		\$2,560,000				Moved from 2017 Cost changed from \$2,500,000 Project added as high priority per Geotech & D2
		Clear Creek Erosion Control Program		\$1,000,000				Cost changed from \$500,000 Agreement. Cost increase due to expanded scope.
		Lake Tahoe Stormwater Project Coop		\$600,000				Agreement
2-05120	60765	US 50 Spooner Summit to Carson City. MP DO 13.00-14.58 and CC 0.00-7.60		\$4,000,000				
Not Scheduled	UNASSIGNED	SR 28 Marlette Creek Stream Restoration, Water Quality, and Erosion Control. MP WA 0.00 to WA 1.00			\$2,000,000			
Not Scheduled	UNASSIGNED	US 50 Skyland Water Quality and Erosion Control. MP DO 4.50 to Do 7.00						
Not Scheduled	UNASSIGNED	SR 359 fm MP MI 8.3 to 26.7. - Slip line or replace CMPs, upsize culverts to alleviate roadway overtopping.			\$2,900,000			
		Clear Creek Erosion Control Program			\$1,000,000			Cost changed from \$500,000 Agreement. Cost increase due to expanded scope.
Not Scheduled		SR 28 - Treatment at Outfalls directly connected to Lake Tahoe. MP WA 0.00 to MP WA 10.99, MP CC 0.00 to MP CC 3.95, and MP DO 0.00 to MP DO 1.23			\$2,000,000			Moved from 2020 Cost changed from \$4,000,000 Cost decreased from scope
		Lake Tahoe Stormwater Project Coop			\$600,000			Agreement
Not Scheduled		SR 207 - Treatment at Outfalls directly connected to Lake Tahoe. MP DO 0.00 to MP DO 3.15			\$1,000,000			
Not Scheduled		US 50 in Ely, MP WP 66.34 to 68.43 and US 93, MP WP 53.10 to 54.27. Storm drain system improvements along US 50/US 6 including rehabilitation or enlargement of existing trunk system.			\$6,000,000			Adv. with 3R Project (73650)
3-05059	74052	SR 207, Kingsbury Grade, fm. Daggett Pass to SR 206 jct. MP DO 3.15 to MP DO 11.08 - Pipe Lining, DI Replacement and Erosion Control			\$5,000,000			Moved from 2018
		Clear Creek Erosion Control Program				\$1,000,000		Agreement. Cost increase due to expanded scope.
UNASSIGNED	Not Scheduled	US 95 at jct with SR 361, MP MI 32.6 to MP 25.2 - Slip line or replace CMPs, upsize culverts to alleviate roadway overtopping.				\$5,000,000		
Not Scheduled		US 50 - Treatment at Outfalls directly connected to Lake Tahoe. MP DO 0.00 to MP DO 13.07				\$1,000,000		
Not Scheduled		SR 431 - Treatment at Outfalls directly connected to Lake Tahoe. MP WA 0.00 to 8.00				\$3,600,000		Moved from 2018 Moved to adv. with 3R project fm. WA 0.00 to WA 8.13
Not Scheduled		SR 431, Mt. Rose Hwy. fm. MP WA 0.00 to MP WA 24.413 & SR 341 Geiger Grade, fm. MP WA 0.00 to MP WA 6.30, MP ST 0.00 to MP ST 10.84, and MP LY 0.00 to MP LY 4.90 - Pipe lining & rehab D2				\$4,000,000		Moved from 2019
		Clear Creek Erosion Control Program					\$1,000,000	Agreement. Cost increase due to expanded scope.
SubTotal:			\$9,025,000	\$8,510,000	\$20,500,000	\$14,600,000	\$1,000,000	

## STORMWATER PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2017	2018	2019	2020	2021	NOTES
9-07034	60655	MY 931, Ruby Valley Maint. Yard. SR 229 MP EL 35.45 - Drainage Improvements and Repave Yard	\$1,000,000					Moved from 2016 District Contract
9-33004	73973	My 919, Ely Maint. Yard. US 93 MP WP 54.28 - Drainage and Wash Pad Improvements, Repave Yard	\$2,000,000					District Contract-Cost TBD
9-29001	73971	MY 934, Virginia City Maint. Yard. SR 342 MP ST 2.65 - Drainage and Wash Pad Improvements, Repave Yard.	\$1,000,000					District Contract-Cost TBD
9-07036	73972	MY 932, Wells Maint. Yard. SR 223 MP EL 74.90 - Drainage and Wash Pad Improvements, Repave Yard.	\$1,000,000					District Contract-Cost TBD
Not Scheduled		MY 975, Goldfield Maint. Yard. US 95 MP ES 19.401		\$500,000				District Contract-Cost TBD
9-03037	74006	MY 921, Las Vegas Maint. Station. SR 578 Washington Ave., MP CL 0.503		\$2,500,000				Moved from 2017 District Contract-Cost TBD
Not Scheduled		MY 983, Lovelock Maint. Yard. 6th St. MP PE 0.311		\$2,000,000				Moved from 2017 District Contract-Cost TBD
Not Scheduled		MY 920, Tonopah Maint. Yard. US 6 MP NY 1.787		\$500,000				Moved from 2017 District Contract-Cost TBD
Not Scheduled		MY 976, Mina Maint. Yard. US 95 MP MI 15.358		\$500,000				Moved from 2017 District Contract-Cost TBD
Not Scheduled		MY 971, Battle Mountain Maint. Yard. Galena St. MP LA 0.100		\$500,000				Moved from 2017 District Contract-Cost TBD
Not Scheduled		MY 927, Searchlight Maint. Station. SR 164 MP CL 18.483		\$500,000				Moved from 2017 District Contract-Cost TBD
Not Scheduled		Fairview Maint. Yard					\$500,000	District Contract-Cost TBD
SubTotal:			\$5,000,000	\$7,000,000			\$500,000	





# NDOT 5 YEAR PLAN

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## LANDSCAPE & AESTHETICS PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2017	2018	2019	2020	2021	NOTES
1-31233	73943	I 580 at Plumb Lane, SB On-Ramp and Flyover. MP WA 23.62	\$600,000					Moved from 2016 Cost changed from \$920,000
2-05123	73926	US 50 at Stateline S. Lake Tahoe - State Entrance Gateway. MP DO 0.05	\$248,750					
4-31244	73942	Veterans Pkwy. - Roundabout Aesthetic Improvements. MP WA 6.06	\$600,000					Moved from 2016 Cost changed from \$747,500
1-31228	60665	I 580 at Damonte Ranch Intch. MP WA 16.98	\$1,600,000					Moved from 2016 Cost changed from \$2,000,000
2-03281	73925	US 93 at Hoover Dam - State Entrance Gateway. MP CL 0.027	\$248,750					
2-07064	73924	US 93 at Jackpot - State Entrance Gateway. MP EL 141.76	\$248,750					
2-31133	73927	US 395 at Bordertown and SR 28 at Crystal Bay- State Entrance Gateways. US 395 MP WA 42.09 and SR 28 MP WA 10.98	\$470,833					
2-05125	73959	US 395 at Topaz Lake - State Entrance Gateway. MP WA 0.005	\$248,750					
Not Scheduled		I 80 at US 95 and at SR 289 Intchs.- Community Gateway to Winnemucca/Recreational to Black Rock Desert		\$2,000,000				
Not Scheduled		I 515 at Russell Rd. Intch. MP CL 9.631		\$2,000,000				Moved from 2017 Will Require Permanent Erosion Control.
1-31228	60787	I 580 at S. Meadows Pkwy. Intch. MP WA 18.33		\$1,000,000				Moved from 2017 Cost changed from \$1,250,000
2-33086	73650	US 50, Downtown Ely			\$1,000,000			Work to be included with 3R (73650)
2-23066	73928	US 6/95, Downtown Tonopah			\$1,000,000			Worked to be included with 3R (73928)
1-31228	LAND3	I 580 at Neil Rd. Intch. MP WA 20.71			\$500,000			Cost changed from \$750,000
Not Scheduled		I 515 at Boulder Hwy. Intch. MP CL 14.414			\$1,250,000			Moved from 2018
1-31228	LAND1	I 580 at S. Virginia, Patriot Blvd. Intch. MP WA 19.29			\$1,000,000			Moved from 2018 Cost changed from \$1,250,000
Not Scheduled		I 80 McCarran to McCarran- L&A improvements not done in DB				\$1,000,000		Cost changed from \$2,000,000
Not Scheduled		I 80 at SR 305 Intch. - Battle Mtn. Community Gateway and Paint E. & W. Intchs.				\$2,000,000		Moved from 2019
Not Scheduled		I 515 at Charleston Blvd. MP CL 16.005				\$1,000,000		Moved from 2019 Included with 4-03442 - Additional Funding over the Required 3% L&A Budget.
Not Scheduled		I 80 at SR 766 Intch. - Carlin Community Gateway and Paint E. Intch.				\$1,000,000		
Not Scheduled		I 80 Pyramid Intch - L&A (paint) and aesthetic improvements					\$1,500,000	
Not Scheduled		I 515/US 95 at Horizon Dr. Intch. - L&A (Paint) Improvements. MP CL 3.553					\$2,000,000	Moved from 2020 Will Require Permanent Erosion
Not Scheduled		I 80 at SR 225 and at FREL17 (Jennings Way) Intchs. - Elko Community Gateways and Paint Structures Through. MP EL 23.273 and EL 25.775					\$2,500,000	Moved from 2020
SubTotal:			\$4,265,833	\$5,000,000	\$4,750,000	\$5,000,000	\$6,000,000	



**ADA PROJECTS**

PCEMS No.	PIN/EA No.	PROJECT NAME	2017	2018	2019	2020	2021	NOTES
Not Scheduled		SR 659, McCarran Blvd. at Neil Rd.	\$20,000					Tentative - ROW/Utility Impacts TBD
Not Scheduled		I 15, Primm, Intch. ramps and S. Las Vegas Blvd. at E. Primm Blvd.	\$30,000					Moved from 2019 Tentative - ROW/Utility impacts TBD
1-03387	73983	I 515, Las Vegas, fm. Wagonwheel Dr. to Casino Center Blvd.; I 15, Las Vegas/Mesquite, fm. Primm Blvd. to Sandhill Blvd.; US 95, Las Vegas, fm. Martin L. King Blvd. to Paiute Dr.	\$745,000					Moved from 2016
Not Scheduled		US 50A, Fernley, Main St fm Silver Lace Blvd to 400ft W of 7th St.	\$167,800					Tentative - ROW/Utility Impacts TBD
Not Scheduled		SR 659, McCarran Blvd. at Prater Way	\$150,000					
1-31235	73984	I 80 & I 580/US 395, Reno, fm. Verdi to Vista Blvd. and fm. S. Virginia St. to Stead Blvd.	\$470,000					Moved from 2016
4-03439	73902	SR 159, Charleston Blvd., fm. 2.390 MW of Durango Rd. to an NHS break at Rainbow Blvd. MP CL 16.624 to 21.064	\$4,600,000					ADA Upgrades to Adv. with 3R (73902)
4-31231	73549	SR 648, Glendale Ave., fm. Kietzke Ln. to McCarran Blvd.	\$1,700,000					ADA Upgrades to Adv. with 3R (73549)
Not Scheduled		US 95, Mina, fm. 6th St. to Eleventh St.		\$330,000				Moved from 2017 Tentative - ROW/Utility impacts TBD
Not Scheduled		CC 215/SR 564, Henderson, fm. Stephanie St. to Lake Las Vegas Pkwy.		\$250,000				Moved from 2017 Tentative - ROW/Utility impacts TBD
Not Scheduled		I 15, Mesquite, at W. Mesquite Intch. and Pioneer/Sandhill Intch. and SR 170 at Mesquite Blvd.		\$20,000				Moved from 2017 Tentative - ROW/Utility impacts TBD
Not Scheduled	UNASSIGNED	SR 28, Incline Village, fm. 0.242 MN of E. Lakeshore Blvd. to the NV/CA Stateline. MP WA 5.217 to 10.990		\$120,000				
Not Scheduled		SR 341, Reno, fm Equestrian Rd. to Veterans Pkwy		\$45,000				Tentative - ROW/Utility Impacts TBD
4-03429	73879	SR 593, Tropicana Ave., fm. Dean Martin Dr. to Eastern Ave. MP CL 0.01 to 7.30. Phase 2		\$5,100,000				ADA Upgrades to Adv. with 3R (73879)
Not Scheduled		US 93, Jackpot, fm Gurley Dr. to Poker St.		\$170,000				Tentative - ROW/Utility Impacts TBD
Not Scheduled		US 50, Austin, fm. Stokes Castle Rd. to 3rd St.			\$165,000			Tentative - ROW/Utility impacts TBD
Not Scheduled		US 50, Ely, fm. W. 1st St. to 0.25 MS of the jct. with US 6 US 93, Ely, fm. US 50 to E. 15th St.			\$1,180,000			Moved from 2018 Cost changed from \$450,000 ADA upgrades to Adv. with 3R (73650) Tentative - ROW/Utility impacts TBD
Not Scheduled		US 50, Eureka, fm. 0.054 MN of Parker St. to 0.040 MN of Richmond St.			\$115,000			Tentative - ROW/Utility impacts TBD
Not Scheduled		US 50A, Fernley, fm. Mull Ln. to SR 427			\$155,000			Moved from 2017 ADA upgrades to Adv. with 3R (74038)
Not Scheduled	UNASSIGNED	US 6 fm. 0.736 ME of the ES/NY Co. line to US 95. US 95 fm. the ES/NY Co. line to US 6 in Tonopah. MP US 6 NY 0.736 to 1.801. MP US 95 NY 107.220 to 109.509			\$260,000			
Not Scheduled		US 93A, W. Wendover, fm. I80 to MP 53.2			\$70,000			Tentative - ROW/Utility impacts TBD
Not Scheduled		US 95, Searchlight, MP CL 19.97 to 20.53			\$250,000			Moved from 2017 Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 578, Washington Ave., Las Vegas, fm. I 15 to Las Vegas Blvd.			\$165,000			Moved from 2020 Tentative - ROW/Utility impacts TBD
Not Scheduled		US 95, McDermitt, fm Jaca Rd. to EUL			\$95,000			Tentative - ROW/Utility Impacts TBD
Not Scheduled		SR 372, Pahrump, fm. Blagg St. to SR 160 and SR 160 fm. E. Acoma Ave. to Lockspur Ave.			\$195,000			Moved from 2017 Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 322, Pioche, Main St. fm. Railroad Ave. to Cedar St.			\$160,000			Moved from 2017 Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 304/SR 305/SR806, Battle Mtn., SR 304 fm. Eastgate Dr. to Forrest Ave., SR 305 fm. I 80 Intch to SR 304, SR 806 fm. SR 304 to Trescott St.			\$285,000			Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 223, Wells, fm. 500ft. S of I 80 to 600 ft. E. of US 93			\$415,000			Cost changed from \$265,000 Tentative - ROW/Utility impacts TBD
Not Scheduled		FREL17/FREL18, Elko, at I 80 ramps and Idaho St. Intch. and FREL18 at Delaware Ave., El Dorado Dr., and Idaho St. Ints.			\$60,000			Moved from 2017 Cost changed from \$40,000 Tentative - ROW/Utility impacts TBD
Not Scheduled		All Five Winnemucca Locations			\$535,000			Tentative - ROW/Utility impacts TBD
4-03443	73937	SR 596, Jones Blvd., fm. S. of US 95 to Smoke Ranch Rd. MP CL 43.007 to 45.038			\$250,000			ADA upgrades to Adv. with 3R (73937)
Not Scheduled		SR 595, S. Rainbow Blvd., Las Vegas, fm. W. Tropicana Ave. to Westcliff Dr.			\$500,000			Moved from 2017 Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 659, McCarran Blvd. (East), Reno, fm. US 395 North to S. Virginia St.				\$320,000		Moved from 2017 Tentative - ROW/Utility impacts TBD
Not Scheduled	UNASSIGNED	Winnemucca, US 95 fm 0.071 MW of Fountain Way to Dancing Bear Ln., SR 289 fm Jct with US 95 to I 80 WB on ramp, SR 794 fm Jct with SR 289 to Haskell St., SR 787 fm Jct with US 95 to Jct with SR 294, SR 294 fm Sunny Dr. to SR 787/Hanson St.				\$690,000		
2-01089	60750	US 50, Fallon, fm. 0.008 ME of Allen Rd. to the EUL of Fallon at Rio Vista. MP CH 19.351 to 21.708				\$785,000		Moved from 2018 Scope part of 3R Project (60750) Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 589, W. Sahara Ave., Las Vegas, fm. S. Rainbow Blvd. to Las Vegas Blvd.				\$515,000		Moved from 2019 Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 589, E. Sahara Ave., Las Vegas, fm. S. Las Vegas Blvd. to S. Nellis Blvd.				\$515,000		Moved from 2018 Cost changed from \$1,150,000 Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 582, Fremont St., Las Vegas, fm. S. 8th St. to E. Charleston Blvd.				\$645,000		Moved from 2019 Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 445, Pyramid Way, Sparks, fm. Nugget Ave. to Sparks Blvd.				\$380,000		Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 396/SR 398/SR 854/SR 397, Lovelock, SR 396 fm. S. Broadway Ints. to N. Broadway Ints., SR 398 fm. I 80 Intch. to 17th St., SR 854 fm. Jamestown Ave. to SR 398, SR 397 fm. 4th St. to 11th St.				\$555,000		Moved from 2019 Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 221, Carlin, fm. 3rd St. to Allen St. and SR 766 fm. SR 221 to I 80				\$80,000		Moved from 2017 Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 147, Lake Mead Blvd., Las Vegas, fm. Lamb Blvd. to the EUL.				\$2,170,000		Tentative - ROW/Utility impacts TBD
1-00028	73982	I 80 Intch. ramps in Winnemucca, Battle Mtn., Elko, Wells, and West Wendover				\$520,000		Moved from 2016 Scope and Limts TBD
Not Scheduled		SR 574, Cheyenne Ave., Las Vegas, fm. N. Martin L. King Blvd. to N. Nellis Blvd.				\$950,000		Moved from 2019 Tentative - ROW/Utility impacts TBD
Not Scheduled		US 95, Fallon, fm. 500ft N. of Sheckler Rd. to Keddie St.				\$190,000		Moved from 2017 Tentative - ROW/Utility impacts TBD





Not Scheduled		SR 147, Lake Mead Blvd., Las Vegas, fm. Losee Rd. to Civic Center Dr. and Pecos Rd. to Lamb Blvd.						\$2,170,000	Moved from 2018 Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 612, N. Nellis Blvd, Las Vegas, fm. E. Russell Rd. to E. Charleston Blvd.						\$970,000	Moved from 2020 Tentative - ROW/Utility impacts TBD
Not Scheduled		US 93, Wells, fm. 500 ft. S. of I 80 to SR 223						\$415,000	Moved from 2020 Cost changed from \$265,000 Tentative - ROW/Utility impacts TBD
<b>SubTotal:</b>			\$7,882,800	\$6,035,000	\$4,855,000	\$8,315,000	\$3,555,000		

**MISCELLANEOUS PROJECTS**

PCEMS No.	PIN/EA No.	PROJECT NAME	2017	2018	2019	2020	2021	NOTES
4-31249	74044	SR 445, Pyramid HWY, at Calle de la Plata Rd in Spanish Springs, MP WA 9.75 - Accel and Decel Lanes.	\$1,600,000					
<b>2-05127</b>	<b>74039</b>	<b>US 395 at SR 759 Airport Rd. MP DO 26.03 - Install Signal System</b>	<b>\$600,000</b>					
3-05057	73867	SR 756 Centerville Ln. at Structure B-287. MP DO 3.68	\$600,000					TAP funding (Douglas County)
3-05058	73966	SR 756, Centerville, fm. Waterloo Ln. to US 395 (Bikelanes)	\$600,000					TAP Funding (2nd Project)
4-03417	73725	SR 589, Sahara Ave at SR 612 Nellis Blvd. Reconstruct Intersection.		\$1,200,000				Moved from 2017 State Funded Construction due to Road Relinquishment.
3-19053	73861	SR 828 Farm District Rd. fm. Crimson Rd. to Jasmine Ln. in Fernley. MP LY 0.90 to LY 2.75		\$1,153,800				Moved from 2017 Cost changed from \$530,315 TAP funding (City of Fernley \$173,485); \$650,000 Safe Routes
3-03178	73803	SR 163, Laughlin, Roundabout				\$2,500,000		Moved from 2019
4-03416	60722	SR 147, Lake Mead Blvd., Pkg. 2 - 1.5" Mill with 2" PBS and 0.75" OG; Shoulder Widening and Slope Flattening; Drainage Improvements. MP CL 7.35 - 9.67					\$4,500,000	Moved from 1111 Cost changed from \$2,300,000
<b>SubTotal:</b>			\$3,400,000	\$2,353,800		\$2,500,000	\$4,500,000	

**DISTRICT BETTERMENT PROJECTS**

PCEMS No.	PIN/EA No.	PROJECT NAME	2017	2018	2019	2020	2021	NOTES
		<b>District Betterments</b>	<b>\$33,170,033</b>					
<b>SubTotal:</b>			\$33,170,033					

**BIKE & PED PROJECT**

PCEMS No.	PIN/EA No.	PROJECT NAME	2017	2018	2019	2020	2021	NOTES
Not Scheduled		Off System - 2017	\$2,000,000					
Not Scheduled		Off System - 2018		\$1,000,000				
Not Scheduled		US 50 / US 95 - Bicycle Improvements		\$1,000,000				
Not Scheduled		Off System - 2019			\$2,000,000			
<b>SubTotal:</b>			\$2,000,000	\$2,000,000	\$2,000,000			

<b>Grand Total</b>	<b>Grand Total</b>	\$582,447,262	\$439,150,396	\$415,159,596	\$573,819,596	\$438,280,500
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**Qualifiers/Disclaimers**

This list is not fiscally constrained. It is preliminary and subject to revision based on funding, resources and priorities. The primary intent of this list is help NDOT determine priority of NDOT construction projects from a funding and resource allocation perspective. The initial emphasis was placed on the first two years of the list. Additional projects for later years will be added as those are identified.

The list of projects shows those projects which NDOT has identified as being funded or potentially funded with money controlled by NDOT, such as STP Statewide, NHPP, Safety, state funds, etc. The list does not show projects which are solely locally funded or funded with federal funding controlled by the MPOs, such as CMAQ or STP Local funds. The list does not show Local Public Agency (LPA) projects which do not have NDOT controlled funds included in the project or an agreement to have NDOT controlled funds in them.

The dollar amounts may not be the total project cost but rather the amount of NDOT controlled funds in the project. It does not include any funding from federal earmarks or local/Developer funds. The dollar amounts show the federal fiscal year in which it is anticipated the funds may be obligated. It does not represent the year that the funds will be expended. The dollar amounts shown are for the construction phase only and does not reflect design or right of way costs.

Backup projects may be used in the year shown. If not used, backup projects will be used the following year. Contingency projects may be used to replace any planned project in a year that experiences issues. If not used, contingency projects are reevaluated for use in future years. Projects whose funding has not yet been identified may not be obligated in the year shown. There are not current commitments to actual fund those projects but staff recommends them.

Not Scheduled - indicates that the project is not currently scheduled in NDOT's Project Scheduling and Management System (PSAMS)

**CHANGES FROM THE 8-4-16 VERSION OF THE FIVE YEAR PLAN ARE SHOWN IN BOLD AND BLUE**

N = Need  
S = Submitted (HQ reviewing)  
A = Approved

Department of Transportation  
Construction Contract Closeout Status  
February 14, 2017

CONT NO	DIST	CREW #	CONTRACTOR - RESIDENT ENGINEER	DESCRIPTION	CONTRACT BID PRICE	RETENT HELD	EEO	LAB	AB	CP	LE or CM	ATSS	WC	CONST. COMPL.	CLEANUP FINALIZED	PLANT ESTAB. (end date)	DISTRICT ACCEPT	DIRECTOR ACCEPT	PICK UP COMPL.	RPU	COMMENTS	PRIORITIES (based on Const Comp Date)	CONT MOD STATUS
3532	1	916	LAS VEGAS PAVING CORP RUGULEISKI TRISH	RE-OPEN F STREET UNDER I 15 INTERSTATE TO TRAFFIC	\$13,600,000.00	\$50,000.00	A	A	S	S	N	A		10/24/14			10/1/15	10/1/15		Y	Contract sent to CC 2/2/17		
3546	1	903	LAS VEGAS PAVING CONNER TRISH	I-15 MILL, 3" PBS, 3/4" OPEN-GRADE, 2 MI TRUCK CLIMBING LN NORTH BOUND	\$35,650,000.00	\$50,000.00	A	A	S	A	A	A		6/10/15			1/19/16	1/19/16		Y	Need crew to complete final documentation before I can continue pick up. 11/16/16		
3554	1	926	LAS VEGAS PAVING SULAHRIA TRISH	US 95 FROM ANN ROAD TO DURANGO DRIVE	\$35,700,000.01	\$50,000.00	A	A	N	S	A	S		9/18/15	10/22/15	10/7/16	Partial Relief 11/24/2015			Y	Closeout in progress. Partial relief granted, pending district acceptance.	1 - Trish	
3576 FM	1	906	AGGREGATE INDUSTRIES SWR CHRISTIANSEN TRISH	SR 147 FM 2ME OF EUL OF NLV CL 9.67 TO APPX BOUNDARY LAKE MEAD NRA	\$5,948,497.07	\$50,000.00	A	A	S	A	S	A		1/7/16			2/17/16	2/17/16		Y	Closeout in progress.	3 - Trish	
3577 FM	1	903	LAS VEGAS PAVING CORP CONNER TRISH	US 95 FROM 1.2 MILES NORTH OF FRCL 34 TO 0.9 MILES NORTH OF THE TRAILING EDGE OF I-1075 3" COLD MILL & FILL w/ OG	\$23,642,334.99	\$50,000.00	A	A	N	A	S	A		11/17/15			1/19/16	1/20/16		N	As-Builts are completed, will hold for pickup. Closeout Cont Mod is in DRAFT.		
3597 FM	1	903	GRANITE CONSTRUCTION CO. CONNER TRISH	I-15 IN NORTH LAS VEGAS SEISMIC RETROFIT AND REHAB OF STR H-948, G-949, G-953, AND I-956	\$2,115,550.49	\$50,000.00	A	A	N	A	A	S		7/19/16			11/1/16	11/14/16		Y	Requested pick up on 11/18/16., in queue for closeout, pending closeout of 3576.	5 - Trish	
3602 FM	1	906	LAS VEGAS PAVING CORP CHRISTIANSEN TRISH	SR 160 EMERGENCY MEDIAN CROSSEOVERS / PLACEMENT OF CABLE BARRIER RAILS	\$794,000.00	\$42,197.00	A	A	S	A	S	S		1/6/16			2/17/16	2/17/16		Y	Closeout in progress.	2 - Trish	
3605 FM	1	901	AGGREGATE INDUSTRIES SWR ALHWAYEK TRISH	SR 593 TROPICANA AVE FROM EASTEN AVE TO BOULDER HWY COLDMILLING, PLACING PBS & MEDIAN IMPROVEMENTS	\$7,669,990.00	\$50,000.00	N	N	N	N	N	N		10/14/16			11/28/16			N	Crew working on closeout items.		
3607 FM	1	902	ROAD & HIGHWAY BUILDERS YOUSUF TRISH	US 95 SOUTH OF TONOPAH, US 95 .796 MI SOUTH OF DRY WASH B-1478 TO 1.198 MI SOUTH OF ESMERALDA/RYE COUNTY LINE WIDEN SHOULDERS & FLATTEN SLOPES; CONST 2 PASSING LNS. WIDEN SILVER PEAK RD (RT TURN LN) LIDA RD (LT TURN LN); PBS WITH OG	\$14,141,141.00	\$50,000.00	N	N	N	N	N	N								N	Construction ongoing		
3610 FM	1	901	LLO INC DBA ALHWAYEK TRISH	I-15 FROM CALIFORNIA STATE LINE TO NORTH OF THE I-215 INTERCHANGE	\$1,305,399.20	\$50,000.00	N	N	N	N	N	N		12/21/16						N	Crew working to request pickup.		
3616 FM	1	902	TRADE WEST CONSTRUCTION YOUSUF TRISH	US 95 IN GOLDFIELD FROM 1ST STREET TO 2ND STREET ES 19.22 TO ES 19.29	\$764,492.88	\$38,224.64	N	N	N	N	N	S								N	Construction on going.		
3617 FM	1	903	LAS VEGAS PAVING CORP CONNER TRISH	I-15 NB, SLOAN TRUCK INSPECTION STATION-REHABILITATE & REPAVE TRUCK INSPECTION STA; UPGRADE CHECK STA SIGNS & LHT & CONSTRUCT TORTOISE FENCE	\$904,953.00	\$47,950.13	A	A	N	A	A	N		6/30/16			6/30/16	7/11/16		Y	Closeout in progress.	4 - Trish	
3618 FM	1	903	NEV-CAL INVESTORS INC CONNER TRISH	I-15 FROM UPRR SPUR NELLIS TO NORTH OF THE APEX INTERCHANGE	\$1,875,444.31	\$50,000.00	N	A	N	N	N	N								N	Construction ongoing		

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3620 FM	1	915	LAS VEGAS PAVING CORP STRGANAC TRISH	ON SR-160 CLARK COUNTY BLUE DIAMOND HIGHWAY AT FORT APACHE ROAD AND EL CAPITAN WAY	\$2,441,462.06	\$50,000.00	S	N	N	A	N	S		9/23/16			11/23/16	11/28/16		N	Crew working to request pickup.		
3622 FM	1	915	LLO INC DBA STRGANIC TRISH	ON MULTIPLE INTERSECTIONS IN DISTRICT 1 CITY OF LAS VEGAS PACKAGE 3 SIGNAL SYTEM.	\$431,982.99	\$6,300.00	N	N	N	S	N	S		12/2/16						N	Crew working to request pickup.		
3561	2	911	GRANITE CONSTRUCTION ANGEL DEENA	2 3/4" MILL 2" PLANTMIX SURFACE WITH 3/4" OPEN GRADE	\$6,354,354.01	\$50,000.00	A	A	A	A	A	A		11/7/14		N/A	9/21/15	9/28/15	1/5/17	Y	Pickup was completed. Qtys sent to contractor 1/24/17. Possible payoff 2-24-17.	1 Deena	
3564 CMAR	2	911	Q & D CONSTRUCTION ANGEL MATT	SR 207 KINGSBURY GRADE FROM THE JUNCTION WITH US 50 TO 3.866 MILES E. OF US 50	\$14,877,619.23	\$50,000.00	A	A	N	A	A	A		10/15/14		10/1/15	11/3/15	11/3/15		Y	Requested pickup on 2/8/2017. Scheduled for pickup 3/6/2017	1-Matt	
3574 FM Pilot	2	905	Q & D CONSTRUCTION LOMPA MATT	CRACK SEALING, SPALL REPAIR AND DIAMOND GRINDING	\$12,114,205.11	\$50,000.00	N	N	N	A	N	N		6/17/16			11/28/16	12/2/16		N	Crew is working on closing contract out.		
3578 FM	2	910	PAR ELECTRICAL CONTRACTORS DURSKI MATT	I-580 US 395 US 395A FRCC10 SR 431 AND SR 341	\$3,319,768.45	\$0.00	N	A	N	S	N	N		4/15/16						N	Crew is working on closing contract out.		
3586 FM	2	911	MKD CONSTRUCTION ANGEL MATT	US 5- CARSON CITY LOWER AND CENTRAL CREEK WATERSHED STORM DRAIN PROJECT FM CREEK INTERCHANGE TO JUNCTION OF US 395	\$1,323,150.00	\$50,000.00	A	A	A	A	A	A		11/6/15		11/6/16	3/29/16	3/29/16	1/13/17	Y	Pickup complete 1/13/2017. Revised qty's sent to contractor on 1/31/2017. poss. payoff 2/15/2017.	Done	
3587 FM	2	911	SIERRA NEVADA CONSTRUCTION ANGEL DEENA	US 50 FROM BOYER LN TO PINTO LN CONSTRUCT FENCE WITH CATTLE GUARDS @ VARIOUS LOCATIONS	\$689,007.00	\$37,854.11	A	A	A	A	A	A		10/23/15		10/23/16	1/29/16	1/29/16	1/17/17	Y	Field pickup completed.;qtys sent to contractor for review 1/18/17; NTC will exp 3-1-17, Possible payoff 3-1-17.	3 Deena	
3590 FM	2	904	A & K CONSTRUCTION INC BOGE MATT	US 95 FM JUNCTION SR726 TO 0.822 MS OF TRAILING EDGE OF B-680	\$9,528,946.52	\$50,000.00	N	N	N	N	N	N		10/25/16		N/A	12/13/16			N	Crew is working on closing contract out.		
3591 FM	2	910	Q & D CONSTRUCTION DURSKI DEENA	I-580 @ S. VIRGINIA (SUMMIT MALL); CONSTRUCT LANDSCAPE & AESTHETICS	\$1,915,906.50	\$50,000.00	N	N	N	N	N	N		3/31/16		3/31/19				N	Closeout pending plant establishment (3/2019). Rick Bosch recommended waiting until spring to assess status of regrowth. Crew working on other closeout items. <b>**Check with Design in 2017 to reduce Plant Establishment (per Sharon).</b>		
3595 FM	2	907	GRANITE CONSTRUCTION CO. HURLBUT DEENA	SEISMIC RETROFIT, SCOUR COUNTERMEASURES & REHAB OF STRS. I-1263 NB/SB (CRADLEBAUGH SLOUGH) & B-1262 NB/SB (CARSON RIVER)	\$1,699,881.25	\$50,000.00	A	A	S	N	N	N		5/13/16	7/18/16		Partial 5/25/16			N	NDEP requires 70% plant cover to be achieved before NOT is issued, unable to access at this time due to recent flooding.		
3598 FM	2	910	Q & D CONSTRUCTION DURSKI Matt	I580 FM SB OFF RAMP AT N CARSON ST INTERCHANGE TO 0.86 MS FM BOWERS MANSION INTERCHANGE	\$15,167,370.32	\$50,000.00	N	N	N	S	N	N		12/2/16						N	Construction ongoing		

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3600 FM	2	907	Q & D CONSTRUCTION HURLBUT Matt	MY 922 CARSON CITY MAINTENANCE YARD	\$2,893,934.00	\$50,000.00	A	N	N	A	N	S		6/10/16	6/15/16		12/1/16	12/7/16		Y	Crew requested pickup 2/8/2017. Pickup scheduled 2/22/2017.	3-Matt	
3601 FM	2	904	Q & D CONSTRUCTION BOGE DEENA	NORDYKE RD. EAST OF WALKER RIVER LYON COUNTY, REPLACE BRIDGE B-1610	\$792,700.00	\$41,685.00	A	A	A	A	A	A		3/3/16			11/28//2016	12/6/16	2/14/17	Y	Pickup Completed 2/14/2017. Sent qtls to contractor on 2/14/17 poss. Payoff 3/14/2017 .	Done	
3606 FM	2	905	GRANITE CONSTRUCTION LOMPA MATT	I-80 LOCKWOOD INTERCHANGE RAMPS AND FRONTAGE ROADWA09 LOCKWOOD INTERCHANGE FM GRANITE PIT TO LOCKWOOD DR.	\$864,453.04	\$43,222.65	A	N	N	S	N	S		10/21/16			2/7/17			N	Crew is working on closing contract out.		
3608 FM	2	904	MKD CONSTRUCTION INC BOGE MATT	SR 115 HARRIGAN ROAD AT LINE CANAL	\$668,904.69	\$33,445.23	A	A	A	A	A	A		4/25/16			11/28/16	12/2/16	2/1/17	Y	Pickup Completed 2/1/2017. Sent qtls to contractor on 2/1/17 poss. Payoff 3/1/2017 .	Done	
3611 FM	2	905	Q & D CONSTRUCTION INC LOMPA DEENA	DIST II MTNC YARD (RENO) DRAINAGE IMPROVEMENTS	\$760,006.15	\$38,000.31	A	S	N	A	A	A		9/12/16			11/28/16	12/6/16		N	Crew is working on closing contract out.		
3623	2	911	Q & D CONSTRUCTION, INC ANGEL DEENA	SR 431, MT ROSE HWY, MP 0.268 TO 0.651 CONSTRUCT A TRUCK ESCAPE RAMP	\$4,669,566.69	\$50,000.00	N	N	N	N	N	S				10/26/17				N	Construction ongoing		
3626 FM	2	910	INTERMOUNTAIN SLURRY SEAL DURSKI MATT	SR447 WASHOE COUNTY GERLACH ROAD MP WA 48.93 TO MP WA 74.65	\$938,382.98	\$46,919.15	N	N	N	A	S	S		7/21/16			9/23/16	9/30/16	2/13/17	Y	Pickup completed. Need As-Builts,ATSS,LAB &EEO before sending qtls to contractor. Closeout CM submitted will be approved after all required items completed.	Done	
3627	2	911	Q&D CONSTRUCTION INC ANGEL DEENA	HWY 50 CAVE ROCK WATER QUALITY IMPROVEMENTS	\$6,099,958.57	\$50,000.00	N	N	N	N	N	S				10/21/17				N	Construction on going.		
3636 FM	2	904	GRANITE CONSTRUCTION BOGE MATT	FR PE01, I-80, FRONTAGE ROAD S. OF LOVELOCK, MP PE 4.50 to PE 16.58.	\$2,951,677.37	\$50,000.00	N	N	N	N	N	S		9/16/16						N	Completing FA work.		
3640 FM	2	910	SIERRA NEVADA CONSTRUCTION DURSKI MATT	SR 529 S. CARSON ST. FM OVERLAND ST. TO FAIRVIEW DRIVE	\$1,301,374.07	\$50,000.00	N	N	N	A	N	S		10/20/16			11/28/16	12/6/16		N	Crew is working on closing contract out.		
3648 FM	2	904	INTERMOUNTAIN SLURRY SEAL BOGE MATT	SR399, PERSHING	\$1,365,424.11	\$50,000.00	N	A	N	N	N	N		10/31/16						N	Crew is working on closing contract out.		
3649	2	911	GRANITE CONSTRUCTION CO ANGEL DEENA	SHARED USE PATHWATER QUALITY IMPROVEMENTS	\$4,331,331.00	\$50,000.00	N	N	N	N	N	N								N	Construction ongoing		
3525	3	912	ROAD & HIGHWAY BUILDERS BRONDER DEENA	DOWEL BAR RETROFIT, PROFILE GRIND, SAW & SEAL, SEISMIC RETROFIT & REHAB OF STRUCTURE ON I-80	\$14,222,222.00	\$50,000.00	A	A	A	A	A	A	Y	3/11/15	4/12/15		5/18/15	8/14/15	2/24/15	Y	Complete Wage Complaint	Done	
3550	3	918	ROAD & HIGHWAY BUILDERS, LLC PIERCE MATT	2" MILL, 2" PBS WITH OPEN-GRADE AND 3 3/4" MILL, 1" STRESS RELIEF COURSE, 2" PBS WITH OPEN GRADE.	\$19,656,656.00	\$50,000.00	S	A	A	A	A	A	Y	5/11/16	6/10/16	9/7/16	11/2/16	11/7/16		Y	Pickup in process. 25% complete. Outstanding Wage Complaint	2-Matt	

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3551	3	908	ROAD & HIGHWAY BUILDERS, LLC TESFAGBR DEENA	ADD 6' SHOULDERS, PASSING LANES, FLATTEN SLOPES, & EXTEND DRAINAGE FACILITIES. PACKAGE 2	\$8,363,636.00	\$50,000.00	A	A	A	A	A	S		10/9/15	10/14/15		12/10/15	1/5/16		Y	Topsoil/earthwork issue pending resolution. Picked up contract 12-13-16; HQ in the review process. Sent crew a few minor corrections.	2 Deena	
3563	3	301 ELY	SIERRA NEVADA CONSTRUCTION HESTERLEE DEENA	US50-5, US93, SR140, SR278, SR292, SR294, and SR305; CHIP SEAL OF EXISTING ROADWAY	\$4,824,007.00	\$50,000.00	A	A	A	N	N	A		7/29/15			9/30/15	9/30/15	7/19/16	Y	HQ closeout completed 7/19/16; spoke w/ Hesterlee re: needing justification for addtl entries in book for screenings, need CPPRs also. Lani emailed Randy regarding outstanding items.	Done	
3596 FM	3	908	REMINGTON CONSTRUCTION LLC TESFAGBR MATT	WILDLIFE SAFETY CROSSING	\$2,394,139.16	\$50,000.00	A	A	N	S	N	S		10/6/16			12/6/16			Y	Received request for pickup 1/27/17. Scheduled pickup on 4/12/2017.	5-Matt	
3604 FM	3	920 WINN	ROAD & HIGHWAY BUILDERS, LLC SCHWARTZ MATT	I-80 FM 1.065 MW OF HU/LA CTY LN ; 1-80 HU/LA CTY LN TO 0.93 ME OF E BATTLE MTN INTCHING: SR 304 ALLEN RD	\$11,996,460.05	\$50,000.00	N	N	N	N	N	N					PartlyRelief 12/5/2016			N	Construction ongoing		
3609 FM	3	908	WW CLYDE & CO DEENA TESFAGBR	I-80 FROM .05 MI WEST OF WILLOW CREEK GRADE SEPARATON TO .82 MI EAST OF THE EAST WELLS INTERCHANGE	\$16,394,527.13	\$50,000.00	N	N	N	N	N	S		11/16/16			2/3/17			N	Crew working on closeout. Tentatively scheduled for pick up mid April. Rec'd Dist. Accept. 2/6/17		
3621 FM	3	912	WW CLYDE & CO BRONDER DEENA	US 93 NORTH OF MCGILL SOUTH OF SUCCESS SUMMIT RD COLDMILL & PLACE PBS WITH OG SURFACE	\$3,612,781.22	\$50,000.00	A	A	A	S	A	A		8/12/16	9/8/16		9/8/16	9/9/16		Y	Contract was picked 12-16-16; in HQ for closeout.	5 Deena	
3631 FM	3	C301	REMINGTON CONSTRUCTION LLC AVERETT DEENA	MY 927, NORTH FORK MNTNC YARD @ SR 225 DRAINAGE IMPROVEMEMTS & REPAVE MTNC YARD	\$848,840.59	\$42,442.03	N	N	N	N	S	S		11/18/16						N	Crew working on closeout.		
3633 FM	3	912	INTERMOUNTAIN SLURRY SEAL, INC BRONDER DEENA	CHIP SEAL SR 318 LUND	\$1,847,031.30	\$50,000.00	A	A	A	S	A	S		9/16/16	10/28/16		11/23/16			Y	Contract was picked 12-16-16; in HQ for closeout. Final quantities pending CPPRs and ATSS corrections.	8 Deena	
3635 FM	3	912	MKD CONSTRUCTION INC BRONDER DEENA	I-80 @ G-884 & G-885 INSTALL SCOUR MITIGATION & EROSION ON & UNDER STRS WITHIN UPPR & I-80 R/W	\$354,000.54	\$19,927.03	A	N	A	A	S	S		9/14/16	10/20/16		11/1/16	11/17/16		Y	Contract was picked up 12-16-16; in HQ for closeout.	7 Deena	
3641 FM	3	918	STAKER & PARSON CO. PIERCE DEENA	SR226 DEEP CREEK HIGHWAY	\$2,289,741.77	\$38,101.86	A	S	N	N	N	S		9/14/16	10/20/16		1/5/17			N	Crew working on closeout. Request was submitted for Lab Acceptance 1-30-17.		
3642 FM	3	918	ROAD & HIGHWAY BUILDERS LLC PIERCE MATT	SR 278 EUREKA ROAD	\$1,748,566.55	\$50,000.00	A	N	N	S	N	N		9/30/16	10/14/16					Y	Received request for pickup 1/30/17. Scheduled pickup on 4/12/2017.	4-Matt	
3644 FM	3	920 WINN	SIERRA NEVADA CONSTRUCTION SCHWARTZ MATT	SR 293 CHIP SEAL & SEAL COAT	\$635,897.07	\$31,794.85	A	A	A	S	A	S		9/29/16	10/27/16		12/20/16		12/27/16	Y	Pickup complete. Need ATSS before qty's are sent to contractor	Done	
3646 FM	3	920 WINN	ROAD & HIGHWAY BUILDERS LLC SCHWARTZ MATT	SR-796 WINNEMUCCA AIRPORT ROAD AND ON FRHU 15 FRONTAGE ROAD	\$1,553,592.89	\$50,000.00	A	A	A	A	A	A		10/17/16	10/17/16		10/17/16	10/17/16	12/28/16	Y	Pickup complete. Received Wage Determination 1/25/2017. Revised qty's sent to contractor on 1/31/2017. poss. payoff 2/15/2017.	Done	

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**NDOT Construction Contracts Closed Out**  
**Aug. 1, 2016 - Feb. 15, 2017**

Item 8B

Contract	Resident Engineer	NDOT/Consultant Project Manager	Original Bid	CCO Amount	% CCO	Total Paid	Total Amount Over/Under Bid Amount	% of Bid Amount	Agreement Estimate (budget)	Total Amount Over/Under Budgeted Amount	% of Budget
3541	JOHN ANGEL	PEDRO RODRIGUEZ	\$1,424,013.00	(\$10,481.00)	-0.7%	\$1,346,562.00	(\$77,451.00)	95%	\$1,424,013.00	(\$77,451.00)	95%
3559	DAVE SCHWARTZ	JOHN BRADSHAW	\$10,069,069.00	\$0.00	0.0%	\$10,104,694.74	\$35,625.74	100%	\$10,849,672.00	(\$744,977.26)	93%
3593	LARRY BOGE	PHILIP KANEGSBERG	\$2,542,000.00	\$98,516.60	3.9%	\$2,687,465.19	\$145,465.19	106%	\$2,792,971.35	(\$105,506.16)	96%
3292	BRAD DURSKI	AMIR SOLTANI/CH2M HILL	\$393,393,393.00	\$41,619,539.81	10.6%	\$447,477,665.41	\$54,084,272.41	114%	\$405,824,356.00	\$41,653,309.41	110%
3557	MIKE SIMMONS	JOHN BRADSHAW	\$7,835,211.70	\$316,542.25	4.0%	\$8,102,751.05	\$267,539.35	103%	\$8,383,676.00	(\$280,924.95)	97%
3612	SAM LOMPA	PHILLIP KANEGSBERG	\$786,786.00	(\$42,872.47)	-5.4%	\$762,369.37	(\$24,416.63)	97%	\$895,049.00	(\$132,679.63)	85%
3582	JOHN ANGEL	STEVE BIRD	\$266,007.00	\$85,320.08	32.1%	\$372,058.67	\$106,051.67	140%	\$328,357.56	\$43,701.11	113%
3592	JOHN ANGEL	PHILIP KANEGSBERG	\$1,449,007.00	\$107,569.29	7.4%	\$1,643,292.48	\$194,285.48	113%	\$1,609,665.96	\$33,626.52	102%
		<b>TOTALS</b>	<b>\$417,765,486.70</b>	<b>\$42,174,134.56</b>	<b>10.1%</b>	<b>\$472,496,858.91</b>	<b>\$54,731,372.21</b>	<b>113%</b>	<b>\$432,107,760.87</b>	<b>\$40,389,098.04</b>	<b>109%</b>
								Number of Projects Over/Under Agr. Est. (Budget)	Projects Equal To or Under Budget	5	
									Project Over Budget	3	

**Contract No. 3292**

**NDOT Project I.D. No(s):** 60213

**FHWA Project No(s):** EB-NH-580-1(025)000

**County:** WASHOE

**Location:** I-580 FREEWAY FROM NEAR WINTERS RANCH TO NEAR MOUNT ROSE HIGHWAY, WASHOE COUNTY

**Work Description:** CONSTRUCTING A NEW SIX LANE CONTROLLED ACCESS FREEWAY

**Advertised Date:** JULY 6, 2006

**Bid Opening:** OCTOBER 12, 2006

**Contract Awarded:** NOVEMBER 6, 2006

**Notice to Proceed:** DECEMBER 11, 2006

**Work Completed:** NOVEMBER 19, 2012

**Work Accepted:** MARCH 9, 2015

**Final Payment:** AUGUST 30, 2016

**Contractor:** FISHER SAND & GRAVEL CO.

**Resident Engineer:** RICH HOLMES

**Project Performance:**

<b>Engineers Estimate:</b>	\$318,360,706.14
<b>Bid Price:</b>	\$393,393,393.00
<b>Agreement Estimate (Budget):</b>	\$405,824,356.00
<b>Final Contract Payment Amount:</b>	\$447,477,665.41
<b>Percent of Budget:</b>	110%
<b>Total Change Orders:</b>	\$41,619,539.81
<b>Percent Change Orders:</b>	10.6%
<b>Original Working Days:</b>	1000
<b>Updated Working Days:</b>	1049
<b>Charged Working Days:</b>	1049
<b>Liquidated Damages:</b>	\$63,230.32

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	N/A	N/A
<b>Right of Way:</b>	N/A	N/A
<b>Construction Engineering:</b>	\$43,054,824.72	8.8%
<b>Final Contract Payment Amount:</b>	\$447,477,665.41	91.2%
<b>Total Project Cost:</b>	\$490,532,490.13	

**Contract No. 3541**

**NDOT Project I.D. No(s):** 60581

**FHWA Project No(s):** PLH-0005(019)

**County:** DOUGLAS

**Location:** US 50 STATELINE TO STATELINE BIKE PATH, ELKS POINT ROAD TO 1 MI NO OF ELKS POINT ROAD ON US 50. OFF-SYSTEM.

**Work Description:** CONSTRUCT PHASE 1C MULTI-USE TRAIL OF STATELINE TO STATELINE BIKEWAY PROJECT. CMAR PROJECT.

**Advertised Date:** JUNE 12, 2013

**Bid Opening:** MAY 7, 2013

**Contract Awarded:** JUNE 10, 2013

**Notice to Proceed:** JUNE 24, 2013

**Work Completed:** OCTOBER 15, 2013

**Work Accepted:** FEBRUARY 10, 2016

**Final Payment:** AUGUST 9, 2016

**Contractor:** Q&D CONSTRUCTION, INC.

**Resident Engineer:** JOHN ANGEL

**Project Performance:**

<b>Engineers Estimate:</b>	\$1,520,491.14
<b>Bid Price:</b>	\$1,424,013.00
<b>Agreement Estimate (Budget):</b>	\$1,424,013.00
<b>Final Contract Payment Amount:</b>	\$1,346,562.00
<b>Percent of Budget:</b>	95%
<b>Total Change Orders:</b>	-\$10,481.00
<b>Percent Change Orders:</b>	-0.7%
<b>Original Working Days:</b>	N/A
<b>Updated Working Days:</b>	N/A
<b>Charged Working Days:</b>	N/A
<b>Liquidated Damages:</b>	N/A

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	N/A	N/A
<b>Right of Way:</b>	N/A	N/A
<b>Construction Engineering:</b>	\$231,655.48	14.7%
<b>Final Contract Payment Amount:</b>	\$1,346,562.00	85.3%
<b>Total Project Cost:</b>	\$1,578,217.48	



**Contract No. 3557**

**NDOT Project I.D. No(s):** 73548

**FHWA Project No(s):** BR-0011(009)

**County:** EUREKA

**Location:** FR EU 02 NEAR DUNPHY AT THE UPRR AND AT THE HUMBOLDT RIVER

**Work Description:** REPLACE SUBSTANDARD OFF-SYSTEM STRUCTURES G-324 AND B-395

**Advertised Date:** DECEMBER 18, 2013

**Bid Opening:** JANUARY 30, 2014

**Contract Awarded:** MARCH 11, 2014

**Notice to Proceed:** MAY 12, 2014

**Work Completed:** SEPTEMBER 30, 2015

**Work Accepted:** NOVEMBER 17, 2016

**Final Payment:** DECEMBER 21, 2016

**Contractor:** Q & D CONSTRUCTION, INC.

**Resident Engineer:** MIKE SIMMONS

**Project Performance:**

<b>Engineers Estimate:</b>	\$8,419,981.47
<b>Bid Price:</b>	\$7,835,211.70
<b>Agreement Estimate (Budget):</b>	\$8,383,676.00
<b>Final Contract Payment Amount:</b>	\$8,102,751.05
<b>Percent of Budget:</b>	97%
<b>Total Change Orders:</b>	\$316,542.25
<b>Percent Change Orders:</b>	4.0%
<b>Original Working Days:</b>	220
<b>Updated Working Days:</b>	220
<b>Charged Working Days:</b>	220
<b>Liquidated Damages:</b>	\$0.00

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	\$980,260.63	9.7%
<b>Right of Way:</b>	\$295,523.12	2.9%
<b>Construction Engineering:</b>	\$718,469.65	7.1%
<b>Final Contract Payment Amount:</b>	\$8,102,751.05	80.2%
<b>Total Project Cost:</b>	\$10,097,004.45	

**Contract No. 3559**

**NDOT Project I.D. No(s):** 60577, 60626

**FHWA Project No(s):** IM-080-3(064), SP-000M(206)

**County:** HUMBOLDT

**Location:** I 80 FROM 1.474 MILES WEST OF THE GOLCONDA INTERCHANGE FROM THE CROSSOVER TO 0.967 MILE EAST OF PUMPERNICKEL VALLEY INTERCHANGE.

**Work Description:** 2" MILL AND 2" PBS WITH 3/4" OPEN GRADED WEARING COURSE

**Advertised Date:** JANUARY 29, 2014

**Bid Opening:** FEBRUARY 27, 2014

**Contract Awarded:** APRIL 14, 2014

**Notice to Proceed:** MAY 19, 2014

**Work Completed:** JULY 20, 2015

**Work Accepted:** OCTOBER 7, 2015

**Final Payment:** AUGUST 11, 2015

**Contractor:** GRANITE CONSTRUCTION COMPANY

**Resident Engineer:** DAVID SCHWARTZ

**Project Performance:**

<b>Engineers Estimate:</b>	\$12,019,481.00
<b>Bid Price:</b>	\$10,069,069.00
<b>Agreement Estimate (Budget):</b>	\$10,849,672.00
<b>Final Contract Payment Amount:</b>	\$10,104,694.74
<b>Percent of Budget:</b>	93%
<b>Total Change Orders:</b>	N/A
<b>Percent Change Orders:</b>	N/A
<b>Original Working Days:</b>	120
<b>Updated Working Days:</b>	120
<b>Charged Working Days:</b>	120
<b>Liquidated Damages:</b>	N/A

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	N/A	N/A
<b>Right of Way:</b>	N/A	N/A
<b>Construction Engineering:</b>	\$424,733.21	4.0%
<b>Final Contract Payment Amount:</b>	\$10,104,694.74	96.0%
<b>Total Project Cost:</b>	\$10,529,427.95	

**Contract No. 3582**

**NDOT Project I.D. No(s):** 73890

**FHWA Project No(s):** SPF-050-2(025)

**County:** LYON

**Location:** US 50 IN DAYTON FROM .13 MI WEST OF PINE CONE ROAD TO .17 MI EAST OF RETAIL ROAD. MP LY 7.23 TO 7.74

**Work Description:** REVISE STRIPING, CONSTRUCT RAISED MEDIAN ISLANDS AND DECEL LANES AT VARIOUS LOCATIONS

**Advertised Date:** DECEMBER 29, 2014

**Bid Opening:** JANUARY 22, 2015

**Contract Awarded:** FEBRUARY 27, 2015

**Notice to Proceed:** MARCH 30, 2015

**Work Completed:** JUNE 11, 2015

**Work Accepted:** JUNE 24, 2015

**Final Payment:** JANUARY 13, 2017

**Contractor:** SIERRA NEVADA CONSTRUCTION, INC.

**Resident Engineer:** JOHN ANGEL

**Project Performance:**

<b>Engineers Estimate:</b>	\$269,714.64
<b>Bid Price:</b>	\$266,007.00
<b>Agreement Estimate (Budget):</b>	\$328,357.56
<b>Final Contract Payment Amount:</b>	\$372,058.67
<b>Percent of Budget:</b>	113%
<b>Total Change Orders:</b>	\$85,320.08
<b>Percent Change Orders:</b>	32.1%
<b>Original Working Days:</b>	30
<b>Updated Working Days:</b>	35
<b>Charged Working Days:</b>	25
<b>Liquidated Damages:</b>	N/A

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	\$16,953.22	3.6%
<b>Right of Way:</b>	N/A	N/A
<b>Construction Engineering:</b>	\$83,397.78	17.7%
<b>Final Contract Payment Amount:</b>	\$372,058.67	78.8%
<b>Total Project Cost:</b>	\$472,409.67	

**Contract No. 3592**

**NDOT Project I.D. No(s):** 60634

**FHWA Project No(s):** SPSR-0823(001)

**County:** LYON

**Location:** SR 823, LOWER COLONY AND ARTESIA ROADS, FROM SR 208 TO UPPER COLONY ROAD

**Work Description:** 2 INCH PLANTMIX BITUMINOUS SURFACE OVERLAY

**Advertised Date:** APRIL 29, 2015

**Bid Opening:** MAY 28, 2015

**Contract Awarded:** JUNE 15, 2015

**Notice to Proceed:** JULY 20, 2015

**Work Completed:** SEPTEMBER 17, 2015

**Work Accepted:** NOVEMBER 3, 2015

**Final Payment:** FEBRUARY 10, 2017

**Contractor:** SIERRA NEVADA CONSTRUCTION, INC.

**Resident Engineer:** JOHN ANGEL

**Project Performance:**

<b>Engineers Estimate:</b>	\$1,573,972.56
<b>Bid Price:</b>	\$1,449,007.00
<b>Agreement Estimate (Budget):</b>	\$1,609,665.96
<b>Final Contract Payment Amount:</b>	\$1,643,292.48
<b>Percent of Budget:</b>	102%
<b>Total Change Orders:</b>	\$107,569.29
<b>Percent Change Orders:</b>	7.4%
<b>Original Working Days:</b>	30
<b>Updated Working Days:</b>	30
<b>Charged Working Days:</b>	29
<b>Liquidated Damages:</b>	\$1,866.48

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	N/A	N/A
<b>Right of Way:</b>	N/A	N/A
<b>Construction Engineering:</b>	\$66,402.02	3.9%
<b>Final Contract Payment Amount:</b>	\$1,643,292.48	96.1%
<b>Total Project Cost:</b>	\$1,709,694.50	

**Contract No. 3592**  
**NDOT Project I.D. No(s): 60644**  
**FHWA Project No(s): SPSR-0722(001)**  
**County: LANDER**  
**Location: SR 722**  
**Work Description: 2 INCH PLANTMIX OVERLAY**  
**Advertised Date: APRIL 29, 2015**  
**Bid Opening: MAY 28, 2015**  
**Contract Awarded: JUNE 15, 2015**  
**Notice to Proceed: JULY 20, 2015**  
**Work Completed: OCTOBER 28, 2015**  
**Work Accepted: APRIL 24, 2016**  
**Final Payment: AUGUST 16, 2016**

**Contractor: A & K EARTH MOVERS, INC.**  
**Resident Engineer: LARRY BOGE**

**Project Performance:**

<b>Engineers Estimate:</b>	\$2,519,127.39
<b>Bid Price:</b>	\$2,542,000.00
<b>Agreement Estimate (Budget):</b>	\$2,792,971.35
<b>Final Contract Payment Amount:</b>	\$2,687,465.19
<b>Percent of Budget:</b>	96%
<b>Total Change Orders:</b>	\$98,516.60
<b>Percent Change Orders:</b>	3.9%
<b>Original Working Days:</b>	50
<b>Updated Working Days:</b>	50
<b>Charged Working Days:</b>	46
<b>Liquidated Damages:</b>	\$4,180.26

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	N/A	N/A
<b>Right of Way:</b>	N/A	N/A
<b>Construction Engineering:</b>	\$223,393.14	7.67%
<b>Final Contract Payment Amount:</b>	\$2,687,465.19	92.33%
<b>Total Project Cost:</b>	\$2,910,858.33	

**Contract No. 3612**

**NDOT Project I.D. No(s):** 60695

**FHWA Project No(s):** SPFR-WA06(002)

**County:** WASHOE

**Location:** FRWA06, SPARKS, NUGGET AVE., PYRAMID TO MCCARRAN

**Work Description:** EXCAVATE EXISTING ROADWAY, PLACE AGGREGATE BASE, AND PLANTMIX BITUMINOUS SURFACE

**Advertised Date:** AUGUST 12, 2015

**Bid Opening:** SEPTEMBER 3, 2015

**Contract Awarded:** SEPTEMBER 18, 2015

**Notice to Proceed:** MARCH 7, 2016

**Work Completed:** MAY 3, 2016

**Work Accepted:** MAY 22, 2016

**Final Payment:** DECEMBER 30, 2016

**Contractor:** GRANITE CONSTRUCTION COMPANY

**Resident Engineer:** SAM LOMAP

**Project Performance:**

<b>Engineers Estimate:</b>	\$1,027,087.84
<b>Bid Price:</b>	\$786,786.00
<b>Agreement Estimate (Budget):</b>	\$895,049.00
<b>Final Contract Payment Amount:</b>	\$762,369.37
<b>Percent of Budget:</b>	85%
<b>Total Change Orders:</b>	-\$42,872.47
<b>Percent Change Orders:</b>	-5.4%
<b>Original Working Days:</b>	50
<b>Updated Working Days:</b>	50
<b>Charged Working Days:</b>	29
<b>Liquidated Damages:</b>	\$0.00

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	\$0.00	0.0%
<b>Right of Way:</b>	\$0.00	0.0%
<b>Construction Engineering:</b>	\$128,516.29	14.4%
<b>Final Contract Payment Amount:</b>	\$762,369.37	85.6%
<b>Total Project Cost:</b>	\$890,885.66	

**Contract No. 3292**

**NDOT Project I.D. No(s):** 60213

**FHWA Project No(s):** EB-NH-580-1(025)000

**County:** WASHOE

**Location:** I-580 FREEWAY FROM NEAR WINTERS RANCH TO NEAR MOUNT ROSE HIGHWAY, WASHOE COUNTY

**Work Description:** CONSTRUCTING A NEW SIX LANE CONTROLLED ACCESS FREEWAY

**Advertised Date:** JULY 6, 2006

**Bid Opening:** OCTOBER 12, 2006

**Contract Awarded:** NOVEMBER 6, 2006

**Notice to Proceed:** DECEMBER 11, 2006

**Work Completed:** NOVEMBER 19, 2012

**Work Accepted:** MARCH 9, 2015

**Final Payment:** AUGUST 30, 2016

**Contractor:** FISHER SAND & GRAVEL CO.

**Resident Engineer:** RICH HOLMES

**Project Performance:**

<b>Engineers Estimate:</b>	\$318,360,706.14
<b>Bid Price:</b>	\$393,393,393.00
<b>Agreement Estimate (Budget):</b>	\$405,824,356.00
<b>Final Contract Payment Amount:</b>	\$447,477,665.41
<b>Percent of Budget:</b>	110%
<b>Total Change Orders:</b>	\$41,619,539.81
<b>Percent Change Orders:</b>	10.6%
<b>Original Working Days:</b>	1000
<b>Updated Working Days:</b>	1049
<b>Charged Working Days:</b>	1049
<b>Liquidated Damages:</b>	\$63,230.32

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	N/A	N/A
<b>Right of Way:</b>	N/A	N/A
<b>Construction Engineering:</b>	\$43,054,824.72	8.8%
<b>Final Contract Payment Amount:</b>	\$447,477,665.41	91.2%
<b>Total Project Cost:</b>	\$490,532,490.13	

**Contract No. 3541**

**NDOT Project I.D. No(s):** 60581

**FHWA Project No(s):** PLH-0005(019)

**County:** DOUGLAS

**Location:** US 50 STATELINE TO STATELINE BIKE PATH, ELKS POINT ROAD TO 1 MI NO OF ELKS POINT ROAD ON US 50. OFF-SYSTEM.

**Work Description:** CONSTRUCT PHASE 1C MULTI-USE TRAIL OF STATELINE TO STATELINE BIKEWAY PROJECT. CMAR PROJECT.

**Advertised Date:** JUNE 12, 2013

**Bid Opening:** MAY 7, 2013

**Contract Awarded:** JUNE 10, 2013

**Notice to Proceed:** JUNE 24, 2013

**Work Completed:** OCTOBER 15, 2013

**Work Accepted:** FEBRUARY 10, 2016

**Final Payment:** AUGUST 9, 2016

**Contractor:** Q&D CONSTRUCTION, INC.

**Resident Engineer:** JOHN ANGEL

**Project Performance:**

<b>Engineers Estimate:</b>	\$1,520,491.14
<b>Bid Price:</b>	\$1,424,013.00
<b>Agreement Estimate (Budget):</b>	\$1,424,013.00
<b>Final Contract Payment Amount:</b>	\$1,346,562.00
<b>Percent of Budget:</b>	95%
<b>Total Change Orders:</b>	-\$10,481.00
<b>Percent Change Orders:</b>	-0.7%
<b>Original Working Days:</b>	N/A
<b>Updated Working Days:</b>	N/A
<b>Charged Working Days:</b>	N/A
<b>Liquidated Damages:</b>	N/A

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	N/A	N/A
<b>Right of Way:</b>	N/A	N/A
<b>Construction Engineering:</b>	\$231,655.48	14.7%
<b>Final Contract Payment Amount:</b>	\$1,346,562.00	85.3%
<b>Total Project Cost:</b>	\$1,578,217.48	



**Contract No. 3557**

**NDOT Project I.D. No(s):** 73548

**FHWA Project No(s):** BR-0011(009)

**County:** EUREKA

**Location:** FR EU 02 NEAR DUNPHY AT THE UPRR AND AT THE HUMBOLDT RIVER

**Work Description:** REPLACE SUBSTANDARD OFF-SYSTEM STRUCTURES G-324 AND B-395

**Advertised Date:** DECEMBER 18, 2013

**Bid Opening:** JANUARY 30, 2014

**Contract Awarded:** MARCH 11, 2014

**Notice to Proceed:** MAY 12, 2014

**Work Completed:** SEPTEMBER 30, 2015

**Work Accepted:** NOVEMBER 17, 2016

**Final Payment:** DECEMBER 21, 2016

**Contractor:** Q & D CONSTRUCTION, INC.

**Resident Engineer:** MIKE SIMMONS

**Project Performance:**

<b>Engineers Estimate:</b>	\$8,419,981.47
<b>Bid Price:</b>	\$7,835,211.70
<b>Agreement Estimate (Budget):</b>	\$8,383,676.00
<b>Final Contract Payment Amount:</b>	\$8,102,751.05
<b>Percent of Budget:</b>	97%
<b>Total Change Orders:</b>	\$316,542.25
<b>Percent Change Orders:</b>	4.0%
<b>Original Working Days:</b>	220
<b>Updated Working Days:</b>	220
<b>Charged Working Days:</b>	220
<b>Liquidated Damages:</b>	\$0.00

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	\$980,260.63	9.7%
<b>Right of Way:</b>	\$295,523.12	2.9%
<b>Construction Engineering:</b>	\$718,469.65	7.1%
<b>Final Contract Payment Amount:</b>	\$8,102,751.05	80.2%
<b>Total Project Cost:</b>	\$10,097,004.45	

**Contract No. 3559**

**NDOT Project I.D. No(s):** 60577, 60626

**FHWA Project No(s):** IM-080-3(064), SP-000M(206)

**County:** HUMBOLDT

**Location:** I 80 FROM 1.474 MILES WEST OF THE GOLCONDA INTERCHANGE FROM THE CROSSOVER TO 0.967 MILE EAST OF PUMPERNICKEL VALLEY INTERCHANGE.

**Work Description:** 2" MILL AND 2" PBS WITH 3/4" OPEN GRADED WEARING COURSE

**Advertised Date:** JANUARY 29, 2014

**Bid Opening:** FEBRUARY 27, 2014

**Contract Awarded:** APRIL 14, 2014

**Notice to Proceed:** MAY 19, 2014

**Work Completed:** JULY 20, 2015

**Work Accepted:** OCTOBER 7, 2015

**Final Payment:** AUGUST 11, 2015

**Contractor:** GRANITE CONSTRUCTION COMPANY

**Resident Engineer:** DAVID SCHWARTZ

**Project Performance:**

<b>Engineers Estimate:</b>	\$12,019,481.00
<b>Bid Price:</b>	\$10,069,069.00
<b>Agreement Estimate (Budget):</b>	\$10,849,672.00
<b>Final Contract Payment Amount:</b>	\$10,104,694.74
<b>Percent of Budget:</b>	93%
<b>Total Change Orders:</b>	N/A
<b>Percent Change Orders:</b>	N/A
<b>Original Working Days:</b>	120
<b>Updated Working Days:</b>	120
<b>Charged Working Days:</b>	120
<b>Liquidated Damages:</b>	N/A

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	N/A	N/A
<b>Right of Way:</b>	N/A	N/A
<b>Construction Engineering:</b>	\$424,733.21	4.0%
<b>Final Contract Payment Amount:</b>	\$10,104,694.74	96.0%
<b>Total Project Cost:</b>	\$10,529,427.95	

**Contract No. 3582**

**NDOT Project I.D. No(s):** 73890

**FHWA Project No(s):** SPF-050-2(025)

**County:** LYON

**Location:** US 50 IN DAYTON FROM .13 MI WEST OF PINE CONE ROAD TO .17 MI EAST OF RETAIL ROAD. MP LY 7.23 TO 7.74

**Work Description:** REVISE STRIPING, CONSTRUCT RAISED MEDIAN ISLANDS AND DECEL LANES AT VARIOUS LOCATIONS

**Advertised Date:** DECEMBER 29, 2014

**Bid Opening:** JANUARY 22, 2015

**Contract Awarded:** FEBRUARY 27, 2015

**Notice to Proceed:** MARCH 30, 2015

**Work Completed:** JUNE 11, 2015

**Work Accepted:** JUNE 24, 2015

**Final Payment:** JANUARY 13, 2017

**Contractor:** SIERRA NEVADA CONSTRUCTION, INC.

**Resident Engineer:** JOHN ANGEL

**Project Performance:**

<b>Engineers Estimate:</b>	\$269,714.64
<b>Bid Price:</b>	\$266,007.00
<b>Agreement Estimate (Budget):</b>	\$328,357.56
<b>Final Contract Payment Amount:</b>	\$372,058.67
<b>Percent of Budget:</b>	113%
<b>Total Change Orders:</b>	\$85,320.08
<b>Percent Change Orders:</b>	32.1%
<b>Original Working Days:</b>	30
<b>Updated Working Days:</b>	35
<b>Charged Working Days:</b>	25
<b>Liquidated Damages:</b>	N/A

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	\$16,953.22	3.6%
<b>Right of Way:</b>	N/A	N/A
<b>Construction Engineering:</b>	\$83,397.78	17.7%
<b>Final Contract Payment Amount:</b>	\$372,058.67	78.8%
<b>Total Project Cost:</b>	\$472,409.67	

**Contract No. 3592**

**NDOT Project I.D. No(s):** 60634

**FHWA Project No(s):** SPSR-0823(001)

**County:** LYON

**Location:** SR 823, LOWER COLONY AND ARTESIA ROADS, FROM SR 208 TO UPPER COLONY ROAD

**Work Description:** 2 INCH PLANTMIX BITUMINOUS SURFACE OVERLAY

**Advertised Date:** APRIL 29, 2015

**Bid Opening:** MAY 28, 2015

**Contract Awarded:** JUNE 15, 2015

**Notice to Proceed:** JULY 20, 2015

**Work Completed:** SEPTEMBER 17, 2015

**Work Accepted:** NOVEMBER 3, 2015

**Final Payment:** FEBRUARY 10, 2017

**Contractor:** SIERRA NEVADA CONSTRUCTION, INC.

**Resident Engineer:** JOHN ANGEL

**Project Performance:**

<b>Engineers Estimate:</b>	\$1,573,972.56
<b>Bid Price:</b>	\$1,449,007.00
<b>Agreement Estimate (Budget):</b>	\$1,609,665.96
<b>Final Contract Payment Amount:</b>	\$1,643,292.48
<b>Percent of Budget:</b>	102%
<b>Total Change Orders:</b>	\$107,569.29
<b>Percent Change Orders:</b>	7.4%
<b>Original Working Days:</b>	30
<b>Updated Working Days:</b>	30
<b>Charged Working Days:</b>	29
<b>Liquidated Damages:</b>	\$1,866.48

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	N/A	N/A
<b>Right of Way:</b>	N/A	N/A
<b>Construction Engineering:</b>	\$66,402.02	3.9%
<b>Final Contract Payment Amount:</b>	\$1,643,292.48	96.1%
<b>Total Project Cost:</b>	<hr/> \$1,709,694.50	

**Contract No. 3592**  
**NDOT Project I.D. No(s): 60644**  
**FHWA Project No(s): SPSR-0722(001)**  
**County: LANDER**  
**Location: SR 722**  
**Work Description: 2 INCH PLANTMIX OVERLAY**  
**Advertised Date: APRIL 29, 2015**  
**Bid Opening: MAY 28, 2015**  
**Contract Awarded: JUNE 15, 2015**  
**Notice to Proceed: JULY 20, 2015**  
**Work Completed: OCTOBER 28, 2015**  
**Work Accepted: APRIL 24, 2016**  
**Final Payment: AUGUST 16, 2016**

**Contractor: A & K EARTH MOVERS, INC.**  
**Resident Engineer: LARRY BOGE**

**Project Performance:**

<b>Engineers Estimate:</b>	\$2,519,127.39
<b>Bid Price:</b>	\$2,542,000.00
<b>Agreement Estimate (Budget):</b>	\$2,792,971.35
<b>Final Contract Payment Amount:</b>	\$2,687,465.19
<b>Percent of Budget:</b>	96%
<b>Total Change Orders:</b>	\$98,516.60
<b>Percent Change Orders:</b>	3.9%
<b>Original Working Days:</b>	50
<b>Updated Working Days:</b>	50
<b>Charged Working Days:</b>	46
<b>Liquidated Damages:</b>	\$4,180.26

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	N/A	N/A
<b>Right of Way:</b>	N/A	N/A
<b>Construction Engineering:</b>	\$223,393.14	7.67%
<b>Final Contract Payment Amount:</b>	\$2,687,465.19	92.33%
<b>Total Project Cost:</b>	\$2,910,858.33	

**Contract No. 3612**

**NDOT Project I.D. No(s):** 60695

**FHWA Project No(s):** SPFR-WA06(002)

**County:** WASHOE

**Location:** FRWA06, SPARKS, NUGGET AVE., PYRAMID TO MCCARRAN

**Work Description:** EXCAVATE EXISTING ROADWAY, PLACE AGGREGATE BASE, AND PLANTMIX BITUMINOUS SURFACE

**Advertised Date:** AUGUST 12, 2015

**Bid Opening:** SEPTEMBER 3, 2015

**Contract Awarded:** SEPTEMBER 18, 2015

**Notice to Proceed:** MARCH 7, 2016

**Work Completed:** MAY 3, 2016

**Work Accepted:** MAY 22, 2016

**Final Payment:** DECEMBER 30, 2016

**Contractor:** GRANITE CONSTRUCTION COMPANY

**Resident Engineer:** SAM LOMAP

**Project Performance:**

<b>Engineers Estimate:</b>	\$1,027,087.84
<b>Bid Price:</b>	\$786,786.00
<b>Agreement Estimate (Budget):</b>	\$895,049.00
<b>Final Contract Payment Amount:</b>	\$762,369.37
<b>Percent of Budget:</b>	85%
<b>Total Change Orders:</b>	-\$42,872.47
<b>Percent Change Orders:</b>	-5.4%
<b>Original Working Days:</b>	50
<b>Updated Working Days:</b>	50
<b>Charged Working Days:</b>	29
<b>Liquidated Damages:</b>	\$0.00

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	\$0.00	0.0%
<b>Right of Way:</b>	\$0.00	0.0%
<b>Construction Engineering:</b>	\$128,516.29	14.4%
<b>Final Contract Payment Amount:</b>	\$762,369.37	85.6%
<b>Total Project Cost:</b>	\$890,885.66	



Open Contract Status 2/15/2017

CONTRACT	DESCRIPTION	AGREEMENT ESTIMATE (BUDGET)	BID CONTRACT AMOUNT	Contract Modification Amount	TOTAL PAID TO DATE	<sup>1</sup> % Budget	<sup>2</sup> % Time	CONTRACTOR	PROJECT MANAGER NDOT/CONSULTANT	RESIDENT ENGINEER	COMMENTS
3646	SR796, COLD MILL & PLACE PLANTMIX	\$ 1,658,277.00	\$ 1,494,494.00	-\$4,103.95	\$ 1,427,944.26	86%	77%	ROAD & HIGHWAY BUILDERS LLC	GREGORY MINDRUM	DAVE SCHWARTZ	
3648	SR399, COLD MILL PLANTMIX & CHIP SEAL	\$ 1,559,269.00	\$ 1,311,311.00	\$0.00	\$ 1,354,851.42	87%	93%	INTERMOUNTAIN SLURRY SEAL INC	GREGORY MINDRUM	LARRY BOGE	
3649	SR28, WATER QUALITY IMPROVEMENT	\$ 4,385,572.00	\$ 4,331,331.00	\$0.00	\$ 3,858,928.75	88%	84%	GRANITE CONSTRUCTION CO	TYLER WOOD	JOHN ANGEL	
3650	SR159, PED AND ADA SAFETY IMPROVS	\$ 2,592,771.00	\$ 2,363,900.00	\$0.00	-	0%	0%	LAS VEGAS PAVING CORPORATION	LORI CAMPBELL	SAMIH ALHWAYEK	
3651	I80, COLD MILL & PLANT MIX SURFACING	\$ 11,432,678.00	\$ 10,449,000.00	\$0.00	-	0%	0%	Q&D CONSTRUCTION INC	VICTOR PETERS	DAVID SCHWARTZ	
3656	US50, INSTALL ITS & ACCESS FIBER OPTICS	\$ 2,090,557.00	\$ 1,904,408.50	\$0.00	-	0%	0%	TITAN ELECTRICALCONTRACTING	RODNEY SCHILLING	LARRY BOGE	
3657	US50, INSTALL ITS & ACCESS FIBER OPTICS	\$ 2,509,653.00	\$ 2,300,587.50	\$0.00	-	0%	0%	TITAN ELECTRICALCONTRACTING	RODNEY SCHILLING	JOHN BRONDER	
3658	SR877, COLD MILL & PLACE PLANTMIX	\$ 1,585,464.00	\$ 1,424,000.00	\$0.00	-	0%	0%	A&K EARTHMOVERS INC	VICTOR PETERS	ASHLEY HURLBUT	
		\$ 678,252,626.32	\$ 629,831,059.42	\$22,479,840.46	\$ 506,590,681.99						

<sup>1</sup> % BUDGET = Total Paid to Date /Agreement Estimate  
<sup>2</sup> % TIME = Charged Working Days to Date / Updated Working Days