Department of Transportation
Board of Directors - Construction Working Group
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
December 11, 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 11, 2017 Nevada Department of Transportation Board of Directors Construction Working Group Meeting minutes *(Discussion/For Possible Action)*

5. Presentation/Discussion on new software that is being purchased for electronic documentation for our construction crews *(Informational item only).*

6. Old Business *(Discussion Only)*
   A. CWG Task List
   - Item 1 - NDOT Disadvantaged Business Process and Work Force Development
   - Item 2 - As-Builts
   - Item 3 – CMAR Change Orders and Agreements
   - Item 4 – Resident Engineer's project assignments
   - Item 5 – Unbalanced Bidding
   - Item 6 – Update on Design Build Contracts

   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 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

Transcript of Nevada Department of Transportation
Construction Work Group Meeting
September 11, 2017

Chairman Len Savage	Dennis Gallagher	Dale Keller	Boyd Ratliff (Dist III)
BJ Almberg	Sharon Foerschler	Pedro Rodriguez	Roger Philipi, Atkins
Frank Martin	Stephen Lani	Denise Inda	Bill Wellman, Las Vegas Paving
Reid Kaiser	Jeff Freeman	Mario Gomez (Dist I)	Greg Novak, FHWA
Bill Hoffman	Darin Tedford	Thor Dyson (Dist II)	Chris Koeing, Kiewit
Tracy Larkin	Cole Mortensen	Jenni Eyerly	

Savage: Good afternoon, everyone. Welcome to the September 11th, 2017 Construction Working Group Meeting here in Carson City. It looks like we have Elko and Las Vegas. Who's there from Elko, please?

Ratliff: This is Boyd Ratliff, [phonetic] District Engineer.

Savage: Boyd, thank you, and congratulations on the appointment.

Ratliff: Oh, thank you.

Savage: We look forward to working with you, Boyd. From Las Vegas?

Gomez: This is Mario Gomez, [phonetic] Assistant District Engineer.

Savage: Anyone else in Las Vegas, Mario?

Gomez: That's it, just me.

Savage: I'd like to welcome Member Martin and Member Almberg. When Member Martin is in Las Vegas, the screen is always larger, so we're able to see you much clearer. [laughter] [crosstalk] Seriously, thank you for making the effort to come up and work here. I think this is one of the first times we've had all three Board Members present here in Carson City, so I appreciate everyone's effort. So, let's go ahead and get started. Item No. 2, any Public Comment up here in Carson City? Las Vegas or Elko, any Public Comment? We'll move on to Agenda Item No. 3, Comments from the Working Group. Are there any comments from NDOT?

Kaiser: Reid Kaiser for the record. John Terry, there was a couple items that he was going to talk on this meeting. He's not here. I don't know if he talked to Cole at all about shared savings on the CMAR projects. I know that's under Agenda Item 3, 7-3, and also, he was going to give an update on the CMAR Bill that went through legislate. So, should we just wait until December?

Savage: Yes.

Kaiser: Okay.

Savage: Just postpone those comments until December would be fine.

Kaiser: That's all I got.

Savage: Anyone else? Any other comments?

Almberg: I actually have a comment. Is—over in our highway project on Highway 6, during—I wouldn't say the start of, but early on in that project, we had two fatalities in four days in our construction zone, and I just want to—I don't know what we are doing or if there's things that we can do differently to try to minimize some of that. I realize construction zone is a very tough place to deal with. I believe it's a little bit difference between, you know, the rural areas where you may be driving for an hour at a time with nothing going on, and all of a sudden, somebody is stopped in front of you. So, I don't know if there are some other things that can possibly be done. I know I've talked to Boyd, our District Engineer over there, and there were some things that were—made some modifications to that construction zone to hopefully minimize that, or not minimize it, but to stop that I guess I should say. So, I don't know. I just want to make sure that we do everything we can to keep the traffic public safe in our construction zones.

Kaiser: Reid Kaiser, Assistant Director for Operations. What we are doing is we're considering placing an impact attenuator, because those are—what's going on is you're having traffic—we put down the temporary rumble strips to advise traffic coming up to these paving projects, or whatever they might be, and I'm not sure what's going on with the people driving the vehicles, but they end up plowing into the cars in the back of the cue. And so, what we're considering doing is putting an impact attenuator with a flagger that will stay about a mile, a half-a-mile behind the cue at all times to advise oncoming traffic that there's a cue ahead. So, we are looking at doing that. I mean, I know it's happened on a couple of construction projects, but you're going to have the same type of traffic control scenario on our own chip seals. So, we're looking at doing that, and we're in the process of reviewing any other alternative that we might be able to come up with nationally to help advise drivers that there is a cue coming ahead due to a construction project.

Dyson: Thor Dyson, District Engineer for District II. We took note of what happened on US 6, very concerned as well. We've implemented the temporary rumble strips on I-80. It's a little different scenario where you don't have a long—you know, one, two hours with nothing going on. With us, the temporary rumble strips moved. They couldn't stay stationary. We messed around with them. We're hoping another

manufacturer or another vendor can provide temporary rumble strips that will function. If we can get our hands on them and they work, we'll do that. In addition, been in contact with Highway Patrol, and those accidents on 6, I was informed by Highway Patrol that they don't want my staff in District II to adjust traffic control. Well, you have to. When you have a moving operation, a moving-paving operation, you've got to move your traffic control, but if you have a crash, for the investigation purposes, NHP wants that to stay in place. Well, that's not going to suffice. So, we talked with NHP, and we do have what we call peek signs for incident ahead, and we would put that in advance of where the accident occurred, and we would put that in advance of where the traffic control signage is, so that NHP could quickly do their investigation. So, we're aware of it, and I think the impact attenuator, Reid, is a great idea. There's certainly probably other options that we need to look at.

Kaiser: Yeah, I mean, even on a lot of fatalities, we had the temporary that—or the temporary rumble strips available, and we're also meeting with the Transportation Incident Management Group, the TIM Coalition, and discussing with them other alternatives that we could come up with to help advise traffic... [inaudible]

Inda: Do you want me to add to that, Reid?

Kaiser: Yeah, by all means.

Inda: I mean, we're looking at a lot of things. The rumble strips are where—we've included them on some. They're a newer item on contracts, and so we're refining the specs. We're making sure that we have very good specs in there, good information to provide to the contractors so we don't have those issues like you guys experienced on your contract. There's a couple of brands available. One brand is rated for higher speeds. We also want to make sure we're using that on a project where the traffic is stopping. Rumble strips are not really appropriate for a single lane closure where the traffic is just flowing through at a reduced speed limit. So, we're trying to become more knowledgeable and share that information with the districts, with Roadway Design, and get that information out. You know, like Reid said, we're working with our Traffic Incident Management Coalition. The AGC attends some of those TIM meetings here in Reno, and as a result of a recent TIM meeting, they invited NDOT to a subcommittee. I think it was, like, a traffic control committee, so we had some TIM representation, some Highway Patrol representation and just talking about issues in work zones. And so, they actually suggested that this become maybe a quarterly meeting, and so I thought that that would be a great thing to make sure, because it was a very narrow group of

NDOT folks who made the presentation at the meeting, and I'd like to make sure that we get District input as well as Headquarters Construction, but furthering that conversation about, you know, work zones and how traffic control can be improved. But we're looking at lots of options, BJ—or not lots of options. I don't want to exaggerate. We're looking at any option we can find that's appropriate. We're actually—I had my staff go back through projects that are about to advertise or just about to start, and we're looking at opportunities where there might be something—because, you know, projects get designed. They might sit on the shelf for a while. Then they come out. They get dusted off, advertised, and go out to bid. So, some projects that are right now going out may not have some of these current practices. We're dusting those off, looking at them, seeing, you know, can we get that in real quick before the project is advertised; do we need to do a change order. One of the things we're adding are extra flagger hours, maybe not with an impact attenuator at this point like Reid was talking about, but do we need extra flagger hours so that we can have an additional flagger in advance of the cue, you know, are other ways to get things out there. One of the items we talked about in conjunction with TIM is that enforcement. We have the uniformed traffic control officer item on most—well, all contracts at this point, and so the District Engineers work with the contractor to have Highway Patrol out on those projects and making sure that that officer is in the right place. If it's a project where we're concerned about the distracted driver not paying attention, plowing into the end of the cue, let's get that officer with his red and blue flashing lights in advance of the project, you know, maybe not sitting right up in the middle of the work zone or even after the work zone. So, there's lots of discussion going on, on how to tweak it, but we're not—you know, we're not there yet, and it's a tough thing to solve driver distraction.

Almberg: It is, you know, and I just appreciate you being proactive.

Martin: I drove that road a week ago today and a week before that. I found the—having been in the underground business and the barricading plan and everything, I found it was pretty well marked in my opinion, but yeah, it comes up—when you come up on that, you've just finished a stretch that is as straight as can be. And so—but it is—to me, it felt like I had plenty of warning. I was driving a motor home and a car trailer going down the road that was 50,000 pounds. I didn't have any trouble getting my coach under control and keeping track of where I was, and so on, but I do see how people become distracted by long stretches. Like I said, knowing what little I know about traffic, whoever the contractor is there, in my opinion, did everything right.

Dyson: Thor Dyson—again, District Engineer Thor Dyson. I just wanted to add on the uniformed traffic control officers. I know, Reid, you brought to my attention there's been some concerns that on some of our jobs, our contracts, the NHP uniformed traffic control officer has not been there, and that's been recently. Like, when Burning Man comes into our area, there's no one available. We've documented it. We've requested it. So, there's staffing issues with NHP. I mean, if they can, they will; and if it's an emergency, they'll show up. But we have had some difficulties getting—we call them UTC, uniformed traffic control officer, bid item, for them to show up on certain projects because of special events or fires or with...

Martin: I remember a Board Meeting when we've talked about that very issue, and according to what the person from the Highway Patrol told us at that point in time, it was strictly an overtime deal.

Larkin: It is, yeah.

Martin: And it was all discretionary whether they were going to show up or not, and there was no contingent of officers that could be included in traffic safety for construction projects. It was an overtime deal, and it was, "You want the overtime?" "No, I don't want the overtime." And then it becomes unmanned. So, yeah, I get that, Thor.

Larkin: The other part with it being an overtime deal is that that way, they say they can dedicate it. When it's on overtime, they dedicate the officer to it, and they don't... [inaudible]

Martin: Yeah, yeah, and don't [inaudible] for calls, yeah, but the officer has still got to take the overtime.

Larkin: Yes, he does.

Savage: Thanks for the information on that. I hope that—hopefully, that helps, BJ, and at this time, I want to thank the Department, too. From the Director's Office, Deputy Director is here, District Engineers, Administration Services, Operations, Construction and Project Management. It's nice to have Project Management here. I know you haven't had that in the past, so I appreciate you guys being here. Construction Office, FHWA, Greg, we appreciate it. Shawn with PIO and both Bill with Las Vegas Paving and Chris from Kiewit, we appreciate everybody's input. I think it's very important that everyone takes the time. With that being said, I did ask Mr. Hoffman to—and it's probably my mistake in the past—to get copies of

these packets to Member Skancke as well as the Governor's Office. This one in particular is very informative. You have both April Meeting minutes as well as June Meeting minutes, and there's a lot of information here that we will, of course roll up our sleeves and drill down on with consultants and contractors, and I think it would really benefit them for a quick review this morning. Any other comments from anyone in the audience or at the table?

Kaiser: Reid Kaiser. What I'll do is I'll go through these minutes, and I'll highlight our consultant conversation. That way, they can—won't have to worry about reading through the whole packet. There's some stuff in it that might not be real interesting.

Savage: I think there are, though. I mean, that's [laughter] I think there are some really nice points in there that don't get to the level of the Board at times.

Kaiser: Okay.

Savage: And I know HR is one of them.

Kaiser: Yeah.

Savage: And I just know that there are some things. It's awfully kind of you. If you'd highlight mine. [laughter]

Kaiser: There's some really interesting stuff in there, though.

Savage: There is. For us, but I'd rather have them look at it all.

Kaiser: Okay.

Savage: But thank you for offering. Any other comments? Okay, we'll move on to the Meeting minutes. I might need Mr. Gallagher's help. April 10th Meeting minutes approval. That's when the Controller was here and myself, and BJ was not on the Committee at the time. Member Martin was absent, and am I okay just to approve the Meeting minutes as is with corrections?

Gallagher: Since you were the only person present, yes.

Savage: Okay. [laughter] Thank you, Mr. Gallagher. I'll move to approve the Meeting minutes for April 10th, 2017.

Martin: Do we have a second? [laughter]

Savage: Moving on to Agenda Item No. 5, the Approval of Meeting minutes of June 12th, 2017. Are there any comments, additions, or deletions? I had a couple, very

minor. Page 34, the top paragraph, it says the PIL Office. It should be the PIO, Public Information Office. Page 51, Savage, underneath the second comment, "I just worry about the old rancher that hasn't driven Highway 50 in five years coming in at midnight." We were talking about the new roundabout. It wasn't his age of 50. [laughter] He was driving 50. That's all I have. Are there any other corrections or comments? I'll take a motion to approve the minutes of June 12th.

Martin: So moved.

Almberg: Second.

Savage: Second. All in favor? [ayes around] Minutes approved. We'll move on to Agenda Item No. 6, Presentation and Discussion of the consultant selection process, advertisement of the RFP through notice to proceed, used for full administration of construction projects and augment construction crews statewide. This is an informational only item... [inaudible]

Kaiser: Sharon Foerschler, our Chief Construction Engineer, and Jenni Eyerly, our Administrative Services Chief.

Savage: Good afternoon, Sharon, Jenni.

Foerschler: For the record, Sharon Foerschler, Chief Construction Engineer.

Eyerly: Jenni Eyerly, Administrative Services.

Foerschler: So, this is intended just as a quick overview of the process that the construction division undertakes to procure consultants to help us administer our construction program. It's not exactly for the whole department. It's the process that we follow. You will find the processes, and Jenni can probably elaborate if you are interested in some of the other divisions, but this is just solely written from the perspective of the construction division.

Eyerly: The process is very similar for the whole department, but the type of services that Sharon procures is fairly standard. So, they tend to have the luxury, if you will, of keeping things relatively the same procurement-to-procurement, whereas when we look at procurements on a Department-wide basis, there's a lot of variety. So, we end up with different minimum qualifications, different services that we're looking for. So, today is just for the construction.

Savage: Thank you, Jenni.

Foerschler: Yeah, at least it was trying. [crosstalk] Okay, so, I'm using the right arrow. The left arrow goes to the end. The right arrow goes forward in my world. [laughter]

Hoffman: Just checking.

Foerschler: It worked about an hour ago. So, when we look to procure consultants, we have to find the scope of work. We have to do an estimate that's approved from Director's Office. We define the minimum qualifications and the evaluation criteria that we are going to use. So, not much is different at that level other than the estimates. Those four things need to be done before we go out for the Request for Proposal.

Okay, so, I'll just walk you through each one real quick. Our scope of work, we typically either do a full administration procurement, which means we hire a construction crew through a consultant to administer an entire construction program. So, they act just like our construction crews, start to finish. Then we also do an augmentation, which is where we will infuse staff with an existing NDOT construction crew to help bring them up to a staffing level that they can actually administer all projects that they have effectively. So, when we do a full admin, we have a resident engineer. Full admin or augmentation will have an assistant RE. We typically have two levels of technicians, Level III and Level IV. In our world on the NDOT side, we have technician Levels I through IV. So, you come in at a Level I, and then you progress through the steps. So, when we hire consultants, we want the higher level technicians, so we go Level III and IV. And then we'll also hire testers. So, the technicians act as inspectors and testers. Then we'll have an office engineer, which is just the same as our office engineer for a construction crew. They do all the paperwork. They take care of that, and then depending on the project, we may have a scheduling staff, someone to help us administer and review the construction schedules. And then often times, we'll also have a field office for the staff to sit in and/or material lab, and that's more dependent on whether it's a full admin or maybe more in a remote area where we don't have the facilities. It's based on what we have, you know, in-house and what we need to augment through the construction crew—or the consultant crew, excuse me.

The estimate is generated by our office. We base it on the staffing needs and the project parameters, so project duration, complexity, schedule on a project. As you know, there were questions on the Glendale augmentation a couple months ago, day, night, weekend work. So, those are going to drive the estimates up. Right now, to generate the estimate, we're using the rates of compensation that we paid our consultants for the last three years, and we're doing that as an average. So, we're saying, okay, we think it's going to be X amount an hour based on that. Our

cost is based on loaded rates. So, we have an hourly rate, and then the office overhead for the consultant firm is then applied to that, and that becomes the hourly rate of compensation that we pay for the staff.

Martin: So, let me ask you a question on that.

Foerschler: Sure.

Martin: Because I did—on one of the Agenda Items for the Board, I did an across-the-board cost for man hour, compared overhead rates. The overhead rates went from 113% to 205%, and the one that was 205%, my simple note was—I didn't bring it up in the Board Meeting. This was a better agenda. I just simply said we needed a different auditor, because I can't fathom 205% overhead on a contract. The base rate runs from $57 to $73 an hour, and the loaded rates run up over $200 an hour. You have the 200% added to it. And so, I'm wondering how does that work in this world, because the audited overhead rate—like I said, I faced in my world, the vertical world, dozens and dozens and dozens of audits, and I'm hard-pressed by the Army Corps of Engineers and by NAFAC and all the other acronyms in the federal world to come up with a 50% loaded rate. How do you come up with a 200% audited labor rate? Don't get that—or audited overhead rate.

Foerschler: I cannot disagree with you. I don't understand it, either. I'm not an auditor, but I can tell you from our agreements, we run about 150 is about an average. I'd say—and we looked at a lot of our agreements over the last couple of years, and I would say the highest overhead rate was about 160. So, we don't get up that high as 200.

Savage: So, Sharon, I have a question, too, for you along with Member Martin's comments. What's included in the loaded rate? So, the loaded rate is an hourly rate, plus the audited overhead rate? So, the hourly rate, what's included in the loaded rate? Is that a sale rate the contractor—or the consultant has...

Foerschler: So, what that is...

Savage: ...because typically—excuse me—typically, and again, in the vertical world, that loaded rate includes the overhead.

Foerschler: Yes, and it does here as well. So, our loaded rate is the hourly rate paid to the employee plus the audited overhead rate.

Savage: Okay.

Foerschler: Now, I can tell you that we are starting down a path in our negotiations moving forward that we are asking for a complete loaded rate, and when I say that, I mean

it includes the vehicle and it includes their cell phone. It includes their nuclear guages for our testers. So, in past agreements, you will see that we had an hourly rate, and then we had a cell phone bill. We had a truck bill. We had the nuclear [inaudible] now, and we just started this within the last month—well, actually, I would say six to eight months, where just give an hourly rate of what that employee costs to be on the ground. We don't want to pay, you know, X amount for the truck. It's all inclusive. So, that's the path we're moving forward. We were successful. We did an augmentation to administer our local public agency program. So, that's just our resident engineer. The local public agency program is federal dollars handed down through NDOT to a local agency, and it's a match when we have a very—we have a delegated oversight from FHWA to make sure that the local entities are administering the projects appropriately and in accordance with federal guidelines.

Savage: Okay.

Foerschler: Because it's such a—it's not the level of oversight that we provide for our construction projects, it was taxing our REs, that they didn't have time to go out and do it. So, we provided that service. We also have an on-call service for all three of our districts. So, we have the ability—the districts have the ability to call up a consultant, say, "Hey, I'm going to need you for three or four months," during the surge of a construction project. And we negotiated those agreements as well to include just an hourly rate, because you only need someone for three or four months. You know, so, that's the path we're moving forward to. We were successful in our last negotiation in an augmentation in Las Vegas.

Martin: So, where I was—what we were referring to is Jacobs, their all-in labor rate was $200 an hour with the 140% markup and the 10% fee, because they get a 10% fee on top of the...

Savage: Rate?

Martin: Uh-huh, 10% to 12% depending on the circumstance.

Savage: So, the loaded does not include the profit.

Martin: Loaded rate does not include the profit. Loaded rate doesn't include the overhead. Loaded rate—and then on this one here, I don't remember which was—they had a—a fixed fee is 12.5%. The service provider overhead rate of 197.02 direct labor cost plus .51 of direct labor cost for facilities, capital cost of money, which takes you up to almost 198% overhead multiplier. And on this one, which was unique,

there was no way to get to what the base rate was, because you only provided what the total dollars were and no man hours that was attached to it. That was on master labor agreement for Kimley-Horn. I think, yeah, the safety agreement, Kimley-Horn.

Foerschler: I can't comment on that. That's not one of our agreements.

Martin: Yeah.

Foerschler: So, it's handled a little bit differently than our agreements.

Savage: I have a question at the same time here. I know we talked about it at the last meeting, so forgive me if I'm misstating this, but does Project Management use the same format with this rate? If my memory serves me, Project Management did not use the same format for this consultant rate. And I know Mr. Terry is not here. I know Cole is, and if we want to hold it until the next meeting, that's fine, too.

Mortensen: I can certainly talk about that. For the record, Cole Mortensen, Project Management. We generally run one of two ways, either the cost plus fixed fee, which is the direct labor, the overhead rate, and then the fixed fee, which is generally the—we're usually in that 10%-12% range, depending on the project, and we have a worksheet that we generally go through to try to stay consistent with where and how fixed fees are being applied and what magnitude those are. And then the other method that we'll do is similar to this, and it's a specific rate of compensation where on an individual basis we'll agree upon that rate that then gets multiplied by the overhead and then the profit in there, and it gets billed at as an hour per hour. The difference between the two is basically kind of how the fixed fee functions. If on a regular consultant contract, say, we've got a five-million-dollar contract, they manage to get all the work that we need done in three-and-a-half million dollars, they're still entitled to the fee that we agreed upon up front. If they end up running more internal hours than what they'd initially anticipated and, say, don't do as much direct costs, then they don't get any additional fee above and beyond what we actually agreed upon up front, and we donned the specific rate of compensation for those contracts where we're not necessarily sure what the total need is going to be. Specifically, when we have our Contract Management Group on Design-Build jobs like Neon, we switched over to specific rate of compensation, because there's no way of really knowing how many times you're going to have to review a set of plans. You know, it depends on the quality of plans that come in, those types of things. So, rather than, you know, losing—potentially losing a big chunk of fixed fee for being over-conservative in the beginning, we just pay on the specific rate.

Savage: Okay, thank you, Cole. I guess—and from a businessman's perspective, why doesn't construction and Project Management have the same formatting for the rates so that the—because you have the same consultant sometimes. Sometimes one consultant will be working both with the construction as well as Project Management, and wouldn't it confuse them if there was a different way to arrive at the rate?

Foerschler: We administer ours very consistently regarding the subconsultants. I know when you guys negotiate, different type of deliverables.

Mortensen: Well, it depends on the project for us. So, for us, we're more dynamic, I think, in the scope of work that we're using. So, in a lot of ways, I really don't know how those conversations have gone in the past, but in a lot of ways, it's just based on the type of work that we're doing. It's not as easy to specifically point to somebody and say, "Contractor is going to be out there 40 hours a week. We need you out there doing X number of tests every day." It's not quite that easy.

Savage: And I guess I'm looking at it from the consultant's standpoint on how—if I'm getting audited, how I arrive at this rate. Maybe I'm looking at it wrong. I don't know if there's a consultant here today. I don't think there is.

Eyerly: Jenni Eyerly, Admin Services. So, first and foremost, I think I should let you know that Robert Nellis and I have had some conservations about this audited rate, and we actually would like to put together a presentation and get it to the Board or this group to kind of lay out the process and then how it does get applied to all of our different agreements. So, I'm probably speaking a little bit prematurely, but the rate that they audit is the firm's cost. So, we don't have a say or control in what that rate is. All we can do is work with it the way that Sharon's group and Cole's group does to use it as we need to for the type of project that we're doing. So, I think even in the beginning of this presentation I said, you know, what Sharon does is pretty homogenous. They know what to expect. They know generally how many hours they're going to use. So, they use the form of compensation they use because it fits with that particular type of service.

Hoffman: If I could chime in real quick, Bill Hoffman, Deputy Director, for the record. There's at least three or four, maybe even five different types of procurements we can do, different types of agreements that have a couple of the elements that Cole was talking about, but there's a wide variety of how we can actually go out and procure an agreement. With fixed fee lump sum, there's things in between. So, the fact that Project Management and construction are doing things a little differently is because of the flexibility they need for what they do. So, that flex ability is helpful

within the Department. Sure, we want to be consistent within that path or that road for whatever that agreement mechanism is, but there's four or five different ways we can skin the cat, so to speak. Would you agree with that, Jenni? So, I don't think we should all be doing everything exactly the same. We shouldn't, because every division is different and needs that flexibility. What we need to do is make sure those mechanisms, those agreements we're doing, are accurate and are efficient and effective for NDOT; we're not blowing money on 200% overhead rates.

Savage: Right. No, and I appreciate that, Bill, because I think that flexibility is very important, because everybody runs differently. I guess what I'm asking and I think what Jenni was eluding to, and I think it's going to be beneficial, is what's audited [inaudible] so, I want to make sure is when consultant A, when they're charging Project Management, is charging the same thing at construction. That's all I'm asking, and whether or not—they probably are.

Hoffman: Right.

Savage: But I think this audited technique would be informative, I think, for the group to understand how they get to the end result.

Eyerly: This is Jenni again. So, they have the same rate. They have a single audited rate for that firm. Now, it changes from time to time. So, it's not a—if Cole starts a project today and Sharon started one a year-and-a-half ago with the same firm, they may or may not have the same rate, but they have one rate that applies to that firm based on all of their expenses and how they were audited [inaudible] arrives at. What we have seen is midstream, sometimes it will change, and we have the consultant coming to us and saying, "Our rate is changing, and we don't want you guys to either overpay us or underpay us and we make that up at the end of the project. We want to adjust it now." So, they will come to us midstream and say, "We need it to be different. Our rate has changed, and so now our overhead percentage was 140, and now it's..."

Martin: I guess maybe the devil is in the details, because when I would go through my audits, the—when it was—you say so whoever it was. They would just say not allowed, not allowed, allowed, not allowed, and we'd go down through a list, and you end up with 12 items allowed and 32 items disallowed. And so, when you have—and I'm looking here. Jacobs, like I said, was at what, 137%. This one, I can't remember who it was, was 113%. When you have that kind of disparity, it would beg to say there's not the same set of inclusions in the direct rate and in the overhead rate. When you have—when you have a 67%—or 87% difference in

overhead rates, you're not looking at apples and apples. You're looking at apples and oranges on the things that go into that rate.

Hoffman: Right. Well, and if I could, again, Bill Hoffman, Deputy Director. I gave—was it about a year, year-and-a-half ago, I gave a presentation to this group on overhead rates and how we arrive at those and how they're generated, and I actually used an example from a construction crew for that. What I would offer you all is at the end of every contract, our audit services goes through and does exactly what you just said, no, yeah, no, yeah, all the way down the list, and whatever they say no goes out the door. They use at least five or six national auditing specifications or guidelines when they do it, AASHTO, and account—I mean, so, when they get at the end of the project, if it's 205%, and you can ask the consultants out here, that's a really horribly-run business if you're at 205%.

Martin: Yeah, we tolerate that. We hire them.

Hoffman: Well, it's not good business, but the 205% I think that you included, Member Martin, was all of the—it was the profit and everything else. It wasn't a true overhead rate, which was what you said, what, 140?

Martin: Well, this specifically said that it was an overhead rate—wait.

Hoffman: Because I think to get to 205, you added the profit and then the fee on there, too, to get to the 205, which is something you definitely should consider for...

Martin: Okay, so, this was the Master Negotiation Summary for the implementation of the Strategic Highway Safety Plan. So, that was Kimley-Horn, and they said service provider has an overhead rate of—you guys said 197.02% of direct labor cost; however, you don't identify what the direct labor cost is, plus .51% of direct labor cost for facilities, capital cost of money. No fixed fee is payable on this FCCM cost. And then I just said what's the base rate, how many hours, because the base rate is not identified. You just say that it's 197. The multiplier on the overhead is 197% for Kimley-Horn.

Hoffman: Well, what I would offer to the Board here is maybe we could get Sandeep and our audit services together with Jenni and put together more details. So, the presentation I gave you guys a long time—was very general and very quick, and it sounds like Jenni wants to maybe go into a little bit more detail and explain that a little bit more, how do you go from overhead to, you know...

Martin: Direct.

Hoffman: ...direct rate. So, we'd be willing to do that.

Savage: It might be helpful for a future agenda item.

Hoffman: Okay.

Savage: I'd appreciate that.

Kaiser: Member BJ, you're a consultant. How do you figure out your overhead rate?

Almberg: I don't. I figure it all in my hourly rate, and that's what I was trying to get to, is I believe that in our Board Packets, when these consultant agreements come in, instead of providing us an overhead rate—that doesn't mean anything to us. All we see is 135%, 140%, 150%, and I've asked that question before when I can. And the reason I say when I can ask it is when we have the same scope of service, scope of work, and we've actually selected three consultants and hired three consultants for that. I've asked before, these all have three different overhead rates. Which one are we going to get more hours out of? At the end of the day, it comes down to an hourly cost. And so, when you provide me overhead rate, you guys can't answer me the—we're going to get more out of consultant A or consultant B or consultant C? But I believe that if you provided in there their hourly rate, including all overhead and everything associated with it, when we come in here, it's very easy for us to say, okay, we're going to pay this consultant $150 an hour. We're going to pay this consultant $200 an hour, and we're going to pay this one $130. It's pretty easy for us to figure out exactly which consultant we're going to get more work out of.

Mortensen: If I could on that, that starts getting really convoluted in a hurry, and the reason that I say that is depending on the firm, and we've seen—at least what I believe has happened with part of our engineering firms is during the downturn in the economic slump, they got rid of a lot of the junior level staff. So, we saw overheads dropping because the people that were actually working on our projects had higher salaries. So, again, it kind of goes back to each one of these firms gets an annual audited overhead rate that's far compliant, and in some cases, the firms will have two overhead rates depending on if it's a field overhead rate or an office overhead rate. For USA Parkway, Jacobs was using a field overhead rate for us, because we supplied the office for the design group, right? So, there are so many variables that impact what that overhead rate is. You may be getting more hours out of one group by having a lower overhead rate, but it may be that you're getting higher level individuals working on a project that are charging higher salaries. So,

you might not actually get more hours out of it. You may just be paying higher salary individuals.

Almberg: Well, you could answer that both ways. I mean, with just giving us an overhead rate, we can't determine either, and so I'm saying why don't you just include them both? And I'm satisfied that I'm seeing an hourly rate and the fact that you come in here and there's also an overhead rate, because like I say, I have difficulty grasping what's going on and how this is working at times. You know, I understand, you know, from—because you would forward me that presentation in the past, and we'd have conversations about that.

Hoffman: Right.

Almberg: And so, you know, sure, I grasp it as a concept, but also, as you start critiquing that, there are certain ways that you can take it, and, like, I've said this before, too. You know, if we have the same hourly direct cost for individuals between two different consultants and one is on the top floor and one is on the bottom floor consultant, those overhead rates can be substantially different for the same kind of staff. And so, I don't know what the answer is, but I can't quite get to where I feel 100% comfortable with just strictly overhead rate.

Hoffman: Okay.

Almberg: You know, and I've asked for a copy here, and you're saying that we recognize and approve those consultant fees based on average of last several years of fees. So, that sounds very similar to us as when we come and we prepare our engineer's estimate. The engineer's estimates are based on years and years of a database of cost of asphalt per ton, cost of—you know, how far back, and you're saying—when meeting an engineer's estimate, how far back are you keeping this database, and I think we should be doing the same thing for—which it sounds like we are, but for the consultants [inaudible] so, if we don't come in here and we get a consultant, then it's kind of off the charts, saying, "Hey, this is not what is within our acceptable range."

Martin: So, in Line Item 2 on the procurements over $300,000, I think it was—you got Atkins, CH2M Hill, and Louis Berger. At no place in the package do you identify what the overhead rate is for either one of—all three—are all three of those companies working on the same overhead rate and the same base rate? Do we know that?

Mortensen: I don't think so, and I believe that...

Martin: Louis Berger was, like, 113%. I'd hire them any day of the week.

Mortensen: I thought that those three were—wasn't that on-call agreement?

Martin: Yes, an on-call.

Mortensen: For the total, and then we'll go out in most cases with those and do a task order that you guys will...

Martin: But we don't know what we're paying on the multiple or on the base.

Savage: These are all healthy discussions, because there's no right or wrong answer here, because I know—I'll take my personal experience. We're probably the highest priced hourly plumber-welder in the area, but I can produce more in that one hour than that guy who charges a third of my—not a third, but three-quarters of my price. So, I know it's value based with consultants. I think this discussion will go on and on and on, but it's healthy, because it's value based, and we're trying to ensure the taxpayers get the right price at the end of the day. And I know the Department is doing that. I don't think there's any doubt. We're trying to understand and feel better about where we're going with some of that. My question to you, Jenni, the hair came up on the back of my neck regarding the consultants changing their pricing during the agreement. In the contractor's world, we don't get to change our pricing during the contract. Do the consultants get to change their pricing during their contraction agreements?

Kaiser: Reid Kaiser. They can change their overhead rate, but they cannot change, and correct me if I'm wrong, Sharon, the hourly rates they were planning to pay a technician. So, if we hire a technician at $30 an hour, they cannot ask for more money on that rate, you know, up to $35 or something. But the reason they want to change their overhead rate is because we're going to audit it at the end of the agreement, regardless of whether they get paid 110% or they get paid 200%. So, if they get paid 200%, there's a big chance that if their overhead rate is actually 130, they're going to owe us a big check at the end of the job, and they don't want to do that. So, they want to change—they would rather have it either match or maybe a little bit lower so that either they break even; they don't have to pay us anything, or maybe we have to send them a little bit more money to make up that overhead rate.

Hoffman: It's like your taxes.

Kaiser: Yeah, it's like your taxes. You know, I mean, you might claim an extra $500 taken out of your paycheck so that you don't have to pay a big tax bill at the end of the year. It's the same idea.

Savage: See, and I—personally, as a business guy, I don't agree with that, because I think they should be held to the agreement, because we're putting a crew on and putting a crew here, putting a crew there. Depends on what manpower we have and how we're approaching that work.

Kaiser: Yeah, but the—again, the hourly rate is going to stay the same.

Savage: But the overhead, too, like BJ's argument, instead of my little trailer, I'm going to move to a nice penthouse and have an operation where I have higher overhead. So, let's get Chris in. Yes, Chris, from Kiewit.

Koenig: Chris Koenig with Kiewit, a couple observations. With all due respect, you're starting to kind of conflate risk-based contracting and service-based contracting. We live in the world where we guarantee a price, and we take a risk, and we get paid for that. Service providers, again, no disrespect, are not used to taking risk. So, if you say, this is guaranteed, then they're going to be taking a risk that that—what we're talking about here is that their overhead rate may change in the middle, and that cost to them has gone up. They're going to incur that cost whether it's guaranteed to the Department or not. So, now if they have to price that, like we do, there's going to be some contingency that they don't pay for it over and over and over. Maybe it goes up on this job. Maybe it doesn't. So, kind of starting to conflate risk-based versus service-based.

Savage: Service-based.

Koenig: And then the other question I had was are you considering evaluating overhead rates as a criteria for...

Savage: Consultants.

Koenig: ...consultants, and again, you got to remember that audited means, like Cole was saying [inaudible] the feds have come in. They've logged it. It's real cost. It's what you spent last year on your business outside of the direct cost. You and Frank have the same business. You do the same amount of work. You may have two offices, one up here and one down there and Frank does one, and it's a matter of how you do your business. And, you know, for a guy that has a higher overhead rate, I'm selling—there's some value that comes with that, and, you know, for someone that has a lower, they're going to say, "Hey, we're going to streamline." But to just say I'm going to hire the guy with the lowest overhead rate every time, you may not be getting all the value that comes with part of that overhead.

Martin: I don't think—for me, I never go with a low-cost provider, okay? That's a dumb way of doing business. It ends up with big liabilities all the time anyway. And all I'm saying—I think all any of us want to do is get an understanding of what's fair. Is 200% fair? I don't know.

Dyson: I have a question, Thor Dyson, District Engineer. Do the overhead rates change with project delivery? So, if you have a CMAR versus a Senate Bill, does that change?

Mortensen: Not that I'm—not that I'm aware of with the sole exception of what I mentioned earlier. If we're providing the office, then they can use the field office rate, whereas during the procurement, they were running out of their home office, so they were paying to keep the lights on.

Dyson: It doesn't matter on the project delivery.

Mortensen: No, it doesn't.

Dyson: Okay.

Lani: Stephen Lani, Assistant Construction Engineer. One quick point of clarification, too. Like Mr. Hoffman, we have multiple methods of procurement, and if the option to go back or the ability within the agreement in the way it's structured to change or to keep the overhead rate as a dynamic rate that will be audited at the end of the project and the overhead adjusted base that was actually consumed is only applicable to the agreement procurement type where cost plus fixed fee and an overhead multiplier is specifically spelled out within the terms of the agreement. In the case of the construction agreements that we're working with, we have migrated to the specific rates of compensation. In the specific rates of compensation, we have a consideration in the back of our minds of where they should be operating with their field or home office overhead rate based upon the type of work that we're asking them to do, and we're using that as a backcheck to figure out if that loaded rate out the door of what we're paying for that individual is reasonable; what does it come down to, but if their overhead rate fluctuates as a firm throughout the life of the contract, it's not in the agreement and contract we have for them to be able to go back and move that up or down, because we don't get an audited rate of the actual project at the end, because the overhead was not actually considered as part of the specific rate of compensation as its total package. So, if we hired, generic numbers, an inspector for $25 an hour is what that individual was physically receiving in their paycheck, if we work off the basis of that firm is about 150% overhead, ballpark, and we're in the 8% to 10% profit margin, he probably loads out the door

without a vehicle, without the other stuff, at $65 to $70 an hour is what that individual's rate is. Once we establish that specific rate of compensation for that classification of individual, unless—that's fixed for the term of the agreement, and it doesn't matter what that element is in there, but we're using those numbers as overhead and profit because that's the way we operate. We're not on—we're trying to get to a baseline of what should that individual be worth. Granted, we're only paying our equivalent technician $18 an hour. The overhead or operating rate that we as an agency have is different, but where is the industry sitting at? What's that individual worth? If a guy is $80 an hour out the door, what does that get us? Where are we at? The overhead audit only comes back in, in a specific rate when you're outside of the specific rates compensation like cost plus fixed fee.

Savage: Thank you, Stephen. Bill Wellman, did you have any...

Wellman: I think, you know, Chris is right, but at the same time, you got to remember state law does not allow him to negotiate on professional service contracts. That's one of the biggest heartaches that we always have, and that's what you're talking about here however, philosophically, as you guys are talking about, 113% is way different than a few hundred percent. If somebody can run it a lot more efficiently for certain reasons, then they should, in fact, have some consideration in some form. And I think that all plays back in everything that I see, and I watch as I sit in these meetings or all of the meetings or even in the projects themselves. That ought to be managed a little bit more by saying, "What's the goal? Is it a $100,000 contract, $1,000,000 contract?" Whatever it is, how do we back into it the number of man hours? I guarantee that I'm not seeing very many $25 or $30 an hour people out there. I see $60 and $75 an hour people, because that pumps that up that much more. So, Chris had the same issue on Design-Build that we have up here, and we don't get to do it that way. It's a multiplier and multiples, usually, three plus times whatever that is. So, you might be getting a bargain at 130% markup right there. But anyway, you're never going to be able to fix this, because state law will never [inaudible] allow you to do it; however, you need to be cognitive that if you start guys at 200%, then when you do the RFP, then, frankly, they're not going to be the best value in the future, because you're having to pay too much.

Eyerly: This is Jenni. Just to clarify one thing, by state law, we are allowed to negotiate. We are not allowed to select the firm or [inaudible] so, there is negotiation that takes place. It's just that to get to the top-ranked firm [inaudible] cost. Now, if negotiations don't work with the top-ranked firm, we can go to number two.

Almberg: That's what I wanted to make clear, too, that you may not—just because they got a top-ranked firm doesn't mean you have to go with them. If we can't get to the point where their fees match what we have projected for the project, we can go to number two, and so you can't...

Wellman: That begs the question, show us where you rejected the preferred contractor, because... [inaudible]

Mortensen: I just terminated a consultant's agreement [inaudible] for final scope—or for final design were a number of issues, but price became more important.

Wellman: Perfect.

Mortensen: Then we had to turn around [crosstalk] then we had to turn around and advertise for final design for the remaining scope of work on it, and it was just we were having problems communicating, and the price wasn't what we were looking for, and so we walked away.

Kaiser: And Denise Inda in traffic operations has also went to number two for that same reason.

Almberg: I don't think you have—I don't think you have to do it too many times before they recognize. [laughter] [crosstalk] I hope so.

Savage: Yes, Tracy.

Larkin: I noticed that Roger Philipi [phonetic] with Atkins was nodding and shaking his head a lot. I wanted to see if he wanted to add anything.

Philipi: Thanks. Roger Philipi with Atkins. You know, one thing I've seen with some of our competitors that might have a leaner overhead than even ours, they tend to be able to pay higher salaries, but you might see in that particular company that those people have to pay more for insurance because they don't get the benefits that maybe our company has. So, it's very competitive out here. You know, we're all trying to steal each other's good employees. You know, that's kind of how it goes out here. So, if somebody is running a high overhead rate and they want to steal somebody from over here that's getting a real high salary, it's hard to do that. You know, so, you have to be competitive. You know, I think those—I'm not going to tell you—oversimplify and say it balances out, but I think you can see if somebody's got a pretty good overhead rate, it means they're paying their wages higher and that [inaudible] pretty close to the bottom line, what you're going to do for, you know, one firm or another.

Savage: Thanks, Roger, and thanks for attending as well.

Philipi: Yes, sir.

Savage: Okay, Sharon and Jenni, sorry to get off track there. [laughter] Holy smokes. [laughter] [crosstalk]

Foerschler: But I can tell you that within the last two weeks, we did—our office did negotiate with the consulting firm and told them what we were willing to pay, and they came back and asked for more, and I said no. And they came back to the plate and said, "Okay, we'll accept." So, we're trying to get a handle on this issue. Side note, I won't tell you who that consultant is, so, anyways, we generate—our office generates the estimate, and then it gets approval through the financial side and the Director's Office.

So, our minimum qualifications is based on the needs of the project. Like I said, it could be a complex project with a lot of structure work. It could be a simple [inaudible] we do require highway construction experience. We don't necessarily say it has to be NDOT, but we don't want people out in the field doing inspection and testing that don't have highway construction experience. The testers that we procure, we require them to be certified just like our own construction crews, so they're NACTAC, ACI certified, and then again, we get a higher level of proficiency within the inspectors and testers with the Level III and IV inspectors that we require. And then our REs, we hire full admins. We require them to have attended and gone through our weeklong training in-house NDOT Resident Engineer Academy that we hold yearly. And then sometimes, depending on the project, we might require assistant RE to have a PE license so that they can provide a higher level of expertise during the construction.

Okay, so, I have some evaluation factors I printed out for you guys. When we put out our RFP—if anybody else wants to see it they're welcome to, we tell them what we're looking for. So, what we're going to evaluate them on is their team, their approach, their availability and capacity, their past performance, their project knowledge, and their DBE goal. And there are weighted factors [inaudible] what you guys have in front of you is what the evaluation team for NDOT, the in-house people, look at when they're evaluating these parameters. So, the consultant will put together their RFP and touch on each of these criteria, and the evaluation factors, now, ours are, like I said, pretty standard, because we're not going outside the box too much of what we're procuring. But they're developed by the Project Manager, and we say Project Manager; that's in the construction office, and then

Admin Services, Jenni's group, manages our procurements. And then what you have are the guidelines for the Evaluation Committee to score the proposal.

So, in the RFP that the consultant sees, we define the scope. We specify the qualifications necessary. We give them the evaluation criteria; however, we typically don't give the weighted factors, but they don't change for our procurements. So, if a consultant has gone to a debrief after an unsuccessful procurement for them, they know what the weighted factors are, so it's not a big secret. Again, like Jenni said, we're not allowed to include cost as an evaluation factor. The RFP includes, you know, when we want them due. We have an avenue for them to submit questions. We can provide answers during the procurement. That's all done online. We define the insurance and DBE requirements, how the proposal should be formatted and laid out, you know, what font size. We get that specific, because we limit the number of pages they can submit. So, if you're a smart consultant and you want to get as much information in as you can and we don't tell them to use ten font, then you need a microscope to read it, right? They get a lot more information in there. So, we define all of that, and then there's also a draft of the agreement terms for them to take a look at.

Okay, and then the consultants are notified that there's an RFP hitting the street through our vendor bulletin. Those go out every week. Like Jenni says, there's over 450 subscribers, so it's not hard for these vendors to know there's something on the street, or the service providers I should say. We typically advertise for three weeks, and during—at least for our office, the RFP, the advertisement period, we have no verbal conversations with any consultants. We don't know who has packages, who's going to submit. So, we try to really pull ourselves out and be fair and even with everybody. So, we don't have any phone calls. We don't have any visits. We don't have any lunches. We don't do any of that stuff.

Dyson: Sharon?

Foerschler: Yes?

Dyson: Thor Dyson. I believe the committee members, too, also has to sign a document stating that you're not going to talk—so, if I'm on one of the committees to evaluate the RFPs, I have to sign something saying that I'm not going to talk to anybody, and you might want to elaborate that, Jenni.

Eyerly: Yes. So, there is a letter that goes to each committee member at the beginning of the process and explains to them their rights and obligations throughout the entire procurement process, and that's part of that, is their communication, or lack thereof

with any potential submitters. So, all that communication is coordinated through Admin Services, and what we typically see is that potential proposals will submit a question, and then we answer it through the Q-and-A process so that gets published out on the website, and all proposers can see all the same information.

Savage: That is helpful, thank you.

Foerschler: So, when the RFPs are submitted, they send in the statement of qualifications, and I, as the Division, have—review those and determine if they can be prequalified so that the RFP can be submitted to the evaluation team. So, I make sure that they can meet the minimum requirements for the RFP. And then the Evaluation Committee, typically, you'll have—wherever the project is located, you'll have some staff from that district on the review team, and then we have construction division staff. I don't ever review proposals, because my staff does, and then we are required to have an outside person. So, we try to get someone who's from that area. We do have difficulty getting an outside person, but we do it. We don't move forward until we have it, but it's difficult because it's a time commitment.

The RFP team typically has two to three weeks to review them. They review the proposals independently, and then they get together. Admin Services manages the meeting where they get together and they talk about the proposals, and they score them as a team. So, you don't get different ways—we used to do it where you independently scored them, and then those scores were merged. And we found that there were sometimes conflicts, because what one person read, maybe the other person didn't interpret the same. So, by having a consensus approach, it leads to a lot more consistency on how they're scoring these consultants. Okay, and then the scores are recorded for each of the evaluation criteria, and the committee does not know what those scores are.

Admin Services manages that, and then I go and I look at the scores as the Division Head, and I make a recommendation to the Director on whether to move forward with award or do we want to go to step two, which is an interview with the top firms. And it just is kind of a judgment call, if you will, how close the scores are. We had one RFP, was it a year-and-a-half or so ago that was in a half-a-point. To me, that's a tie. You absolutely have to go to interviews at that point, because they're so close. So, the Director, though, does determine the final action. He either signs off on what I recommend or he makes a different recommendation that we then follow.

Dyson: And we take that—Thor Dyson again. We take that seriously, because we don't want to waste the consultant's time to do an interview if they really aren't a serious candidate.

Foerschler: Right.

Dyson: So, we only do that if it's important enough or close enough. It's that genuine that we need to do the interviews; otherwise, I mean, then they're investing more time into the proposal when they're not serious. So, we take that serious.

Savage: Makes sense.

Foerschler: So, when we go into the interview, and Jenni can probably expand a little bit on this, but it's a fresh slate for the consultants. You don't have the proposals anymore. You don't know what the scores are. They're starting out from square one, and you evaluate them based just on the interview.

Savage: And whoever wins that interview, wins the job?

Foerschler: That's correct.

Savage: So, if they have real good sales guys from Chicago show up and the other guy doesn't have the guys from Chicago, he's got them from Reno, they may win?

Foerschler: Look at it that way, correct.

Savage: Because I've seen it happen with certain [inaudible] work, and I'm just bringing that up. I wouldn't say the Department would ever do anything like that. I'd just be aware of there are dueling salespeople out there that could do much better than... [inaudible]

Eyerly: This is Jenni. There's two sides to this every time we get into these conversations, I think. It's important to balance out the sales pitch side of things to the benefits of having an in-person interview to see a team, to see how they work together, to see how they interact. I relate it to the job application process. You submit a job application, that's your proposal. It says what your qualifications are. It says on paper who you are. But when you get into the room and you can have a back-and-forth conversation, that's where you sometimes can really see who a firm is and who their team is and how they interact with one another. And I think that's part of the benefits that we see when we do go to interviews. We're not looking at the same criteria as the proposal, so I think that's important, but that's part of the reason that we start the scoring over, is because we've already determined firms who we believe are really well qualified to do the project. Now we're going to look at some

different criteria to really separate one from the other, because in effect, the scores are so close, it's almost a tie, and we're trying to determine who's best at that point. So, I do understand there's definitely been some comments about, you know, where we can do the schmooze, do the sales pitch part, but I think as a department, we do see the benefit of those in-person interactions.

Savage: And, you know, delve specifically into their proposals at the time, asking questions about team members, who's available and who's not available.

Eyerly: It's different criteria. Do you want to elaborate on what you guys had for construction, because I don't want to talk...

Foerschler: So, we're...

Savage: I agree. I appreciate that.

Foerschler: We haven't done interviews in a little while now.

Savage: Okay.

Foerschler: But the review team will come up with the questions, and you're not allowed to ask the same questions that came up on the RFP so, if you ask who their project team is, you can't ask who their project team is. If you ask for ten years of experience, you can't ask them to expand on the ten years of experience. So, through the review of the proposals, we rely on the team to say, okay, well, we didn't quite get that out of the proposals. What is something else we could ask to get that information a little bit better?

Savage: Okay.

Foerschler: So, a little more qualifying questions I would say, a little more in depth than you ask in the proposal, and the teams get those questions before they sit down for the interviews, and we ask them—we limit how many people they can bring. So, they can't bring 30 people and say, you know, this is our team. And we ask them to bring the project team, members of the project team that were on their proposal.

Savage: Okay.

Foerschler: And then it's the same committee that reviewed the proposals that's going to sit on the interview. So, you don't have different perspectives going into the different phases. And then the scoring is done on the same basic parameters, and boom, we have a successful firm.

Almberg: If those consultant questions are predetermined, can you ask additional questions in the interview or are they just coming in and basically giving you a presentation to answer each of my questions?

Foerschler: You can ask clarifying questions. You can't ask additional questions. Okay. So, then firms are notified. Unsuccessful firms are always invited for a debrief. One of the requirements from the Review Committee is to provide comments for every firm, what was good, what was bad, what they liked, what they didn't like. And by doing a consensus, we've gotten rid of some of those conflicting comments that you might have heard consultants vocalize, and, hey, this guy thought it was a strength, and he had the same comment. The other one thought it was a weakness. And I can tell you I have reviewed proposals in my career. It's not a fun thing to do, and it's very difficult to come up with constructive criticism, and, you know, if you've got two proposals, it's not so hard, but you could have a dozen. We've had it where we've—in the past, you know, you might have 15 proposals. We don't see that now, because our market is very limited. The last RFP that went out had five proposers, and that's the most I've seen in a while. We had an augmentation RFP go out for the US 95 to 215 Interchange, two projects. It's a duration of about three years. We had two proposers. So, you just never know how many people are going to put in. So, once we come up with the firm and they accept, we commence negotiations once we are pleased—or I shouldn't say pleased, where the negotiations are acceptable, then we will execute the information to go to the Board for approval. And I want you to know we never exceed what we got budget approval for in the negotiations. If they come back and say, "Hey," you know, "we estimated $5 million, and we're looking at our budget approval of three-and-a-half," you know, at some point, I'll tell them, "You have to be below that, period." And you will probably see to date we haven't asked—we haven't asked to amend an agreement for more dollars, not that it can't happen, but we're very I would say, stringent in the way we administer our contracts during the construction for the consultant so that we keep control of the costs. Reid and I both sign the invoices. The Assistant District Engineer signs off on them. The Resident Engineer, if they're augmenting, sign off on the invoices if the hours are accurate. I can tell you they're very expensive and I've had many conversations about how can we be spending this much money in a month. Reid has questioned it as well. We're cognizant of it, but we administer the agreement in our office, do not administer the staff that's augmenting the construction crew, if that makes sense.

Martin: So, one question. Some firms accept, some don't. What's the percentages?

Foerschler: We haven't had one in my arena that hasn't accepted down the construction site.

Eyerly: Do you mean the debriefs?

Foerschler: Oh, on the debriefs?

Eyerly: The debriefs? I want to say it's somewhere around 50-50, probably a little bit less than 50%. It depends on the firm, and it depends on the procurement. Sometimes the winning firm will come for a debrief because they want to hear anyway what their strengths and weaknesses were. Some don't. It's sort of up to them. We did look into this in a little more depth partly because of Member Skancke's comments kind of talking about firms, and what we see is our firms who do business with us a lot come in debriefs, and the firms that we don't necessarily recognize their names quite as much, a lot of times we don't see them at the debriefs.

Martin: So, maybe they're shooting themselves in the foot.

Eyerly: It's an opportunity. It's also—I guess I should meter that with saying it's a difficult process to come in when you haven't been the successful proposer and hearing some—what we hope is constructive criticism, but, you know, sometimes it's received as being negative, and it's a tough situation. So, they're not fun. I mean, maybe there's reasons why firms don't attend.

Foerschler: Well, at the end of the day when we're done with the process, all the firms have access, if they want, to the winning proposals.

Martin: Of course.

Foerschler: And so, they can see for themselves what their strengths were and maybe where they can increase their effort or the information they're providing.

Dyson: Thor Dyson, District Engineer. But what Sharon is talking about, going all the way back to the beginning, the initiation of asking for a consultant to the construction augmentation or full construction administration starts with a very healthy discussion between Sharon's office, and in my case, my district office, and it's based on workload. It's based on what's happening with a particular project, and we go back and forth with Steve, with Sharon. Sometimes Reid is in the mix, and a decision is then made to move forward with an RFP process or not. I just wanted to throw that in, and then all the way to what Sharon just said, being we get them on board. We watch them. We cut them loose if we need to. We do a staggered—we do a staggered—okay, you know, I need this many people. The job is one down. Now you just need an office person, et cetera, and we work with them on that, with the construction office and the consultant that's doing—for the administration or augmentation to the group.

Kaiser: Reid Kaiser, and one more comment on top of Thor's comment. We also will schedule our projects accordingly. Like, this last year, there was a project on US 50 in Austin. We elected to advertise that later in the year so that we'll have NDOT already on it instead of having to put a full consultant crew out there. And you kind of load up an NDOT RE with a bunch of work in that area. So, we try to—you know, and that's a good thing and a bad thing, because then you got these REs that are managing five or six projects, which they're just running all over the place, but we like to have NDOT REs on them. Just they may have to augment that crew, but that's kind of—part of the game that we play.

Savage: That's good, better control. But I want to thank you, Sharon, and thank you, Jenny. As I've said many times before, it's about consistency and trust, and I know we're very grateful for your integrity and your ethics and the strength in that regard, because all the contractors and consultants have at the end of the day with many different department throughout the state or school district or university, it's ensuring that we give them the consistency and the trust in order to be fair. So, I thank you both. Your high level of integrity and ethics are very much appreciated, as well as everyone here at this table. It goes unsaid. I know we question a lot of things, but it's all in a healthy discussion to ensure that we're staying on the right track, because in our private world, we see different entities that get a little sloppy sometimes, and that's all we try to do. So, we're trying to get better at what we do, and I thank you both.

Almberg: Well, I think in the Director's Report today, when he was talking about the RFP process, and in a sense, loosening up some of these requirements, because when you come in and you said, hey, we've had up to five recently. We had two on this. Sometimes I think that it's very—there's the potential there of putting very strict requirements on it that you may be minimizing who can respond to you and leaving out quality companies out there that could do it, but because the restrictions were so tight, they didn't feel they could meet it, so they didn't even take the time to put in for it.

Martin: You're absolutely right. I've seen that in the vertical world. They give us five years. Well, five years ago, there was no jobs going anywhere, you know, and so it is good that we're looking at an alternative method.

Foerschler: Well, I can tell you that I had a conversation with a consultant that said, "Now, we won this procurement. Should I not put in for the next one, because the perception is we're getting all the work." My response was, "Well, you've got to make that business decision. I wouldn't let"—"because you're getting more work." You're

putting in—if you look at, you know, how many times they've put in for work or submitted an RFP, it's two or three times more than some other firms. You got to be in charge of your own destiny. If you want the work and you got the resources, submit it. We don't look at how much you have. It's based on qualifications.

Savage: That's absolutely right, and I'll second that. It's not our decision. It's their decision, and some consultants or contractors are better with public works projects. Some are better with private projects. So, it's out there. So, that's a good answer, Sharon.

Dyson: Thor Dyson, District Engineer. I've got a solution to reducing consulting costs. Restore my construction crew [laughter] because NDOT, District II lost...

Savage: And that was discussed. I agree. That was discussed heavily.

Dyson: We lost a construction crew.

Savage: That was discussed heavily in the June 12th Meeting minutes heavily, and that's what goes around, comes around, eventually.

Dyson: But then, you know, on the flipside of it, if the economy, God forbid not, but if it tanks in three, four, five years, the last thing I want is a construction crew sitting around looking at each other not busy. So, I get it. The need for consultants [inaudible] or augmentation requirements, it's for the ebb and flow. So, when things start happening, we have them. We can use them, and if they're not busy, we let them go. It's hard on them, but it's easier for us as being the client. But right now, my REs, as Reid had eluded to, is we got anywhere from six to eight jobs per RE, and most of the consultants that are doing full administration, they have one job, and they look good. They get the closeout done. They get all kinds of things—they know what they're doing. They get it done quite well.

Savage: Thank you, Thor. Any other comments on Agenda Item No. 6? Thank you again, Jenni. Thank you, Sharon. Agenda Item No. 7, Old Business, CWG Task List. Item No. 1, Tracy will give an update on work force development.

Larkin: I expect my report to be much shorter. [laughter] Just a couple quick updates. On the Disparity Study, we'll see the new Disparity Study coming out before the end of the year, but it has been held back a little bit because we had—we being the—oh, shoot, the EPC. I can't think of the name, what the acronym stands for. Anyway, the Board that certifies the DBEs, there are six members, which is NDOT, two airports, the two RTCs, and Carson City. We all got together with the consultant who was putting together the Disparity Study. It's been under review for several months, but we needed clarification, specifically, on what turned out to be

nomenclature, because they were saying we are basing a new DBE goal based on the available work force. They define available work force a little differently than we do, and we wanted that very clear. Their available work force was by taking every potential firm within the area that could be a DBE, and we're like, that's not real, because you have to have—you know, they have to be ready, willing, and able. And in some case, you had ready and able, not willing. Some firms just said they weren't interested, some really not able and also at many different levels. So, we are clarifying that, and they're working on bringing that more into—at least balancing the perception. What they have done with the Disparity Study, they are using a formula they've used in other states. It has been court proven to be held up, but we also want it very clear that if you're using that formula, you need to state in there the mitigating factors that could affect the potential DBE, and we're looking at probably a difference of several points. So, we're going to be very clear and cautious on it. We want a goal that we push on a little bit, but that's attainable, and it was all six—all six agencies were there and in agreement.

Savage: Excuse me, Tracy. Does the FHWA have a representative?

Larkin: Yes, and they were at—we made sure they were at the table at that meeting.

Savage: Okay, thank you.

Larkin: Yes, we want to make sure it goes smoothly, passive, because ultimately, they're the ones who are going to...

Savage: Absolutely, just wasn't sure. Thank you.

Larkin: And then a little bit on the work force development, we are working—still working for the construction work force development. We have—I gave some of you just a copy of an article which spurred something. Arizona DOT has a construction activity they've been working on for several years. We've contacted both New Mexico and Arizona DOT. We're going to have a peer exchange. We have put into FHWA for funding to bring them to Nevada to discuss with them some of the things that are working in the areas and also to drill down to find out what the similarities—what could maybe be low-hanging fruit for us and also which areas are diverse enough where we might have a different challenge. We've been talking—also working with RTC of Southern Nevada. We have been looking at drilling down—so many efforts we've done over the last two, two-and-a-half years, and I've been meeting individually with some of the consultants that have worked on those different projects and really trying to find out—I want what's behind the scenes, what really were the challenges that we found. And, you know, passing the

protest, they challenge, and recreational marijuana is not helping us. But then there are some of the other things that we looked at that maybe transportation or some other items that during the trading period we may be able to address. So, those are where we're at right now.

Savage: Thank you, Tracy. Any other comments on Agenda Item No. 1? We'll move to Item No. 2, As-Builts.

Kaiser: That project is still moving forward. The Resident Engineer has been meeting with the contractor monthly and reviewing As-Builts and has been giving some advice and direction. So, that project is still moving forward.

Savage: Item No. 3, CMAR Change Orders and Agreements.

Kaiser: Okay, CMAR Change Orders and Agreements, as I mentioned, the first bullet point there, we'll talk about the shared savings in the December CWG, and there is one outstanding change order that will be coming up, and that is on State Route 28, the bike path. There is a sewer line that runs under State Route 28, the whole length of State Route 28, and it's falling apart. So, Incline Village has partnered with the contractor, and they're going to work through us to repair that damaged sewer line. [crosstalk] yeah. But that will show up in the change order, but we're not paying for it.

Savage: Okay. And again, to repeat last month's meetings—we really talked a lot about the shared savings, and so that was very well embedded in the VE. It was understood that the VE is part of the shared savings, but we'll have John speak in December regarding the CMAR.

Kaiser: Yeah.

Savage: Move on to Agenda Item No. 4, the RE Assignments.

Kaiser: Yeah, District I, we have four, five, six, seven of the REs are in Las Vegas, and one is in Tonopah. In District II, we have—two of them are kind of spread out all over the District. One is in Carson City, one is in Reno, and one is in Tahoe. And in District III, we have a crew in Ely. We have one crew that's spread out all over the place, one in Winnemucca and one in Elko, and I'm sure just as in the road construction world, especially in northern Nevada, this is the time where everybody is trying to get all the work done at the end of the year before winter hits, and so there's a lot of long hours, a lot of work going on right now.

Savage: But Reid, again, I'd like to compliment yourself regarding the REs, NDOT REs running the jobs, and that's what I heard you say earlier, that that's been our policy, and we can hopefully continue to have that policy with the REs. Even if they're augmented, we still have an NDOT RE as the head RE. There could be an assistant RE. It's augmented, but the RE is always an NDOT RE; is that correct?

Kaiser: Yeah. We like to do that as much as possible. The only thing we got to be careful we don't run into, and Thor could probably support this, is some of the REs are starting to get burned out, you know, working a lot of hours, and you guys get good Project Managers, you know...

Martin: We kill them.

Kaiser: Yeah, you got to take care of them.

Savage: That's a concern.

Dyson: You get punished for doing a really good job.

Savage: So, is it my understanding there's no further RE additions because of legislature; is that true?

Dyson: Well, I'm not sure—I know in 2012, we—District II, in 2012, we had six RE crews, six fully staffed. Because of the recession and lack of work, the decision was made to—through retirements, attrition, promotions, whatever we could work out without having to let them go, we disbanded the crew. It took us, like, a year-and-a-half, two years, and so now we're down to five crews, but we're having to compete with the private sector. So, essentially, for the first time ever, this path month or two, I was down 11 positions out of the—out of 60. So, five crews, roughly 12 per crew, that's 60 positions, but I was down 11 positions, which is—so, I'm not just down one crew, technically, down two crews as far as people goes. So, it's difficult. We try to get as creative as we can without burning out the RE, using consultants, using—like Reid said, you know, we had full administration out on I-80, complete full administration. DCS was the consultant that was chosen to do construction administration on I-80 from Fernley out towards Nightingale. So, it would require legislative approval to get another crew or take positions away from other areas of NDOT, which I know it's not a popular idea, but—and Vegas lost a crew as well if I remember right.

Freeman: Yes, we did. Jeffrey Freeman [phonetic] for the record.

Kaiser: And that is correct, Lynn. Next legislative session, we're going to approach legislature to get some construction crews back.

Hoffman: I just wanted to make a quick point. So, Bill Hoffman for the record. Well, I was just wondering why we have to say, "For the record." I mean, it's on the record when we say it, but anyway. [laughter]

Kaiser: Because Dennis Gallagher does, and it sounds good.

Hoffman: No, but I just wanted to make a point that the legislature did not say no. We did not put in a request for those groups...

Savage: Oh, okay, okay.

Hoffman: ...because I listened very carefully to your question, and it wasn't a legislature no. It was—we put in positions to be approved by the legislature as part of our budget that came back. We did not ask for a construction RE crew.

Savage: Okay. Thanks for clearing...

Dyson: And Thor Dyson...

Savage: I didn't realize that.

Dyson: In 2012, it wasn't the legislature or the Governor, that I'm aware of, saying no, get rid of that crew. It was an internal decision to address... [crosstalk]

Kaiser: And we had no consultants augmenting or whole administration three or four years.

Savage: Well, it's a hard thing. I mean, the work has gone through the roof on a lot of different things.

Larkin: But sales will be done—Tracy Larkin [phonetic] for the record. [laughter] A lot of those positions were transitioned over into stormwater. So, at that time, that was considered a higher priority, so the majority of those positions turned into stormwater positions in all three districts, and all three districts lost a crew.

Martin: That's how that—I was wondering where those people came from. [laughter]

Larkin: That's how we wave them back up.

Savage: Darin.

Tedford: Darin Tedford. We did get additional positions for stormwater also. So, there was both. There was legislatively approved new positions, the 57 and the 29, and I'm

just saying numbers, but we had some that had been vacant. They said—we said we need this many, and they said, "you can have less than that, because you got it anyway."

Savage: Okay.

Tedford: It was both.

Savage: That's good. Thanks for clarifying that. That's helpful. Any comments, Member Martin, on the REs? Item No. 5, Unbalanced Bidding, nothing new to report; is that correct, Reid?

Kaiser: I'm going to jump in here. Actually, I just got some information today from Steve, and what we're doing, and it's not—we haven't completed the analysis yet, but they're trying to figure out a way to compare the costs of a contract at bid time compared to when the work is complete. So, they're going to take the quantities that were used to build a project and apply those quantities to all the contractors' bid numbers at bid time to see who would actually give us the lowest contract. And through that analysis, we might be able to come up with some—a little better idea on where contractors might be unbalancing their bidders on. But that's in its infancy, so we are trying to—we are taking a look at that. Steve, if you want to expand on that, more than welcome.

Lani: It's a tremendous amount of data to wade through, and because of the way we do—where a contractor puts in—made a price, we have a—at the time of bid, we estimate the quantities, but we pay on final quantities, actually utilizing the contract. Trying to put the whole concept behind unbalanced bidding is the idea that a contractor can see a mistake in our potential estimate of quantities and capitalize either higher or lower unit bid prices. So, we're taking a backwards look, but we can't do that effectively until the contract is closed once we know how much—what was the final in-place quantity for every single item that was done, because all that data doesn't necessarily reside in a single warehouse element. We know what we paid, but we've got to go back and pull from other databases as to what everybody bid on each of those units for each of those items. So, our business process analysts are actually working with our programmers to figure out how we extract all that data and how we put it into a meaningful report is the part we're working with right now.

Savage: So, the quantities are disclosed prior to bid?

Lani: That's what the contractors bid on, yes.

Kaiser: They apply a unit price to our quantities.

Savage: The unit price, but they're your quantities, not their quantities?

Kaiser: They're our quantities.

Savage: Oh, wow. [laughter]

Martin: Such a different world. These guys have got it made. [laughter]

Wellman: If I can, Bill Wellman. You've been talking about this and talking about this and talking about this, and it has gone nowhere, and frankly, it's at risk of being challenged a few times, and where is the upset condition that exists up there? I don't think we've ever found that, essentially, and we're trying to split hairs on something, spending lots and lots of District time and money trying to find a fixed—in recent bids, you've seen pennies, one penny, different items. I think on that bid that was awarded today, there's items that were one penny, and there's reasons for that, and we get through that all the time, but I have not seen anything that has significantly made any changes in any of these bids where we need to try to argue or discuss this. If so, then I suggest you have a working group specific to talk about it rather than just kind of globally here, and then we think we're going down the path—because you can't fix it without us.

Savage: No, I think that's a point well made, and that's why I was going to ask the construction department just to interview the outside contractors for input.

Wellman: We had subcommittees on other projects before through our liaison committee, and we used to do it all the time, and actually, this was one of those items, and there was not a resolve.

Martin: You said a real prevalent problem. I know you guys run test cases on quantities all the time where you put proposals together. It is a real prevalent problem, unbalanced...

Lani: That's what this exercise has determined. The gut feeling is no. On the majority...

Martin: I get that sense. I've been reviewing those little spreadsheets for years and years and years and years.

Lani: We think where we—if we see a problem, it's going to be in some of the smaller, more—I won't say obscure, but the odd projects that are out there that are not necessarily our million [inaudible] bread and butter bridge type work. But we definitely know we have a problem, and we know where to target it. Right now,

just like you said, it's a lot of discussion, a lot of speculation, yes, it's a problem, no, it's a problem, to prove it is, prove it isn't. If this data analysis comes out like we're expecting, we'll be able to see can we trend it by District; can we trend it by project type; can we—is there anything there that we see that's of concern. If the answer is no, then at least we have a data model that we can run once a quarter and kind of see where things are laying out. If it turns out that, you know, for grins and giggles, every landscaping job we ever see happens to be really odd, not picking on landscaping, but just picking a type of project, or maybe any given sub-district or in a given area we start to see these upsets, it's something we can sit down with a focus group and start to say, "How can we fix this?"

Koenig: I haven't—Chris Koenig. You need an analysis to figure this out? I'm not being a wise guy, but the only time you're going to see this is when you have a significant overrun or underrun in quantities. That's the only time, and I'm with Bill. If you're—are you chasing a ghost here? What's the analysis to do, unless you really think you're being affected, and to me, bid time, if we recognize a significant error in quantities, we're doing our own takeoff and we're way off, we have an obligation to bring that up before we bid. So, the guy that bids it down and then it overruns, that should stick out like a sore thumb, and there should be a discussion about you should have recognized this at bid time and you should have brought it to our attention.

Kaiser: [crosstalk] And we have had those discussions with contractors before, but, you know, it doesn't get anywhere. You know, I mean, there are certain contractors I know, because I've talked to them, that they'll screw with the numbers at bid time just to give us a—make us chase something that really isn't there. You know, and so how are we as an owner supposed to deal with that?

Savage: Go ahead.

Hoffman: Bill Hoffman. We did approach this with the liaison, the AGC liaison committee very briefly. I brought it up. I said, "There's penny-a-ton bidding. What are we going to do about all of this?" And one of the contractors in the room just said, "Don't tell"—"you're not going to dictate how we do my business, problem solved." That was, essentially, what I was told in that meeting. So, if we're really interested—and I agree with Billy and Chris wholeheartedly. The analysis, since they've run it, I think you should run that, quite honestly, to see what it tells us. But by the same token, I think we need to dig in, like you were saying, and the two contractors in the room, it has to be everybody. It can't be two, because the one person sitting outside of the room not in the discussions is going to be the, you

know, the freewheeler that's going to cause all the problems. I think we start with these two and sit down and we start figuring out is this a big issue. If it's not, then we just dump it and we go to the next thing. I would agree with them.

Savage: I think there's two sides here. I mean, I understand what you two are saying, because you would bring it up before the bid is submitted, but I also see other contractors taking advantage of things against the Department, and that's what we've seen, not at your level, but on some of the other levels that have been concerning, and that's why Steve has been running some of this analysis.

Koenig: Yeah, if he's got penny-a-ton examples, then that shows you where you need to put your...

Lani: And we have been doing that. A classic example is we've had forever penny-a-ton bids on MC-70 prime coats. Why, because it's measured by the ton. We know why it's bid that way, because the contractors are not going to put that product down. They're not going to give us the way-backs. They've included the price in other elements. We've made an adjustment to prime coat by the square yard to cover everything. We don't care what products you've given us; we're continuing to make adjustments as we identify those. What we're looking for at this point is are there things that we're not picking. Penny-a-ton is easy to pick up. A buck-a-ton is easy to pick up. Five times the engineer's estimate is easy to pick up. It's that operating suddenly within some of the other things that we're looking—we're trying to target to see if there are other things that we're not catching.

Dyson: So, for—Thor Dyson. We had a project a few years ago. The stormwater aspects, the BMPs, all the contractors, even the engineer's estimate was around $100,000. The contractor that got the low bid put $5,000. We're all like, wow, we just got out of this consent decree, and we got EPA and the stormwater, and I just didn't want to be into a battle with the contractor who's, like, only got $5,000 into the stormwater BMP aspects of the job, and they're like, "No, don't worry. We got it covered." Well, I don't have that assurance that they're going to finish out complete stormwater BMP protection measures, mitigation measures, because I don't have any money in the bid item. And it's...

Savage: Dust control. That's one that comes to mind. You know, those guys look like dust control anyway, I think it's healthy.

Koenig: Don't make it a bid item.

Wellman: Exactly. Bill Wellman again, and that's why I'm saying. Go back and have a group and a committee, because NDOT breaks down quantities of such finite things, like drop inlets by the cubic yard. There's not even a cubic yard in a drop inlet, and then when you cut six inches off of that, which is tied to a lot of bridge structure stuff and the whole scope, you knock six inches off of that because flash flooding over the years has changed the grade and now we've got to adjust that. And that drop inlet now for that six inches—that little bit of concrete costs us more than the drop inlet was to build in the first place. That requires some adjustments. You have a project up here where this all started again and resonates and way back before Bill responded [inaudible] we did talk about this and used to do asphalt was separate from the aggregates. And you combine that now [inaudible] in place. You see penny asphalt anymore like that. You might see [inaudible] and you'll see that in Las Vegas, because we're not allowed to shoot it in Clark County, MC-250, but on your job you awarded today earlier, you got MC-250, and I asked the guys, "Is this still doing this?" because Clark County doesn't allow air quality. No, they don't allow it, but that's what you'll be looking at if you negotiate after the fact and figure out...

Lani: We're working through all of those. We're picking those up.

Wellman: Those are the things that are still out there today, and we're willing to sit down and talk to you guys and help you through some of this to manage through it. You guys—and you get advantage of it if it's in pennies. You guys have got the bid over here on your maintenance building. I remember that got resurrected two years ago, three years ago. I think it was Q&D that got the bid, but they bid the gravel for a penny, because your gravel quantity was going to be way less than the quantity [inaudible] they documented that you guys—it's not right, but you chose to bid the project anyway. They bid it for a penny, got the job. You got best value out of it. Think about it. On the flipside of it, you're getting best value by getting those type of savings, and us as contractors, you know, all the fist-fighting over trying to get projects these days, I can assure you we're not misbalancing high. We're misbalancing... [laughter]

Hoffman: That's a good point.

Savage: Okay, let's move on to Agenda Item No. 6, list of active agreements for Construction and Project Management.

Kaiser: Okay, Reid Kaiser. Again, you guys have any questions over the two spreadsheets, we got 32—I think I counted this correctly, 32 consultants working for constructions projects and 68 for our Project Management.

Savage: My only question is why aren't they the same format?

Kaiser: It's two different divisions.

Foerschler: They like ours.

Savage: Have you guys looked at each other's. [crosstalk] I mean, personally, I like construction, Cole, nothing against your Division but in my [crosstalk] what's that?

Martin: I like the last column, don't pay for the consultant.

Mortensen: Well, we went back the last time because it was a little tough to actually pull out the total paid [inaudible] consultant when they're working on multiple agreements. So, on the second page, we put what they've been paid for each agreement with a subtotal at the right-hand side.

Kaiser: [crosstalk] ...reduce it down to one lane, or excuse me, one [laughter] page.

Savage: And they're both readable. Don't get me wrong. I'm just trying to be more efficient when I'm trying to read it, but in the details, does anybody have any questions on the details, because these are very informative, very informative. What Member Skancke has been asking. It's all right here in the...

Mortensen: Is it the... [inaudible]

Savage: It's not the colors [laughter] two lanes, four lanes, diverging diamond.

Martin: It's the roundabout that gets me. [laughter]

Savage: Has Member Skancke seen this?

Kaiser: I did forward these to Member Skancke last week.

Savage: You did.

Kaiser: Yeah, both spreadsheets.

Savage: Okay.

Kaiser: So, he does have them.

Savage: Good.

Kaiser: Now, BJ, you did request the unit costs for these agreements?

Almberg: Yeah, what I requested was basically these schedules.

Kaiser: These schedules? Okay, so, I'll start working on that here this next week.

Almberg: Thank you.

Kaiser: And like I mentioned, I'll only forward those to you for agreements that are over half-a-million dollars.

Savage: I might just make one request, Sharon.

Foerschler: What's that?

Savage: Is on the page, the date, you know, it's very easy to calculate, but if you had a percentage column there, that would be really nice.

Freeman: Pay attention, Cole.

Mortensen: I'm taking notes. [laughter]

Savage: I mean, it's easy to calculate, but the percentage kind of [inaudible] just in the snapshot.

Lani: Are you looking for percent paid against the agreement?

Savage: Yes.

Lani: Okay.

Savage: Anyone have any questions or comments?

Martin: None here, sir.

Savage: BJ?

Almberg: No, I'm good.

Savage: Again, very, very good summary, very informational. Okay, we'll move on to Agenda Item No. 7, Update on the Design-Build Contracts. [crosstalk]

Keller: Can I steal your equipment? Right is forward.

Foerschler: Make sure—yeah, use... [laughter]

Keller: All right. Good afternoon. Dale Keller, Senior Project Manager for the Department, Manager on Project Neon.

Male: The right button. [laughter]

Keller: Next slide. [laughter]

Mortensen: Got to go manually.

Keller: Yeah, manually. This is—we were 44% complete of contractual days. We're roughly 650 as of the end of August. So, we're well over a year in construction moving forward here. Next slide. [laughter] Overall, on the contractual [inaudible] earned over roughly $260 million of our $571 million contract. You can see at the bottom left of the screen design is 100%, and construction is roughly 30% complete. So, all contractual value is about 45%. So, we're lining up right now on days as well as construction value of percent complete-wise.

Martin: What's the dollar value of the change orders approved to date, approved?

Keller: We will get there in a few slides.

Martin: Okay.

Keller: All right, earned value. So, this is the earned value slide where today what we expect to spend. The blue is what the original projection was, and the orange is what we have. Kiewit has been working on trying to even out that little saddle hump that we come through that's kind of a lull period into 2017. That's more based of our interim milestone completions and other restrictions tied to the contract, but we're tracking pretty close the overall construction value.

So, liven up a little bit. We have some pictures, kind of see what's going out there if you don't get out there every day. Go ahead, DJ. We're very proud—I know Reid mentioned this at the Board Meeting this morning, that over a year of actual physical construction, 400 man hours of craft man hours, and that's just Kiewit craft hours as well. There's no recordable injuries, which is tremendous, and hats off to Kiewit's safety program as a whole.

Here's a picture of setting our HOV girders. We're going high speed on the US 95 corridor. We're down to two lanes in each direction to make way for this big HOV flyover connection.

Here's the aerial photo of this US 95 work. We're working—on the top of the screen, there's the north, and the bottom is south. So, we're working our way from north to south there. You can kind of see how we're splitting the 95 to make a way for HOV.

At the same time, we have US 95 under construction work along our local street network of MLK. This picture was taken at the end of June. Everything to the left

of that screen is new MLK realignment. That has been paved and since opened on Labor Day weekend. So, that was a good milestone to hit with our local street connection. City of Las Vegas is happy with that connection. It's open.

And lastly, this is our ATM gantry construction. Once again, this is very innovative technology we're installing. These are the same type of video screens you see in stadiums around the country. We installed three of them on the northbound US 95 [inaudible] 515. We're installing the three on southbound US 95 right now. We'll have these—kind of the first nine operational by the end of the year.

So, Member Martin, here is our status of our change orders. On this first sheet is everything we've seen before and previously been talked about and discussed.

Since the last time we talked, we've executed three additional change orders from roughly just under $2 million there. So, our total executed change orders is over $13, close to $14 million. To kind of put that in perspective, that's roughly 2.5% growth out of that time period of our $559 million contract original.

Martin: So, just a couple questions. $571 million is the original contract value.

Keller: No, sir, that included the change orders.

Martin: That includes this, okay.

Keller: Yes, sir.

Martin: And so, how much of this work has been done in addition to the base contract work? Is this 100% executed, 20% executed?

Keller: So, the change orders have executed, but how we bill it, we incorporated different activities into the schedule. So, we progress that payment as the work is being built. So, I don't have that numbers in front of me, but I can get that for you next time.

Martin: Okay, I'm just trying to get some kind of gauge around all the columns and zeros.

Savage: But the Right of Way change are not legal dollars or not [inaudible] dollars. They're actually construction dollars; is that correct?

Keller: Correct. So, out of the settlements that came out, there were some impacts to our construction contract, and so they didn't include it with the contract to date. So, you see the last four. They were all related to Right of Way changes. The very

minor—overall, the big picture of how much Right of Way we acquired, roughly, over $200 million with the Right of Way. It's very minor changes that affected the contract [inaudible] Mr. Gallagher and Ruth Borelli, [phonetic] the Right of Way team, and we worked really close in making sure to limit any change that came out of the Kiewit's contract.

Savage: Absolutely, I agree.

Keller: So, that completes Project Neon. Is there any questions on Neon as a whole? That's very high level.

Savage: Well, just, again, want to thank you, Dale, the staff on the contract, Chris, your team, CH2M Hill, again, a lot of compliments. We're on track. Keep moving forward.

Keller: You left out Atkins, too.

Savage: Atkins.

Keller: Since Roger Philipi is back there.

Savage: I'm looking right at you, but you've never been here before I don't think, have you? Thank you. I apologize.

Martin: That's why I never mention names, because I always leave somebody out. [laughter]

Keller: All right, thank you for your time.

Mortensen: I'd also like to mention that as we get a little further along with the Garnet Interchange, we'll start including a few slides on it, but right now, we've just barely issued into P1.

Savage: Right, that's good.

Rodriguez: Good afternoon. Pedro Rodriguez, NDOT Project Management managing USA Parkway projects. I won't have much of an update for you next month. Looking at the fourth bullet there, we actually completed substantial completion September 7th. So, it was one day earlier. It should read September 8th right there. Roadway has opened up. All that's left now is to tie up the—all the items that are left on your punch list, testing of the IT, some of the items have to be completed as well, record drawings, things of that nature. New percentages here, our design status is really at 99%. Construction is 99%. Substantial completion, that's been met at 100% with a

day to spare, nothing too exciting in there. Cost completion, we're actually at 99% as well. So, again, these are probably lacking invoices that are coming in as we're closing out the project.

This is kind of to recap what we already talked about. All we're waiting for at this point in regards to the design is the record drawings to be put together, and this is basically a compilation—we have already begun that. It will be a compilation of all the field design changes that occurred on paper now we know there won't be any more. I expect this packet to come in here fairly soon. We've reviewed all the FDCs, or Field Design Changes, that have occurred. A final design was completed. We don't expect anything revised there. So, this is literally just somebody compiling everything and giving it to us.

So, in here, as I mentioned before, 99% complete. Within Work Area 1, this is the existing paved section of USA Parkway. This is where the [inaudible] we're still expecting to be completed. It basically amounts to one item, a sculpture that's going to be installed there at the north end of the project. Costs about $600,000. Half of it has already been fabricated. The rest of it still needs to get put together and then get it installed here before final acceptance. So [inaudible] item was one of the items for a contract that could be completed after substantial completion.

Dyson: Is that going to make good target practice?

Rodriguez: Depends on if you like the sculpture or not. And no additional change orders were added pursuant to our last meeting. This is kind of a recap of a bunch of minor change orders with the addition—the only major change order here that was added was Change Order 9 there, the $4.6 million for the 14 miles of fiber optic conduit that was installed from the south at 50 heading north towards... [inaudible]

Dyson: Excuse me. Thor Dyson. Item—Change Order 7, I just wanted to bring—I saw the wildlife intercrossing. They're using it. The horses are using it.

Rodriguez: Are they?

Savage: That's good to hear.

Dyson: We still have horses on the road, but we have other horses using that.

Savage: The Department is working with Department of Ag. on that I mentioned.

Hoffman: Ag. and Wildlife and UNR.

Savage: Ag. and Wildlife, good, good.

Rodriguez: So, to—I'm not sure if Member Martin is going to ask the question, but we're roughly at $5.5 million total change orders, $4.6 of it being accounted for the fiber optic change, 99% installed total change orders.

Kaiser: Hey, Pedro, I got one quick question with that map right there.

Rodriguez: Sure.

Kaiser: How far does that water line run when it's ruptured?

Savage: I was thinking the same question.

Kaiser: Does it only run in the six-mile section?

Rodriguez: It runs within the six-mile section. It's the first five miles.

Kaiser: Okay.

Savage: Right up the road.

Rodriguez: Yes.

Martin: Is it an old line, Pedro or is that why—because it's my understanding it's failed two or three times. Is it old line or just crummy installation?

Rodriguez: The failures have all occurred within the same area. My understanding on the existing portion was that it was constructed in two phases. All failures are occurring in the second phase. It's not so much an old line as it is improper installation. When you're standing with the previous breaks is that water hammers on the inadequate backfill at the bottom, and it breaks, unfortunately.

Savage: Well, it's a great project, Pedro. I mean, to you and your team, compliments, many, many compliments. Sam the RE, yourself, Pedro, all the engineers.

Rodriguez: Yeah, there was a lot of people involved in this one.

Savage: The engineer—yes, there were. That's why this whole water line thing is frustrating, because it takes away all the goods, all the positives, and we know that's not our problem, but I thank you for your time and effort spent, and on to the next one.

Rodriguez: Incidentally enough, I haven't received any calls about the complaints of the water line. What I did get calls about the project is that we didn't design it to a faster speed. They want to go faster [laughter] and two lanes at the roundabout at 50

seems a little overkill since it narrows down to two lanes. So, nothing really... irrelevant.

Savage: Contractor did an excellent job, NDOT, consultants, everybody. It's a win-win I think all the way around. So, it's nice to see this, and it's the first new highway we've had in a while, cut right through the hills of Virginia City so, thank you, everyone. Thanks, Pedro. Moving on to Agenda Item No. 7B.

Kaiser: We attended two AGC meetings in the last quarter. One was a liaison meeting. The other one was just an AGC NDOT committee meeting. There is a liaison meeting tomorrow. We can definitely bring up the unbalanced bidding item at that meeting to see if there's any interest in getting together and I think whether there is no interest or not, we're going to keep moving forward with our analysis and see if we can find out any patterns or not.

Savage: So, who do we meet with in the south? [phonetic] This is all north here, right?

Kaiser: This is all north. They just—we're into the process of starting a meeting with the contractors in the south.

Larkin: We have held a couple—Tracy Larkin. We have held a couple meetings in the south, and I will tell you there's a big difference in the participation on that. So, we are working to include more in the south, but we had very limited participation, and I don't know why. I have not generally found this to be a problem with contractors not being able to express opinions, but in the south, it's very quiet and so for—actually, Bill Wellman and I were chairing it for about a year-and-a-half, two, and then when some of the sessions started up from the [inaudible] we kind of veered off, but we are looking at trying to get it going again. But really, I would get questions after, but I would never get questions during the meeting, and so we're working on it.

Martin: Is it a lack of trust amongst the—because there's really only three of you down there that does work for NDOT or RTC, right?

Wellman: Yeah, general contractors [inaudible] had interest once or twice [inaudible] and ones like AG Industries didn't participate. They used to participate up here. AG Industries, Frehner one of the original seven so I don't know why there's not a lot of interest.

Martin: Yeah, because you'd think even the concrete or asphalt companies would want to participate.

Wellman: Asphalt.

Savage: Okay. Agenda Item No. 8, Projects Under Development.

Kaiser: Again, John Terry isn't here, and I apologize. I didn't realize that until this morning, but I'm sure we have enough staff here that if you guys have questions related to any projects, we should be able to give you a good answer.

Savage: I just have two questions, and I'm sure the answer is there. I just couldn't find them. Where is the Reno Spaghetti Bowl on this summary?

Kaiser: I don't know if a planning project would show up in our five-year project.

Hoffman: So, Bill Hoffman, Deputy Director. What were you looking for, Len, exactly?

Savage: The Spaghetti Bowl.

Hoffman: Well, that's kind of—unfortunately it's kind of big and kind of all by itself. It probably wouldn't be on a list, but we can certainly put it on there.

Savage: I don't know. I thought it would be on this list.

Hoffman: Well, and it's...

Mortensen: They don't generally hit that list until we actually start—until we actually start having more solid cost estimates and more of what that project looks like. At this point in time, it's so early [crosstalk] yeah, but it's just too early to really be considered a tangible project.

Savage: And that's fine. I know I've requested beyond the whole business task because of the Board level, because I'm always interested where is RTC going to contribute on this project. I've heard a lot of conversations, but I haven't heard what they're going to put up at the table, and I'm very curious about that, and I know that will come out some time.

Hoffman: And we'll be bringing this quarterly to the full Transportation Board starting in December. I think we'll start getting on the quarterly update and then you can ask whatever questions you want there.

Savage: Thank you, Bill. Yes, Darin?

Tedford: If John was here, he'd probably say it, too, but that is a resource planning tool. So, design and whatever consultants' design would be using to help with their designing projects, that's their tool for what they're going to be working on.

Savage: Okay.

Tedford: Even though it goes five years ahead, that's a couple of—two years that you see first what they're working on, immediately what they plan on working on after that. For example, the second category is the three Rs that we populate from the Materials Division and Design and District's combined efforts that we go through, do the whole prioritization. We say, "Here's what you should be working on." So, that's kind of the Design's document, Roadway Design, as far as how they're going to accomplish all that and then everybody else, too, who has it, Structures, comes back to Materials for structural section design, hydraulics, whatever you see on there. That's kind of the agreed plan for what everybody is working on and when it's going to go out.

Savage: So, it's their roadmap.

Hoffman: Resource.

Savage: Resource.

Larkin: But we also like to state that it's a snapshot in time, very much subject to change. It just kind of shows you the general allocation of funds over the years, and like Darin was saying... [inaudible]

Savage: And that's important. That qualifier... [crosstalk]

Larkin: That [crosstalk] the one that sees this. It's a snapshot in time.

Savage: It's very important, because everything is changing.

Tedford: And there's a different list that you'll see that—Construction Division, I think in cooperation with Agreement Services, will publish—we send that out to our AG North anyway, say, "Here's contracts coming out over the next year." That's kind of the more definite list of projects that you'll most likely see than that list.

Savage: Okay.

Tedford: And then we always say until it advertises [inaudible] until it's awarded, you never really know... [inaudible]

Savage: That's fair. Thanks, Darin, and you might be able to answer my other question. The District Betterment Projects, are those the preventative pavement restoration, the PPP?

Tedford: Yeah, so, basically, the—so, the second category is...

Savage: 3R.

Tedford: The second category is 3R. That is [inaudible] overlays of varying depth, inch or so mill to four inches of mill to get rid of whatever distress, overlay accordingly to plan for the next 20 years' worth of traffic. That's how we design.

Kaiser: And that's like a $10 to $20 million project.

Tedford: Right, that's the 3R. So, the Betterment is approximately $25 million a year that's distributed through the District to spend on Chipseals, slurries, fog seals, keeping the road in shape until the next 3R comes along.

Kaiser: We have, like, three of those or four of those in the Board Packet this morning. Those are, you know, half-a-million to a million dollars.

Savage: Because I know that's always a—there's a lot of pressure there to keep those existing roads...

Kaiser: That's what's holding our desert roads together right now. That's the Betterment...

Tedford: That $25 million.

Dyson: We're applying—Thor Dyson. We're applying a very thick Band-Aid onto the roadway surface. It works.

Kaiser: Yeah.

Dyson: So, a chip seal can buy us five, six years if it's done right, whether it's done by a contractor or by NDOT maintenance forces. So, slurry seals, flex seals, chip seals, we're just extending, maximizing, squeezing every bit of performance and life out of that asphalt.

Savage: Kind of like what you did for Glendale for a long time. [laughter] Not you. [crosstalk]

Kaiser: Thor takes that stuff personal. [laughter]

Dyson: So, we had...

Savage: What I'm saying, Thor, seriously, I'm getting to my point here on Glendale. As you know, it's a...

Dyson: That's a 4R. Glendale is a 4R, which we hate—we love, because we get a brand-new road out of it, but we hate going through that process, because, one, it costs a lot of money.

Savage: Right.

Dyson: And two, it's very painful to the motorists and the business owners of that area. Reid authorized a betterment type project on McCarran, West McCarran. This year it started I think with SNC, and we're going to be doing a slurry seal up there to just give us some time until the 3R job comes in, but Darin and his group in Design is working along with District's. That's going to be in 2018. So, betterments are just kind of like a Band-Aid to get us there until we can really suture it up.

Savage: Right, right. And where I was going, back to this Glendale, [laughter] because this whole relinquishment deal, it has to go to legislature, because we're giving them 20 new Teslas out there, and that's a brand-new road, and Sparks is just not going to take it. It's just not good enough. So, what's good enough, we're going to have to go to legislature. We're going to have to [inaudible] by saying, "Listen, we cannot continue to maintain these roads." And I would take those dollars that we're using to the—put them back in this Betterment Program, because it costs us a lot of money to take some of those town roads, city roads, and I would hope the Department is looking at that legislatively, because a lot of states do that, I believe. ADOT does it. UDOT does it. We can't do anything more, so we're going to have to lay the other route. Yes, Darin?

Tedford: Something that Thor said is a good example, and you brought up Glendale, but any road is a good example where we put down brand-new road, like right now, or 30 years—25 years ago when we did Glendale, whatever we did. We do these betterments, these preventative maintenance activities, for a period of time, and it gets to a point where you can't Band-Aid it anymore, and there's a gap. So, Glendale has been in a gap for four or five years. Thor would say six, but—where it doesn't make sense to do anything more, but it's going to keep getting worse and worse and worse, and the complaints and the complaints. And the idea is the fourth R is reconstruct. So, you have restore, rehabilitate, and resurface. That's the 3R. That's our program. That's why we call it that. The fourth R, or the 4R project, would be reconstruct, and even then, we try not to reconstruct anything, which classically, the reconstruct would be dig out 14 inches and haul it to the landfill, terrible idea, but bring in new aggregate base and new plant mix, super expensive. So, what we did [crosstalk] on this job is we said go in there and pulverize—mix up the plant mix that's not in great shape, but if it was aggregate-based, it would be

pretty good stuff, blend it with the base that's underneath, then take off some of the loose stuff off the top, cement treat the bottom, recompact it. Now you got really strong, good base because it's blended material, plus cement treated a little bit. Put the plant mix on the top. So, that design is super strong, super solid, and that's technically the worst that we would ever do to a road, not dig out 14 inches, but blend it, give the contractor a little bit, and reconstruct it in place.

Dyson: This is cement treated base. I mean, you're kind of recycling what you got there instead of hauling it off to a landfill. So, that's what we're doing in Glendale. We've done it in other parts of the state on I-80, I-15, Kingsbury, yeah.

Tedford: So, that's that life cycle. Then it starts all over. For four or five years, except for striping, Thor won't need to look at Glendale. They might start to get some cracks. Hopefully not, but they'll seal them, and that holds it over, and all of a sudden, it's 20 years later again, and you got to do something.

Dyson: It's kind of like a car when you start—you know, you get your new car. You do oil changes; you do oil changes; you do oil changes, and you might have a little bit more to do, 3R, and then you get to a certain point after that 30 years or 40 years, depending how well the road is constructed to begin with. Now you're going to have some heavy engine rebuild.

Savage: That's good. Thanks, Thor. Thank you, Darin. Any other comments or questions, BJ?

Dyson: The betterments are a mix of stripping a contractor doing the work or stripping NDOT doing the work, or other betterment projects can also be a combination of a contractor, slash, NDOT work. And we always bring in the lab or Design or whatever the specific division that—maybe it's Traffic Ops. or Signs or maybe it's...

Tedford: Hydraulics.

Dyson: ...Hydraulics. And so, Betterments are one of those three different combinations, contract number, what the contractor is doing, or NDOT or a combination of.

Savage: Okay, that's fair. Other questions or comments, Frank?

Martin: No, sir.

Savage: Agenda Item No. 9, Briefing on Status of Projects Under Construction, discussion only, the main Project Closeout.

Kaiser: Okay, we closed out five projects this last quarter. Looking at the Project Closeout Status sheet, there's a page-and-a-half of District I projects that are getting ready to be closed out and one page of District II contracts and a half-a-page of District III. Any questions?

Savage: One at District I. The top one has been out there for quite a while, but it looks like its closeout's in progress.

Foerschler: That's correct. We had some issues. This is in our old legacy system. When I say that, I mean before we had electronic documentation. It was a rather large project and to go through all those orange field books. In addition to that, we went through a couple of REs. So, some of the questions that we had and information we need at the closeout was a little bit difficult to nail down, so it took a little bit longer. But we have now gone through the orange books, and you should probably see that drop off by the next CWG.

Savage: Okay. On 3591, back to the plant establishment, so that job could probably not be closed out until 2019? Is that what I'm seeing?

Lani: That is correct. Plus we change ordered the language for plant establishment, yes. [inaudible] project with a three-year plan established—or two-year plan established from beginning to the end of construction, three years.

Savage: Excuse my memory here, but didn't we talk about bonding or something...

Martin: Yes, we did, two years ago.

Savage: ...other than another delivery method?

Foerschler: Yes, we did.

Savage: Has anything been done on that?

Kaiser: I tell you, I brought this up about a year ago, and we have not been able to find a good method to make this work.

Dyson: I have a suggestion. Don't landscape. Zero-scape.

Savage: Yeah. So, the bond idea didn't—I mean, on the vertical side, guys will put a bond out, and that will bond it for X amount of time.

Kaiser: The bond stays open, yeah. We looked at it.

Savage: Didn't work.

Foerschler: I'm going to have to defer to Mr. Hoffman's group since he's not here, but we've worked very hard with Design, who is the one that puts these plant establishment periods in to try to get them to revisit that, and we've been successful in a number of instances, but these stand-alone landscape projects where they're putting in plantings, they're insisting on having the plant establishment period, and we have been unable to determine a good amount to get around that. So, you'll see there's a lot less plant establishment periods on the closeout schedule than there used to be, but we haven't been 100% successful.

Savage: Okay.

Tedford: Len?

Savage: Yes?

Tedford: A good example is drive down to the Carson Freeway and 50, example, and there's dead pine trees there that have been in the ground for months so, we've paid them based on trees planting. We bought that dead tree. There's no plant establishment period. There's no requirement. There's no warranty. There's no anything else.

Martin: See, there's always warranty. There's always... [inaudible]

Tedford: Right. Also, that's the difference, is when we have a contract and we have bid items and everything is nailed down to whichever type of plant—the plant trees aren't even the funniest thing. The funniest is the half-gallon things that are on our bid item list that are there, that depending on our specs, and our specs can't say you have to maintain it for a year, because that's keeping the bond open. That's plant establishment, that if for whatever reason the drip doesn't work, the tree doesn't like it—the Assistant RE was telling me the story of where the trees came from and the temperature and the time and the 100 degrees and the 100 miles—well, 50 miles an hour, and all of a sudden, the tree gets shocked, and it doesn't make it. It's in the ground. It's dead down there, and they're getting calls all the time about it like, "Hey, you got dead trees," from the public.

Savage: But that's contractor's problem because...

Tedford: Not if we paid them—sorry, not if we paid them to plant the tree and didn't establish anything after that. Now, contract closeout, we could closeout a month later, and maybe we had them punch list those trees. But after a month, then they're free and clear.

Savage: Something has got to change. I mean, if we're going to do landscape, how are we supposed to maintain it, and how are we supposed to afford it?

Tedford: That's the thing, is after we let the contractor go, so to speak, then it's Thor's maintenance crews. That's their Right of Way now.

Savage: So, we got to—something has got to be done.

Tedford: Yeah, it's a little tricky, though.

Dyson: Of course, if there's only less than $50,000 and less retention...

Kaiser: Don't bring that up Thor. [laughter]

Dyson: Doesn't matter.

Savage: No, that will be discussed next meeting. [laughter]

Martin: Well, so far, Len, you brought up three BDRs here.

Savage: That's right. [laughter] Frank and I... [inaudible]

Martin: I was just going to say go see what State of Nevada Public Works Board does.

Savage: It's 5%.

Martin: No, on retention, but I mean as far as warranty, because if you get your closeout done, you get your...

Savage: Oh, warranty, yeah.

Martin: ...you get your retention back, but on warranty...

Savage: Sometimes it's extended. Sometimes it's two.

Martin: Exactly, and maintenance is always part of our deal.

Tedford: And is that the bond? You're talking about a separate bond?

Martin: No, payment for [inaudible] to issues on the job still in effect. Had this conversation three years ago on this deal. Pretty simple in our world, my world.

Foerschler: It's not so simple with federal funds.

Martin: Huh?

Foerschler: It's not so simple with federal funds, because then you have people out there working. They have [inaudible] certified payrolls. You have to track all that stuff. It's a little fuzzy.

Savage: Okay. Any other questions on 9A? All right, 9B, Projects Closed.

Kaiser: B and C are just the—gives you more information on those five projects.

Savage: And Item B, the savings on the 3641, significant savings, was that deletion of scope or BE or just what was that?

Foerschler: Just not utilizing all the quantities we needed. So, our quantities... [inaudible]

Savage: Because I mean, there was an actual $1.6 million cost savings on just those five projects.

Foerschler: Remember that it's the budget, so it's the contingencies. It's not just the bid amount.

Savage: Right.

Foerschler: So, we...

Kaiser: This one says it was the change orders. Hey, Boyd, do you have any information on 3641. That's 226 Deep Creek Highway. There was a change order out there for a reduction of $175,000.

Ratliff: Yeah, I saw that change order come through, but I'm not sure what that was—I assume it was a reduction based on oil failures or something maybe.

Lani: Sharon was correct. It was—the majority of that was the balancing change order at the end of the contract. The total quantities paid for the contract didn't—our system today, those get balanced at the end, and it reflects the change order. So, it balances out for the an underrun of quantity on the contract. I believe it was... [inaudible]

Foerschler: Yeah, if you guys remember, we talked about our reporting on the performance of these contracts and our electronic documentation system. You have to remodel quantities to 100%, and this shows up as a change order. So, we call it a [inaudible] it's a balancing change order, which is different than our previous three electronic documentation projects.

Savage: Item No. C, again, detail sheets. Any questions on the detail sheets? Very helpful, very clear. 9D, Status of Active Projects. I mean, with all the work you guys have

going, it looks like the percentage of time you guys are there, percentage of budget, I mean, with all the work that's going on, it's very positive, very positive.

Foerschler: Construction crews do a phenomenal job... [inaudible]

Savage: Everybody, your oversight, give yourself credit... [inaudible]

Hoffman: I'd like to jump on to Len's comment, Bill Hoffman. The entire Department is working their tail off everywhere. So, I mean, obviously, kudos to construction, but boy, everybody is busy. They really are. So, thanks for noticing them.

Savage: And we see that, and we're grateful for that, because we see other departments throughout the state or other jurisdictions, and you guys are—the men and women of NDOT are working hard and smart...

Hoffman: Yeah, thank you.

Savage: ...very smart. Any comments [inaudible] or Member Martin on this open contract status?

Martin: No.

Savage: Just getting tired here. [laughter] How about E on partnering? Was someone replaced on that? We had a retirement.

Foerschler: We did. We had—Lisa retire. Lisa Schettler retired the first part of May. We just last week were able to make two offers to fill two positions in our office. So, we are not going to have a dedicated partner and program manager. It's going to be folded up into a Manager I position that has other duties as well. Only had two Manager I's—or had three total in the office, and one of them was to be over the Admin Group, which does all of the contractor payments, all the closeouts, all the admin work, the constructability section, and our Business Process Analyst. It was too much work for one Manager I, and then we had a Manager I just over partnering.

Savage: Okay.

Foerschler: So, it will more level the playing field and more the workload. We will have a Manager I that will administer the partnering program, but we're taking a little bit of a different approach in that if we have, say, partnering training that we need to do to the crews and contractors, and what not, we're going to outsource that. We will manage the program, but this is my feeling, and Reid has supported it, that we as engineers don't typically have that skillset to be effective at training and

partnering, and what not. So, we will still have the program. We will still administer it, but in a different manner.

Savage: Because the whole objective is to minimize the litigation.

Foerschler: Right.

Savage: And I almost brought that up in today's Board Meeting. Our litigation, knock on wood, is pretty minimal, and I don't know if that's directly related to the partnering or not, but that's the carrot stick right there.

Kaiser: Yeah, I want to compliment our construction crews and the Construction Office. There's issues out there. They're solving them. They're taking care of them.

Savage: That's good.

Kaiser: Yeah, they're doing a great job of managing our conflicts.

Savage: Because all it does is get more expensive. If you don't get it quick, just more claims and more hours. So, thank you. Okay, Agenda Item No. 10, is there any Public Comment, Carson City, Las Vegas, or Elko?

Mortensen: Board Member Savage, if I might, it was brought up kind of earlier at the beginning—Cole Mortensen for the record—in Rudy's Director's Report today, some of the emergency stuff, and although it is an emergency, I kind of wanted to thank Thor for having the freeway service patrol extended east of Reno during the Burning Man exodus one way or the other. I think that was extraordinarily helpful in keeping traffic moving and getting the jalopies off the road and safely to the desert and that type of thing.

Hoffman: And up USA Parkway. That was a smart move by Thor.

Dyson: Yeah, Thor Dyson. Thanks, Cole, really appreciate it. We've done that for a few years, if I could talk on our federal FHWA partners and extend it up to Gerlach. [laughter] I had to stay within the I-80 confines, which is fine, and boy, I tell you, I think—you know, they need to be watched so the costs don't get accelerated. They need to be watched so they don't work outside of the control of access and outside of the freeway right of way. But I'll tell you, they—I'm sure it's the same in Las Vegas. They prevent a lot of secondary accidents. They help assist NHP. I'm thankful for them, and, you know, I invite any of you to come to our Dispatch Center, and boy, I'll tell you, between the hours of 7:00 and 9:00 in the morning and 4:00 and 6:00 at night, those freeway service patrol individuals are squawking. Denise's group has helped us get freeway service patrol, and it's worth every

stinking penny from secondary accidents to, you know, keeping the public calm, reducing road rage, freeing up an NDOT maintenance crew to go address a more serious issue, maybe another accident somewhere else. Freeway service patrol can do a lot. So, thanks, Cole, for that comment on Burning Man. They help us anything from broken down jalopies to debris that's fallen off Burning Man vehicles to—you probably experienced personally some things that they assisted with out there towards Wadsworth.

Savage: No, that's good to hear, because we were questioning freeway patrol service beginning—you know, when it first was initiated, but now it's coming along. Thank you.

Mortensen: I think it's huge, especially, you know, with I-80 anymore. If you get an accident that closes one lane, it comes to a screeching halt anyways.

Dyson: And we have what's called—is it MOB? It's the big freeway service patrol vehicle where we can—and we're not trying to take money away from the tow truck companies. A lot of times they're busy, and they can't get to that disabled vehicle. We call them out. They pick up the vehicle, get it off, and maybe take it down to a casino parking lot or someplace, and then it can be addressed there with, whatever, the motorist and the insurance company, and the tow truck company that shows up later can deal with, but we now have that. I think it's in Vegas as well, right, Tracy, the MOBs? They're great, get the disabled vehicle off and get traffic flowing again.

Savage: That's good. That's good feedback. Anything else on Public Comment?

Larkin: I'd like to just make a really short comment. We've had several vacancies at the Assistant District Engineer level, and the one in Vegas has been filled, and the one in Elko and Tonopah, all the interviews have been complete, and within the next few weeks, you should see... [inaudible]

Savage: Nice.

Martin: Awesome.

Dyson: And Boyd is brand-new.

Savage: That's good news. Yes, welcome, Boyd. [laughter] We meet every three months. Thank you, Tracy. That's good news.

Larkin: It will be, but we'll see what that leaves. [laughter]

Savage: Oh, they're coming from [inaudible] okay, okay. There's always holes, but anything else? Agenda Item No. 11, I don't know if there are any issues that we need to discuss.

Gallagher: For the record, Dennis Gallagher, or for any other reason other than I like to hear my own name, [laughter] to save the Committee maybe a couple of motions, I do not believe that there is any item under this matter. And perhaps it might be—for future agendas, it be taken off the old business, and should a need arise, we'll put it under new business.

Almberg: Okay.

Savage: Okay, that's fair. Thank you, Mr. Gallagher. So, with that being said, we'll take a motion to adjourn.

Martin: So moved.

Almberg: Second.

Savage: All in favor, say aye. [ayes around] Thank you, everyone.

Male: Thank you.

Savage: Thank you.

[end of meeting]

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MEMORANDUM

December 11, 2017

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

FROM: **Rudy Malfabon, Director**

SUBJECT: **December 11, 2017 Construction Working Group Meeting**

Item #5: **NDOT Construction Division Electronic Documentation System Upgrade – *Informational item only.***

Summary:

NDOTs Construction Division supplies NDOT Construction crews with the tools they need to document pay items on our construction projects. In the past NDOT utilized orange field books to hand write and calculate pay quantities, which had caused numerous quantity errors and was time consuming to complete payments to our contractors. IN 2011 NDOT secured Legislative budget approval to research and implement an electronic documentation system for our crews. Through the Information Technology Request for Proposal process, NDOT selected AASHTOWare FieldManager™. This software has now been upgraded to AASHTOWare Project Construction & Materials™. AASHTOWare was developed for and is used by state DOT's; it is used nationwide as a standard application for electronic documentation in highway construction projects.

Background:

The Department implemented FieldManager in January 2015 to replace our paper based system with software to electronically track and document quantities on our construction projects in order to process timely and accurate contractor payments. This software has been upgraded to Project Construction & Materials and the FieldManager software will no longer be supported; it will sunset effective July 2019. The upgraded software will not only replace FieldManager; an additional module for Materials will be implemented as well. The Materials module will allow the Department to replace our current paper based system used to document the quality and acceptance of materials incorporated into our construction contracts.

The Legislature approved this upgraded software enhancement during their 2017 regular session (See Attached FY 2018 E227 – Edoc System Upgrade). The Department seeks approval to enter into agreement with InfoTech.

Analysis:

FieldManager is a server-based system used to manage the Department's construction contracts. FieldManager has been upgraded to a web-based, cloud hosted system: Project

Construction & Materials. If the Department continues to use FieldManager after it has reached its sunset date, July 2019, the Department will no longer be provided technical support if software issues arise. The potential complications if software issues arise include the inability for the Department to make timely contractor payments.

The Project Construction & Materials modules will continue to provide the current functionality necessary to support, manage and document contract data from award through contract finalization (closeout) with the added benefits of integrating materials tracking and laboratory information management.

Cost Analysis:

Project Construction & Materials will be utilized by the Construction Crews, Construction Division, Materials Division and contractors statewide.

> "Electronic documentation improves efficiency because it enables information to be shared quickly between all involved parties and significantly reduces or eliminates the environmental and monetary impact of printing and paper usage. It also makes historical project documents and data easily accessible, simplifies workflows and increases collaboration both in the field and office."
>
> -- Publication No: FHWA-HIF-17-028 "Addressing Challenges and Return on Investment (ROI) for Paperless Project Delivery (E-Construction)".

In addition, Federal Highway Administration research on electronic documentation shows a break-even year for digital management of construction documentation is year 5 and the 7-year return on investment is 250%.

List of Attachments:

A. Excerpt: FY 2018 Approved Edoc Budget

Recommendation for Board Action:

Informational item only.

Prepared by:

Sharon Foerschler, Chief Construction Engineer

NEVADA DEPARTMENT OF TRANSPORTATION
BUDGET ACCOUNT 201-4660
BUDGET REQUEST FISCAL YEARS 2017-2018 AND 2018-2019
ENHANCEMENT

AGENCY REQUEST
2-May-17

NDOT OBJECT CODE	G.L. TITLE DESCRIPTION / JUSTIFICATION / DOCUMENTATION OF NEED	2018 REQUEST	2019 REQUEST
E227 - EDOC SYSTEM UPGRADE			
REVENUE - CATEGORY 00			
00-2507	Highway Fund Authorization	$ 1,316,788	$ 1,266,788

A server-based electronic documentation system (EDOC) is used to manage department construction contracts. The system vendor, the American Association of State and Highway Transportation Officials (AASHTO), encourages agencies to upgrade current AASHTOWare Project FieldManager™ EDOC software releases within the first twelve months of availability. Accordingly, the current FieldManager client/server will become unsupported in fiscal year 2019. If NDOT continues to use the product after it has reached its sunset support date, the department will no longer be provided technical support if software issues arise.

Given the above, the Construction Division recommends upgrading the department's current client/server version of AASHTOWare Project FieldManager™ EDOC software to the web-based AASHTOWare Project Construction & Materials™ integrated software module.

This web-based software module utilizes the latest in web security practices, making it more easily accessible for all users including outside users (contractors and construction consultant field staff). It also incorporates a single database approach for its data model, thus making data queries and reporting real time, uncomplicated and straightforward. The AASHTOWare Project Construction & Materials module will continue to provide the current functionality necessary to support, manage and document contract data from award through contract finalization with the added benefits of integrating materials tracking and laboratory information management.

NEVADA DEPARTMENT OF TRANSPORTATION
BUDGET ACCOUNT 201-4660
BUDGET REQUEST FISCAL YEARS 2017-2018 AND 2018-2019
ENHANCEMENT

AGENCY REQUEST
2-May-17

NDOT OBJECT CODE	G.L. TITLE DESCRIPTION / JUSTIFICATION / DOCUMENTATION OF NEED	2018 REQUEST	2019 REQUEST

E227 - EDOC SYSTEM UPGRADE

Key points of the integration of the materials and laboratory information include:

- Ensuring testing frequencies are met in accordance with 23 CFR, Part 637.
- Directly tracking material certifications and material testing results to in place materials.
- Ability to withhold payment for insufficient materials.
- Approving materials sources.
- Tracking qualifications for testers, samplers, calibrators, welders, and laboratories.
- Ability to track testing equipment calibrations frequencies.
- Ability to approve mix designs for their design and use on a construction contract.
- Material lifecycle tracking of samples and tests.

The upgraded version of this software will incorporate a majority of the manual functions of the Construction Crews, Materials Division and Quality Assurance/Independent Assurance Section of the Construction Division as well as allowing the real time exchange of information. FieldManager has provided NDOT with a useful tool to electronically document the Construction administration activities whereas this enhancement will provide for the incorporation the materials testing portion for all NDOT construction contracts.

TOTAL REVENUE - CATEGORY 00	$ 1,316,788	$ 1,266,788

NEVADA DEPARTMENT OF TRANSPORTATION
BUDGET ACCOUNT 201-4660
BUDGET REQUEST FISCAL YEARS 2017-2018 AND 2018-2019
ENHANCEMENT

AGENCY REQUEST
2-May-17

NDOT OBJECT CODE	G.L. TITLE DESCRIPTION / JUSTIFICATION / DOCUMENTATION OF NEED	2018 REQUEST	2019 REQUEST
E227 - EDOC SYSTEM UPGRADE			
EQUIPMENT - CATEGORY 04, 05 & 16 EDOC SOFTWARE UPGRADE			
CATEGORY 04			
04 - 7073	**AASHTOWare EDOC Software Annual licensce & maintenance fee Construction Module	$ 196,000	$ 196,000
04 - 7073	**AASHTOWare EDOC Software Annual licensce & maintenance fee Project Sync Services	$ 30,900	$ 30,900
04 - 7073	**AASHTOWare EDOC Software Annual licensce & maintenance fee Field Manager Increase	$ 2,200	$ 2,200
04 - 7073	Less current licensing and maintenance fee	$ (83,300)	$ (83,300)
04 - 7460	100 Tablets at $429.99 plus 1 year of service at $39.99	$ 90,988	$ 90,988
04 - 7771	AASHTOWare EDOC Software Construction Field Manager Vendor Deliverables	$ 880,000	$ 880,000
CATEGORY 16			
16 - 7211	MSA Project Manager Support (2,000 hrs @ $100 per hour first year 1,500 hours @ $100/hr. FY 2019)	$ 200,000	$ 150,000
	TOTAL EXPENDITURE E-227 - CAT 04, 05 & 16 SYSTEM EDOC UPGRADE	$ 1,316,788	$ 1,266,788

Kaiser, Reid G

Subject:	Item 01: NDOT DBE Process and Workforce Development
Start Date:	Monday, November 10, 2014
Due Date:	Monday, December 11, 2017
Status:	Not Started
Percent Complete:	0%
Total Work:	0 hours
Actual Work:	0 hours
Owner:	Kaiser, Reid G

December 2017: Tracy will give an update.

September 2017: Tracy will give an update on workforce development.

June 2017: Nothing new to report.

Kaiser, Reid G

Subject:	Item 02: As-Builts
Start Date:	Monday, September 14, 2015
Due Date:	Monday, December 11, 2017
Status:	Not Started
Percent Complete:	0%
Total Work:	0 hours
Actual Work:	0 hours
Owner:	Kaiser, Reid G

December 2017: This project is nearing its end and the Resident Engineer is working with the contractor to complete the as-builts.

September 2017: Still meeting monthly, nothing new to report.

June 2017: As of May 19 we are at working day 137 of 300. RE is meeting monthly with the contractor to discuss progress they are making in preparing the as-builts for this project.

March 2017: NDOT's contractor Aggregate Industries had an NTP of October 3rd, 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 2016: Contract 3619R, SR604 Las Vegas Blvd, should be up for NDOT Board approval in September.

Kaiser, Reid G

Subject: Item 03: CMAR Change Orders and Agreements
Start Date: Monday, March 2, 2015
Due Date: Monday, December 11, 2017

Status: Not Started
Percent Complete: 0%

Total Work: 0 hours
Actual Work: 0 hours

Owner: Kaiser, Reid G

December 2017 (changes highlighted in yellow):

- Discussion item regarding Shared Savings on CMAR projects and CMAR bill at this past Legislature.

NDOT has 4 active contracts

VVVV – Charleston Blvd.
- Contractor – Granite Construction Company – PCS Agreement $685,900 (NEPA - $193,700)

3614 - Verdi Bridges
- Stanley Consultants (ICE Teams) - $202,398.59 + ICE Consultants - $144,614.00 (Total $347,013)
- Contractor – Granite Construction Company - $398,000 + $2,554,554.00 (GMP1)

EA73824 – Tropicana Escalators
- ICE – The Atkins Group - $209,976.64 + $86,491.00 + $68,536.93
- Contractor – The Whiting-Turner - $289,911.0 + $537,000.00 + $30,463,209.00 (GMP) - $171,216 for change order for Janitorial services that will be handled by District Staff and $14,964 for replacing a signal controller.
- Design - Jacobs - $1,300,000 + $697,550
- LVCVA – $19,612,863 (funding agreement)

SR28 – Bike Path (FLAP project)
- A change order to repair a damaged effluent line owned by Incline Village was repaired by Granite at a cost of $1.1 million. Incline Village will pay for repairs.
- ICE – Stanley Consultants (ICE Teams) - $338.686
- Contractor – Granite Construction Company - $586,205 + $4,331,331.00 (GMP#1) + $36,177,177.00 (GMP#2)

September 11, 2017

NDOT has 4 active contracts

VVVV – Charleston Blvd.
- Contractor – Granite Construction Company – PCS Agreement $685,900 (NEPA - $193,700)

3614 - Verdi Bridges
- Stanley Consultants (ICE Teams) - $202,398.59 + ICE Consultants - $144,614.00 (Total $347,013)
- Contractor – Granite Construction Company - $398,000 + $2,554,554.00 (GMP1)

EA73824 – Tropicana Escalators
- ICE – The Atkins Group - $209,976.64 + $86,491.00 + $68,536.93
- 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)
- Outstanding change order request to repair damaged effluent line owned by Incline Village, estimate at $1 million. NDOT's contractor will repair the damage and IV will pay for repairs.
- ICE – Stanley Consultants (ICE Teams) - $338.686
- Contractor – Granite Construction Company - $586,205 + $4,331,331.00 (GMP#1) + $36,177,177.00 (GMP#2)

June 12, 2017:

- Discussion item from April 10, 2017 CWG regarding Shared Savings on CMAR projects.

NDOT has 4 active contracts

VVVV – Charleston Blvd.
- Contractor – Granite Construction Company – PCS Agreement $685,900 (NEPA - $193,700)

3614 - Verdi Bridges
- Stanley Consultants (ICE Teams) - $202,398.59 + ICE Consultants - $144,614.00 (Total $347,013)
- Contractor – Granite Construction Company - $398,000 + $2,554,554.00 (GMP1)

EA73824 – Tropicana Escalators
- ICE – The Atkins Group - $209,976.64 + $86,491.00 + $68,536.93
- 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) + $36,177,177.00 (GMP#2)

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)

D1 - UPDATED: 11/28/2017

Crew	Contract/EA	WORK DAYS	District I Work program Description	Estimate	Bid Amt	Status
901 - SAMIH ALHWAYEK						
NDOT CMAR	810-15	600	TROPICANA ESCALATORS (CMAR)	$ 35,000,000	$ 35,263,209.00	12/21/15 NTP
	74016		SR-147 REMOVE TRENCH DRAIN REPAIR RDWY	$ 630,000		6/27/18ADV
	3698	60	CRAIG ROAD PED AND ADA IMPROVEMENTS	$ 1,120,000	$ 912,470.90	11/27/18 NTP
	73879		TROPICANA AVE PH-2 DEAN MARTIN TO BLDR HWY	$ 14,855,000		11/21/18ADV
	3673	120	I-515 ADA IMPROVE WAGONWHEEL TO CASINO CTR	$ 917,000	$ 1,014,304.16	6/19/17 NTP
	3669	170	SR159 CHARLESTON MILL PAVE DURNGO TO RNBOW	$ 6,925,000	$ 5,265,000.00	6/26/17 NTP
	74055		MAINTENANCE STATIONS, CONSTR SW3P	$ 430,000		4/25/18ADV
	3674	35	I-515 MILL AND FILL RAMPS	$ 878,967	$ 861,861.00	5/4/17 bid open
	3704	60	SR-582(BLDR HWY) PED AND SAFETY IMPROVE	$ 3,255,000		10/11/2017 Adv
	74006		DRAINAGE, WASH PAD, MICRO LV MAINT STA, SR578	$ 3,300,000		5/30/18ADV
	73725		INTERSECTION IMPROVE, SR-589 @NELLIS, SR-612	$ 2,585,800		1/23/2019 Adv
	60680		EASTERN & C.C. DRIVE US95 TO COPE ADA IMPROVE	$ 3,000,000		5/23/18 Adv
	73714, 73715		US-95 NY CO MP NY 7 TO 107 FLATTEN SLOPES, WIDEN	$ 1,400,000		11/22/17 Adv
	74064, 60800		SR-564 LAKE MEAD FROM I-515 TO BLDR HWY MILL/OG	$ 3,400,000		1/9/19ADV
	74074		SR-156 LEE CNYON RD MILL/OG SKI AREA TO US-95	$ 10,861,000		11/28/18ADV
	60668		SR147 PED AND ADA IMPROVE W ROADBED MODS	$ 6,800,000		5/9/18 DOC
	73937		SR596 JONES, PULVERIZE, ROADBED MOD, OG, ADA	$ 6,505,000		11/20/19 ADV
	73928		US6/US95 RECONSTRUCT ROAD W DIET, STORMDRAIN	$ 12,000,000		11/22/18ADV
	73725		SAHARA @NELLIS RECONSTRUCT WITH PBS/OG	$ 2,582,800		1/23/19ADV
			TOTAL	$ 101,862,767	$ 43,316,845.06	
902 - Vacant						
	3628	250	US 6 FROM US-95 TO 1.1 MI W OF MILLERS RDSIDE PRK	$ 21,800,000	$ 21,800,000.00	7/11/2016 NTP
AUGMENT*	3683	350	STARR INTERCHANGE	$ 59,000,000	$ 33,700,000.00	11/27/17 NTP
	4-03449		SR-612 MILL/FILL VARIOUS LOCATIONS	$ 500,000		Summer 18
	4-03450		SR-578 MILL/FILL VARIOUS LOCATION	$ 2,000,000		Summer 18
	4-03452		SR-589 MILL/FILL VARIOUS LOCATIONS	$ 1,500,000		Summer 18
	60826		FRCLO2 MILL/FILL UNDER I-15	$ 1,000,000		1/31/18ADV
			TOTAL	$ 85,800,000	$ 55,500,000.00	
903 - STEVEN CONNER						
DCS AUGMENT	3629	370	WIDEN I-15 CRAIG TO SPDWAY PCKG A, C, D CL48-53	$ 33,800,000	$ 33,800,000.00	10/31/16 NTP
	3684	150	US93 COLD IN PLACE RECYCLE CL54.69 TO CL68.05	$ 11,903,000	$ 8,885,000.00	8/10/17 BID
	73844, 60712	80	I-15 FROM APEX TO LOGANDALE-FAST PKG H1 & H2	$ 5,500,000		9/13/17ADV
AUGMENT*	3697		I-15 AT US-93 CONSTRUCT GARNET INTERCHANGE	$ 77,000,000		8/15/17 NTP 1
	73536, 73978		I-15 CC-215 NORTHERN INTERCHANGE	$ 120,000,000		Summer 19 Adv
	60713		I-15 FROM N OF LOGANDALE TO AZ LINE FAST PKG H3	$ 2,000,000		8/8/18 Adv
			TOTAL	$ 250,203,000	$ 42,685,000.00	
906 - DON CHRISTIANSEN						
CM WORKS AUGMENT	3613	300	SR-160 PHASE 1 WIDEN TO 4 LANES CL10.8-CL16.6	$ 16,458,000	$ 16,458,854.00	2/1/2016 NTP
	3655	170	SR-160 3R, PAHRUMP JOHNNIE CURVE, INT MODIFY	$ 10,913,000	$ 8,666,666.00	3/13/17 NTP
AUGMENT*	60785, 74049		SR-160 3R, MT. SPRGS SUMIT TO NY CO LINE(EB ONLY)**	$ 22,000,000		11/22/17 Adv
AUGMENT*	73395		SR-160, WIDEN MTN SPRINGS SUMMIT TO RED ROCK**	$ 10,416,000		11/22/17 Adv
AUGMENT*	60748		SR-160 PHASE 2 WIDEN SR-160 CL16.5 TO CL22.2**	$ 52,000,000		11/22/17 Adv
			** three projects combined into one contract			
			TOTAL	$ 111,787,000	$ 25,125,520.00	
914 - NEIL KUMAR						
RTC/NDOT/DCS AUGMENT	CL-2014-149		BLDR CITY BIPASS I-11 DESIGN/BUILD FOR RTC	$ 275,000,000	$ 225,000,000.00	NTP FEB 2015
HDR AUGMENT	73887		CONSTRUCT PED BRIDGE AT PEBBLE ROAD	$ 2,327,000		2/8/17
	603576-15	1057	CC215 CRAIG TO HUALAPAI		$ 93,931,830.00	9/28/15 NTP
	73818	300	COH BLDR HWY TRAIL WAGONWHEEL TO RACETRACK		$ 1,134,690.95	
	60747	180	COH SIGNAL MODIFICATIONS SUNSET ROAD		$ 1,080,968.25	7/10/17 NTP
	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		1/24/18ADV
	73716		INTERSECTION IMPROVEMENTS, SR574 CHEYENNE	$ 3,018,000		1/31/18ADV
	73775		CONSTRUCT RIGHT TURN LANES, SR574, CHEYENNE	$ 956,000		1/31/18ADV
	73766		INSTALL FIBER VALLE VERDE WINDMILL TO HORIZION	$ 2,388,000	$ 916,974.60	4/10/17 NTP
	73853		PURCHASE/INSTALL BIKE LOCKERS AND RACKS	$ 578,000		8/22/17ADV
	73847		CONSTRUCT PED BRIDGE OVER SUMMERLIN PKWY	$ 2,631,000		5/1/2018 ADV
	73881		CONSTRUCT SHARED PATH RIVER MTN LOOP TRAIL	$ 420,000		1/24/18ADV
	73870		INTERSECTION IMPROVE SR-574, N. 5TH, CHEYENNE	$ 4,000,000		1/24/2018 ADV
	73851		SIGNAL INSTALL, N. 5TH, GOWAN, LN. MTN, ANN RD	$ 1,789,000		3/21/2018 ADV
	73739		CONSTRUCT BUS TURNOUTS SR-612 NELLIS BLVD	$ 1,660,000		3/2/2018 ADV
	60647		PUEBLO BLVD. CONSTRUCT SHARED USE PATH	$ 722,000	$ 665,000.00	3/28/16 NTP
	60761		COH COLLEGE AREA TRAIL CONNECTOR	$ 210,000		8/31/17 ADV
	6-03205		I-215 CONSTRUCT SHARED USE PATH	$ 1,362,000		4/17/17
	73981		CONSTRUCT SHARED USE PATH CITY OF HENDERSON	$ 580,000		4/18/18ADV
	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
	60747		SR-159, CHARLESTON BLVD. AT LAMB BLVD. INT IMPR	$ 1,185,000		8/10/16
	74004		GREEN BICYCLE LANE INTERSECTIONS CLV	$ 746,000		9/1/17ADV
	73908		CONSTRUCT 4 LANE ROAD TROPICAL PARKWAY	$ 5,878,000		6/21/17ADV

Night = Night Work
PO = PHWA Full Oversight

D1 - UPDATED: 11/28/2017

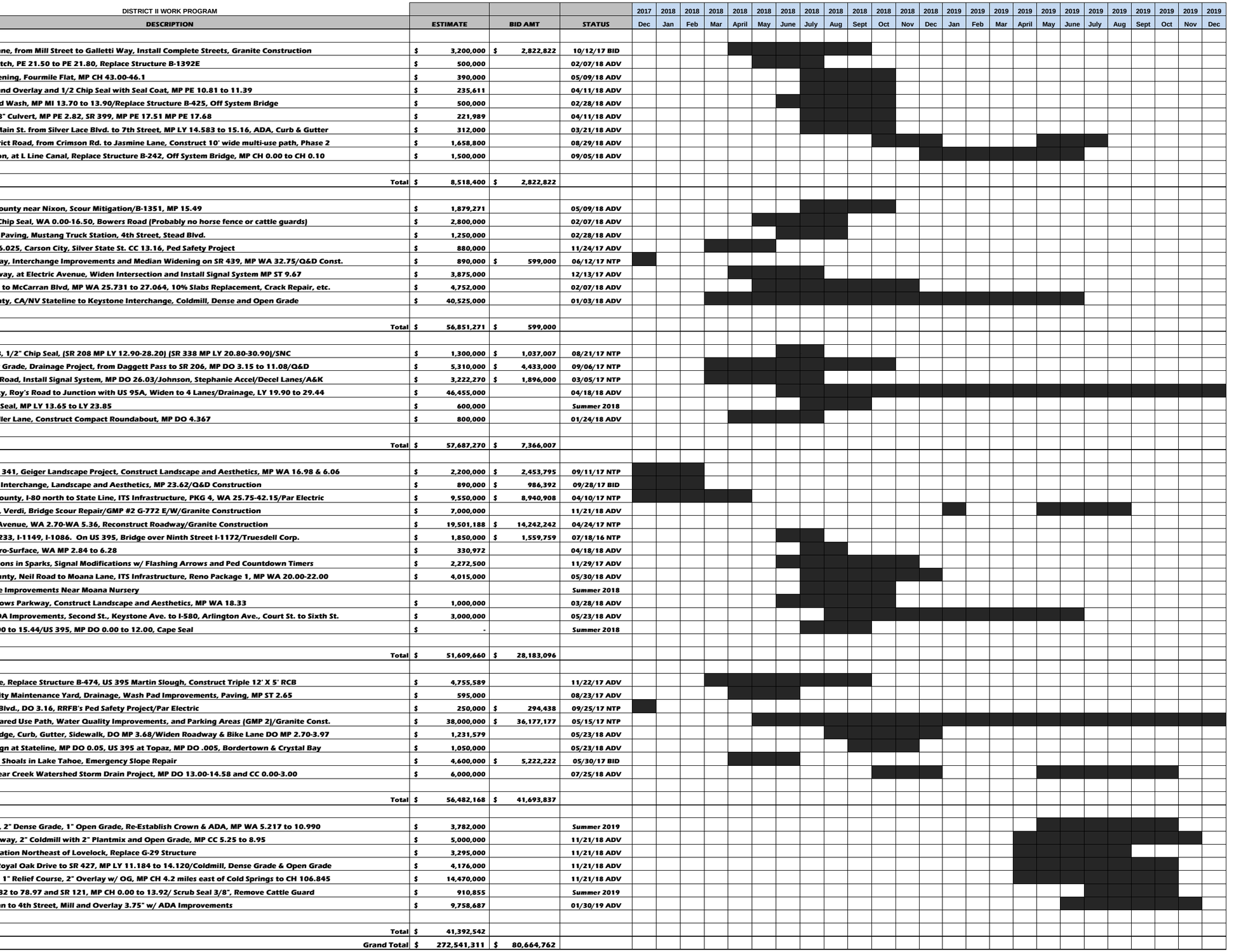
Crew	Contract/EA	WORK DAYS	District I Work program Description	Estimate	Bid Amt	Status
	73977		COH PEDESTRIAN FLASHERS VARIOUS LOCATIONS	$ 342,000		6/12/17ADV
	74030		I-515 @CHARLESTON CMAR	$ 10,000,000		7/8/19
	74059		SLOPE STABILIZE I-15 NORTH DESIGN BUILD AREA	$ 4,085,000		8/2/17 ADV
	60783		I-515 VIKING KING GRADE SEP REHAB MSE WALLS	$ 2,200,000		12/19/18ADV
	74022		CENTENNIAL PKWY LAB TO CAMINO AL NORTE FIBER	$ 1,263,158		4/18/18
	8-00249		DISTRICT I INSTALL ITS SMART ZONES	$ 2,050,000		2/3/19ADV
	60793		CLARK CO ITS PROJECT	$ 5,789,474		8/15/17
	60817		PURCHASE 10 ELECTRIC VEHICLES CC AIR QUALITY	$ 320,000		8/29/17 ADV
	60818		PURCHASE 35 ELECTRIC VEHICLES CC AIR QUALITY	$ 944,726		8/29/17 ADV
	60814		NEW BULLHEAD CITY BRIDGE	$ 19,526,359		3/1/18ADV
	73745		CLV INTERSECTION IMPROVE SAHARA & CHARLESTON	$ 1,437,079		2/1/19 ADV
	6-03229		CLV CONSTRUCT CURB EXTENTINOS ADA, ROLAND RD	$ 22,000		5/13/19 ADV
	6-03230		CLV CONSTR PED FLASHERS, MED ISLANDS CHARLESTON	$ 420,000		5/13/19ADV
	74099		CLV HOOVER AVE CONSTR PED BRIDGE	$ 5,368,421		6/29/19ADV
	74033		CLV HARRIS AVENUE CONSTRUCT PED PATHS	$ 1,894,737		8/15/19 DOC
	60815		CLV CONSTRUCT PED REFUGE MICHAEL WAY	$ 339,000		8/1/19ADV
	73849		CLV CONSTRUC VARIOUS RIGHT TURN LANES	$ 2,162,896		8/28/19 DOC
	60825		SR578 MILL AND FILL CL0.00 TO CL0.66	$ 2,000,000		TBD
	6-03228		PENNWOOD AVENUE SLURRY SEAL, SIGNAGE, STRIPING	$ 680,000		11/26/19
	73746		SR159CHARLESTON CONSTRUCT 25 BUS TURNOUTS	$ 2,556,313		1/1/20ADV
	73848		CHARLESTON/TORREY PINES DEDICATED RIGHT LANE	$ 3,664,000		1/22/20ADV
	74032		I215 TRAILBRIDGES, PECOS RD, GREENVALLEY BRIDGES	$ 4,610,263		9/13/20ADV
	74036		SUMMERLIN PARKWAY TRAIL	$ 6,947,369		8/25/21ADV
	74035		CC215 BELTWAY TRAIL	$ 4,526,316		8/29/21ADV
			TOTAL	$ 400,314,111	$ 322,729,463.80	
915 - MARTIN STRGANAC						
DCS AUGMENT	3624	1338	DESIGN BUILD: PROJECT NEON PHASE 1	$ 559,400,000	$ 559,370,303.00	11/16/15 NTP
	74109		US95, SOUTHBOUND EXTENSION TO CITY PARKWAY	$ 15,525,000		TBD
	1-03388		CONSTRUCT HOV RAMPS AT HACIENDA AND HARMON	$ 32,000,000		TBD
			TOTAL	$ 606,925,000	$ 559,370,303.00	
916 - TIM RUGULEISKI						
DCS AUGMENT	3580	660	US-93 BLDER. CITY BYPASSPHASE 1	$ 82,999,000	$ 82,999,999.00	5/11/2015 NTP
	73925		US-93 GATEWAY SIGNS AT HOOVER DAM	$ 283,000		1/24/2018 Adv
	1-03384		I-11 RESIGNING	$ 300,000		9/3/2017 Adv
	73797		I-515 SEISMIC RETROFIT AND BRIDGE DECK REHAB	$ 28,700,000		1/21/20ADV
	3681	215	US-95 MIILL/OVERLAY CA STATE LINE TO CL17.4	$ 23,949,658	$ 19,800,000.00	7/13/17 BID
	73840, 60690		US-95 ITS INSTALL CA STATE LINE TO BLDR CITY PKG K	$ 5,000,000		6/27/18ADV
	74029, 60770		REPLACE STRCTR B-425, SR361 @PETRIFIEDWASH	$ 500,000		11/15/17 Adv
	74026, 60844		REPLACE STRCTR I-1899, SR582 @BLDR HWY HEND	$ 2,160,000		5/30/18 Adv
	60690		SR-163 US-95 TO AZ LINE INSTALL FAST PACKAGE K2	$ 3,000,000		8/15/2018 Adv
	74114		515/215 SLIP RAMP RESTRIPE SB TO WB	$ 312,000		3/14/18ADV
	74098		I-515 RUSSELL ROAD LANDSCAPE/AESTHETICS	$ 2,180,500		8/29/18ADV
			TOTAL	$ 149,384,158	$ 102,799,999.00	
926 - ABID SULAHRIA						
CA GROUP AUGMENT	3692	350	US95 Widen from Durango to Kyle Canyon Road	$ 80,000,000	$64,640,000	1/8/18 NTP
CA GROUP AUGMENT	60801		US-95 PH3C WIDEN US 95@MP88 AND CC215@MP37-39	$ 55,000,000		3/7/18 Adv
	CONST953D		US-95 PH3D CONNECT SKY POINTE, RAMPS, C/D RDS	$ 109,000,000		11/15/19
	CONST953E		COMPLETE CC215 & RECONSTRUCT REPROFILE	$ 33,100,000		11/15/19
	73916		SR574, CHEYENE SCOTT ROBINSON TO ENGLESTAD	$ 52,000		11/14/18 Adv
	Q1-083-17-101		I-515 SOUNDWALL REPAIR			
	Q1-602-16-101		I-515 N&S RUSSEL TO CHRLSTN SPALL/JOINTS REPAIR			
			TOTAL	$ 277,152,000	$64,640,000	
CONSULTANT ADMIN						
AECOM	3619READV	300	SR604-LAS VEGAS BLVD. FROM CAREY TO CRAIG	$ 17,295,000	$ 17,295,000.00	7/28/16
			TOTAL	$ 17,295,000	$ 17,295,000.00	
NO RE ASSIGNED						
DESIGNER - B. HENNING			UPRR X-ING CONCRETE REPLACE YUCCA, BLDR. CITY	$ 75,000		
DESIGNER - B. HENNING	73992		UPRR CROSSING IMPROVE, CITY PARKWAY	$ 227,000		Summer 17
DESIGNER - B. HENNING	73991		UPRR CROSSING DONOVAN WAY @CNLV	$ 211,503		Summer 17
DESIGNER - B. HENNING	74053		UPRR CROSSING IMPROVE, EL CAMPO GRANDE	$ 193,000		Summer 17
DESIGNER - B. HENNING	74050		UPRR CROSSING IMPROVE, MITCHELL STREET	$ 660,000		Summer 17
DESIGNER - B. HENNING	74054		UPRR CROSSING IMPROVE, ECCLES IN CALIENTE	$ 426,000		Summer 17
DESIGNER - C. PETERSEN	74072		SR-612 NELLIS BLVD TROP TO SR604 PBS W/OG SURF	$ 17,327,000		5/13/19ADV
DESIGNER - J. MANUBAY	74063		US-93 MP LN 93.18 R&R AGGRADATIONS TO GRADE	$ 1,040,000		TBD ADV
DESIGNER - D. CARTWRIGHT						
DESIGNER - B. HENNING	74078		UPRR CROSSING SIGNAL IMPROVE @DOT804-244G	$ 319,500		6/1/17
DESIGNER - J. MANUBAY	73916		SR574 CHEYENNE CL 25.9 TO 27 REPAIR SETTLEMENT	$ 52,000		11/14/18
DESIGNER - V. PETERS	74065		US 95 N OF BEATTY 2 IN MILL W 3 IN DENSE AND OG	$ 17,026,000		11/29/18 ADV
			TOTAL UNASSIGNED	$ 37,557,003	$ -	
			GRAND TOTAL	$2,038,280,039	$ 1,233,462,130.86	

* consultant selection not complete

Night = Night Work
FO = FHWA Full Oversight

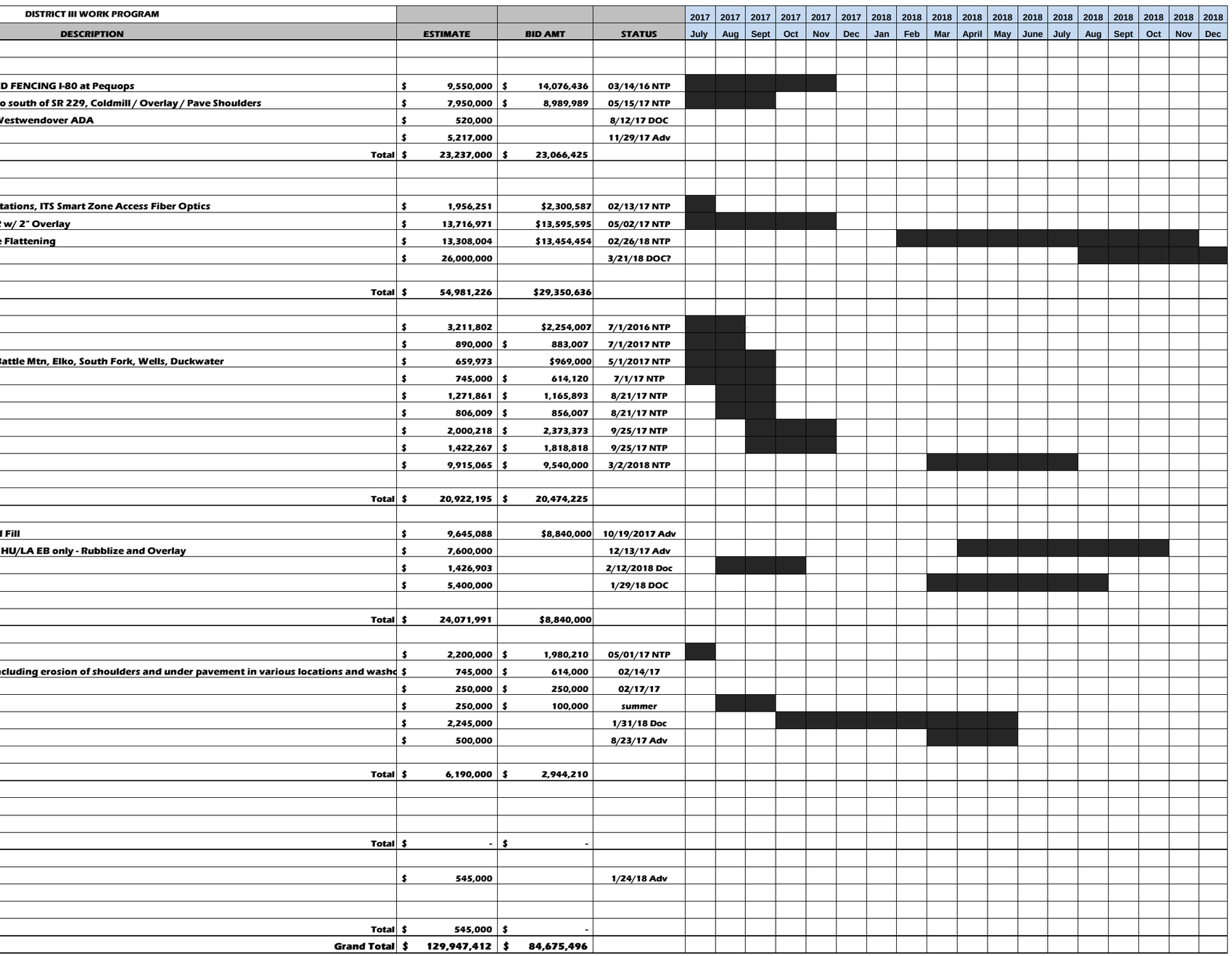
DISTRICT II WORK PROGRAM

CREW	CONTRACT/EA	WORKING DAYS	DESCRIPTION	ESTIMATE	BID AMT	STATUS
904 - LARRY BOGE						
	3702	80	SR 667, Kietzke Lane, from Mill Street to Galletti Way, Install Complete Streets, Granite Construction	$ 3,200,000	$ 2,822,822	10/12/17 BID
	60767		I-80 at Fairview Ditch, PE 21.50 to PE 21.80, Replace Structure B-1392E	$ 500,000		02/07/18 ADV
	60751		US 50, Slope Flattening, Fourmile Flat, MP CH 43.00-46.1	$ 390,000		05/09/18 ADV
	60827		SR 397, Cold Mill and Overlay and 1/2 Chip Seal with Seal Coat, MP PE 10.81 to 11.39	$ 235,611		04/11/18 ADV
	60770		SR 361, at Petrified Wash, MP MI 13.70 to 13.90/Replace Structure B-425, Off System Bridge	$ 500,000		02/28/18 ADV
	60828		SR 398, Replace 48" Culvert, MP PE 2.82, SR 399, MP PE 17.51 MP PE 17.68	$ 221,989		04/11/18 ADV
	74097		US 50A, Fernley, Main St. from Silver Lace Blvd. to 7th Street, MP LY 14.583 to 15.16, ADA, Curb & Gutter	$ 312,000		03/21/18 ADV
	73861		SR 828, Farm District Road, from Crimson Rd. to Jasmine Lane, Construct 10' wide multi-use path, Phase 2	$ 1,658,800		08/29/18 ADV
	60769		Maine Street, Fallon, at L Line Canal, Replace Structure B-242, Off System Bridge, MP CH 0.00 to CH 0.10	$ 1,500,000		09/05/18 ADV
			Total	$ 8,518,400	$ 2,822,822	
905 - SAM LOMPA						
	73750		SR 447, Washoe County near Nixon, Scour Mitigation/B-1351, MP 15.49	$ 1,879,271		05/09/18 ADV
	74086		US 395A, Double Chip Seal, WA 0.00-16.50, Bowers Road (Probably no horse fence or cattle guards)	$ 2,800,000		02/07/18 ADV
	60771		I-80/US 395 Ramp Paving, Mustang Truck Station, 4th Street, Stead Blvd.	$ 1,250,000		02/28/18 ADV
	73988		US 50, Pike St. LY 6.025, Carson City, Silver State St. CC 13.16, Ped Safety Project	$ 880,000		11/24/17 ADV
	3672	50	I-80 at USA Parkway, Interchange Improvements and Median Widening on SR 439, MP WA 32.75/Q&D Const.	$ 890,000	$ 599,000	06/12/17 NTP
	74066		SR 439, USA Parkway, at Electric Avenue, Widen Intersection and Install Signal System MP ST 9.67	$ 3,875,000		12/13/17 ADV
CONSULTANT AUGMENT	74077		US 395, Reno, I-80 to McCarran Blvd, MP WA 25.731 to 27.064, 10% Slabs Replacement, Crack Repair, etc.	$ 4,752,000		02/07/18 ADV
CONSULTANT AUGMENT	73920		I-80, Washoe County, CA/NV Stateline to Keystone Interchange, Coldmill, Dense and Open Grade	$ 40,525,000		01/03/18 ADV
			Total	$ 56,851,271	$ 599,000	
907 - ASHLEY HURLBUT						
	3675	30	SR 208 and SR 338, 1/2" Chip Seal, (SR 208 MP LY 12.90-28.20) (SR 338 MP LY 20.80-30.90)/SNC	$ 1,300,000	$ 1,037,007	08/21/17 NTP
	3695	200	SR 207, Kingsbury Grade, Drainage Project, from Daggett Pass to SR 206, MP DO 3.15 to 11.08/Q&D	$ 5,310,000	$ 4,433,000	09/06/17 NTP
	3694	80	US 395 at Airport Road, Install Signal System, MP DO 26.03/Johnson, Stephanie Accel/Decel Lanes/A&K	$ 3,222,270	$ 1,896,000	03/05/17 NTP
CONSULTANT AUGMENT	60715		US 50, Lyon County, Roy's Road to Junction with US 95A, Widen to 4 Lanes/Drainage, LY 19.90 to 29.44	$ 46,455,000		04/18/18 ADV
	60839		US 95A, 1/2" Chip Seal, MP LY 13.65 to LY 23.85	$ 600,000		Summer 2018
	74106		SR 88, at Centerviller Lane, Construct Compact Roundabout, MP DO 4.367	$ 800,000		01/24/18 ADV
			Total	$ 57,687,270	$ 7,366,007	
910 - BRAD DURSKI						
	3679	100	I-580 Damonte/SR 341, Geiger Landscape Project, Construct Landscape and Aesthetics, MP WA 16.98 & 6.06	$ 2,200,000	$ 2,453,795	09/11/17 NTP
	3696	50	I-580, Plumb Lane Interchange, Landscape and Aesthetics, MP 23.62/Q&D Construction	$ 890,000	$ 986,392	09/28/17 BID
	3653	250	US 395, Washoe County, I-80 north to State Line, ITS Infrastructure, PKG 4, WA 25.75-42.15/Par Electric	$ 9,550,000	$ 8,940,908	04/10/17 NTP
	60716 CMAR		I-80 Truckee River, Verdi, Bridge Scour Repair/GMP #2 G-772 E/W/Granite Construction	$ 7,000,000		11/21/18 ADV
CA GROUP AUGMENT	3660	180	SR 648, Glendale Avenue, WA 2.70-WA 5.36, Reconstruct Roadway/Granite Construction	$ 19,501,188	$ 14,242,242	04/24/17 NTP
	3632	90	I-580 Bridges, G-1233, I-1149, I-1086. On US 395, Bridge over Ninth Street I-1172/Truesdell Corp.	$ 1,850,000	$ 1,559,759	07/18/16 NTP
	60806		SR 425, Verdi, Micro-Surface, WA MP 2.84 to 6.28	$ 330,972		04/18/18 ADV
	74051		Multiple Intersections in Sparks, Signal Modifications w/ Flashing Arrows and Ped Countdown Timers	$ 2,272,500		11/29/17 ADV
	73946		I-580, Washoe County, Neil Road to Moana Lane, ITS Infrastructure, Reno Package 1, MP WA 20.00-22.00	$ 4,015,000		05/30/18 ADV
	Betterment		US 395A, Drainage Improvements Near Moana Nursery			Summer 2018
	60787		I-580, South Meadows Parkway, Construct Landscape and Aesthetics, MP WA 18.33	$ 1,000,000		03/28/18 ADV
	60679		Pedestrian and ADA Improvements, Second St., Keystone Ave. to I-580, Arlington Ave., Court St. to Sixth St.	$ 3,000,000		05/23/18 ADV
	Betterment		SR 206, MP DO 0.00 to 15.44/US 395, MP DO 0.00 to 12.00, Cape Seal	$ -		Summer 2018
			Total	$ 51,609,660	$ 28,183,096	
911 - JOHN ANGEL						
	73800/73995		SR 757 Muller Lane, Replace Structure B-474, US 395 Martin Slough, Construct Triple 12' X 5' RCB	$ 4,755,589		11/22/17 ADV
	73971		SR 342, Virginia City Maintenance Yard, Drainage, Wash Pad Improvements, Paving, MP ST 2.65	$ 595,000		08/23/17 ADV
	Q0-380-17-816	20	US 50, Lakeshore Blvd., DO 3.16, RRFB's Ped Safety Project/Par Electric	$ 250,000	$ 294,438	09/25/17 NTP
	3671	250	SR 28 to US 50, Shared Use Path, Water Quality Improvements, and Parking Areas (GMP 2)/Granite Const.	$ 38,000,000	$ 36,177,177	05/15/17 NTP
	73966/73867		SR 756, Widen Bridge, Curb, Gutter, Sidewalk, DO MP 3.68/Widen Roadway & Bike Lane DO MP 2.70-3.97	$ 1,231,579		05/23/18 ADV
	73926/73959/73927		US 50, Gateway Sign at Stateline, MP DO 0.05, US 395 at Topaz, MP DO .005, Bordertown & Crystal Bay	$ 1,050,000		05/23/18 ADV
	3680	130	US 50, near Logan Shoals in Lake Tahoe, Emergency Slope Repair	$ 4,600,000	$ 5,222,222	05/30/17 BID
	60765		US 50, Spooner Clear Creek Watershed Storm Drain Project, MP DO 13.00-14.58 and CC 0.00-3.00	$ 6,000,000		07/25/18 ADV
			Total	$ 56,482,168	$ 41,693,837	
UPCOMING PROJECTS						
Angel	74079		SR 28, 3" Cold Mill, 2" Dense Grade, 1" Open Grade, Re-Establish Crown & ADA, MP WA 5.217 to 10.990	$ 3,782,000		Summer 2019
Hurlbut	60696		I-580, Carson Freeway, 2" Coldmill with 2" Plantmix and Open Grade, MP CC 5.25 to 8.95	$ 5,000,000		11/21/18 ADV
Boge	73753		UPRR Grade Seperation Northeast of Lovelock, Replace G-29 Structure	$ 3,295,000		11/21/18 ADV
Durski	74038		US 50A, Fernley, Royal Oak Drive to SR 427, MP LY 11.184 to 14.120/Coldmill, Dense Grade & Open Grade	$ 4,176,000		11/21/18 ADV
Boge	74048		US 50, 2" Coldmill, 1" Relief Course, 2" Overlay w/ OG, MP CH 4.2 miles east of Cold Springs to CH 106.845	$ 14,470,000		11/21/18 ADV
	60808		SR 839, MP MI 74.82 to 78.97 and SR 121, MP CH 0.00 to 13.92/ Scrub Seal 3/8", Remove Cattle Guard	$ 910,855		Summer 2019
Durski	74043		SR 659, S. McCarran to 4th Street, Mill and Overlay 3.75" w/ ADA Improvements	$ 9,758,687		01/30/19 ADV
			Total	$ 41,392,542		
			Grand Total	$ 272,541,311	$ 80,664,762	



Updated by Rick Bosch, ADE

CREW	CONTRACT/EA	WORKING DAYS	DISTRICT III WORK PROGRAM DESCRIPTION	ESTIMATE	BID AMT	STATUS
908 - Kenneth Smith, ARE						
	3615	210	CONSTRUCT SAFETY OVER CROSSINGS AND FENCING I-80 at Pequops	$ 9,550,000	$ 14,076,436	03/14/16 NTP
	3667	110	US93, Elko 12.8 miles north of Cattle Pass to south of SR 229, Coldmill / Overlay / Pave Shoulders	$ 7,950,000	$ 8,989,989	05/15/17 NTP
	73982		I80 Winnemucca, Battle Mtn, Elko, Wells, Westwendover ADA	$ 520,000		8/12/17 DOC
	73911		SR227 Lamoille Highway, Mill and Overlay	$ 5,217,000		11/29/17 Adv
			Total	$ 23,237,000	$ 23,066,425	
912 - MIRAK MEHARI, PE						
	3657	130	US 50 - Austin, Eureka & Ely Maintenance Stations, ITS Smart Zone Access Fiber Optics	$ 1,956,251	$2,300,587	02/13/17 NTP
	3661	130	US 6 from SR 318 to Murry Street Ely, 3" CIR w/ 2" Overlay	$ 13,716,971	$13,595,595	05/02/17 NTP
	3691	160	US50 CH/LA to SR 305, Mill & Overlay Slope Flattening	$ 13,308,004	$13,454,454	02/26/18 NTP
	73650/60810		US50 Ely - Complete Streets	$ 26,000,000		3/21/18 DOC?
			Total	$ 54,981,226	$29,350,636	
918 - REGINA PIERCE, PE						
	3634	70	US 93 SR 225 Chip Seal	$ 3,211,802	$2,254,007	7/1/2016 NTP
	3647	35	US 93 Chip Seal	$ 890,000	$ 883,007	7/1/2017 NTP
	3654	50	Off System Safety - Tribal Lands Te-Moak - Battle Mtn, Elko, South Fork, Wells, Duckwater	$ 659,973	$969,000	5/1/2017 NTP
	3676	30	SR 278 Chip Seal with Seal Coat	$ 745,000	$ 614,120	7/1/17 NTP
	3682	35	US93 WP Chip Seal with Seal Coat	$ 1,271,861	$ 1,165,893	8/21/17 NTP
	3685	30	SR 225 EL Chip Seal with Seal Coat	$ 806,009	$ 856,007	8/21/17 NTP
	3686	35	SR 278 2" Overlay Betterment	$ 2,000,218	$ 2,373,373	9/25/17 NTP
	3687	35	SR 226 EU 2" Overlay Betterment	$ 1,422,267	$ 1,818,818	9/25/17 NTP
	3701	120	I80 West Carlin Interchange to Tunnels	$ 9,915,065	$ 9,540,000	3/2/2018 NTP
			Total	$ 20,922,195	$ 20,474,225	
920 - DAVE SCHWARTZ, PE						
	3699		I80 East Winnemucca Interchange, Mill and Fill	$ 9,645,088	$8,840,000	10/19/2017 Adv
	60781		I80 Humboldt County Mote Interchange to HU/LA EB only - Rubblize and Overlay	$ 7,600,000		12/13/17 Adv
	60778		SR 305 - Chip Seal (District Contract)	$ 1,426,903		2/12/2018 Doc
	73701		Eden Valley Bridge Replacement	$ 5,400,000		1/29/18 DOC
			Total	$ 24,071,991	$8,840,000	
301 - TRENT AVERETT, PE						
	839-17	50	Install drainage and reconstruct roadway.	$ 2,200,000	$ 1,980,210	05/01/17 NTP
	833-17		Extensive damage due to heavy flooding including erosion of shoulders and under pavement in various locations and washc	$ 745,000	$ 614,000	02/14/17
	829-17		SR 225, Emergency Repairs 28.5-37.00	$ 250,000	$ 250,000	02/17/17
	Q3-087-17-301	20	Slope Paving Exit 298 I-80	$ 250,000	$ 100,000	*summer*
	73972		Wells Maintence Yard Rehab	$ 2,245,000		1/31/18 Doc
	60665		Ruby Valley Maintenance Yard Rehab	$ 500,000		8/23/17 Adv
			Total	$ 6,190,000	$ 2,944,210	
CONSULTANT ADMIN						
			Total	$ -	$ -	
STEVE BAER, PE						
	73973		Ely Maintenance Yard Rehab	$ 545,000		1/24/18 Adv
			Total	$ 545,000	$ -	
			Grand Total	$ 129,947,412	$ 84,675,496	



11/28/17 1:11 PM *Updated by BERHANE TESFAGABR, ADE*

Kaiser, Reid G

Subject:	Item 05: Unbalanced Bidding
Start Date:	Monday, September 14, 2015
Due Date:	Monday, March 12, 2018
Status:	Not Started
Percent Complete:	0%
Total Work:	0 hours
Actual Work:	0 hours
Owner:	Kaiser, Reid G

December 2017: A task group will be created to review unbalanced bidding through the AGC. NDOT will continue to monitor bids using the BRAT Committee.

Kaiser, Reid G

Subject:	Item 06: Update on Design Build Contracts
Start Date:	Monday, January 16, 2017
Due Date:	Monday, December 11, 2017
Status:	Not Started
Percent Complete:	0%
Total Work:	0 hours
Actual Work:	0 hours
Owner:	Kaiser, Reid G

December 2017/September 2017/June 2017: Update from Project Management.

April 10, 2017: Cole Mortenson, Assistant Chief Project Management, gave a presentation the process for determining how a project became either a design-bid-build, CMAR or design-build (.

NDOT/Industry Liaison Meeting
9:30 a.m. – 11:30 a.m., Tuesday, September 12, 2017
AGC Office – 5400 Mill Street, Reno

AGENDA

1. Introductions
2. Review of minutes from the Tuesday, June 13, 2017
3. DBE Trucking
    a. 1:1 Rule
    b. Dollar Value
4. Charter Update/Ratification
5. Labor Commissioner – NAC 338 Workshop
6. Job Close Out
7. New Members
8. Disparity Study Update
9. Flagging Training Update
10. 12 Month Project List
    a. Five Year Project List
    b. Lack of Work in northern Nevada
11. Workforce Development
12. 2017 Meeting Dates
    a. Tuesday, December 12, 2017 at 9:30 a.m. – Las Vegas?
13. Open Discussion
14. Adjourn

Rudy Malfabon Co-Chair	David Gaskin	Kyle Larkin	Tracy Larkin-Thomason
Marc Markwell Co-Chair	Scott Hiatt	Lance Semenko	Bill Wellman
Jeanette Belz	Bill Hoffman	Sean Stewart	
Rich Buenting	Reid Kaiser	John Terry	

NDOT/Industry Liaison Meeting
9:30 a.m. – 11:30 a.m., Tuesday, June 13, 2017
AGC Office – 5400 Mill Street, Reno

DRAFT MINUTES

1. Meeting was called to order at 9:30 a.m. By co-chairs Marc Markwell and Rudy Malfabon (via telephone) and those present introduced themselves.
2. Minutes of the previous meeting dated Tuesday, March 14, 2017 were reviewed and accepted with corrections.
3. A recap of the 2017 Legislative Session was discussed. Topics of interest were:
    a. Highway Fund Additions and Subtractions. Mr. Malfabon thanked Ms. Belz and other AGC participants for their vigilance in monitoring the allocation of the Governmental Services Tax (GST). The biennial budget allocated 75% of the GST to the Highway Fund and 25% to the General Fund. This allocation is set to expire June 30, 2019. Mr. Malfabon also noted that NDOT is participating in a study for Vehicle Miles Travelled with other western states. A report will be delivered to the transportation board after the next phase of the study. NDOT Deputy Director Tracy Larkin-Thomason mentioned that the Governor is considering appointing an interim committee by executive order to study transportation issues and possible funding mechanisms.
    b. SB246 was passed and enrolled on the final day of the session. This measure extends the sunset for government agencies to continue utilizing the Construction Manager at Risk delivery method. Included in the bill was language that clarified the advertising of CMAR contracts and a reduction in the threshold for Design Build contracts.
    c. An increase in the Nevada Bidders Preference on construction contracts was pursued by numerous legislators. The Nevada AGC remained opposed to the matter in fear of surrounding states enacting reciprocal bidder's preference. While the measure failed at sine die, it was recommended that awarding bodies and contractors educate legislators to the impact of this proposal.
    d. Mr. Malfabon reviewed the legislation creating the State Infrastructure Bank. It is NDOT's opinion that this legislation will be good for the state and may allow
    e. NDOT and RTC's access to funds being considered as part of an infrastructure funding bill in Washington, D.C. NDOT is going to administer the Infrastructure Bank for the RTC's and the impact on staff should be better identified by the next legislative session.
    f. Legislation allowing government agencies to enter into Public Private Partnerships was discussed. The approved measure only applies to Clark County. It appears that this matter will have limited to no impact to NDOT. It was noted that President Trump has proposed these partnerships as a method to fund infrastructure projects.

g. Varying bills that impact the use of apprentices and apprentice requirements were discussed. SB357 which would have mandated the use of apprentices on all public works projects was vetoed by the Governor. The state apprenticeship council oversight was transferred to the Governor's Office of Workplace Innovation during the legislature. NDOT and Contractors agreed to continue monitoring measures impacting the use of apprentices.

h. Mr. Malfabon reviewed other measures impacting NDOT. The move-over law was expanded to include NDOT maintenance and construction crews to enhance safety. A left lane for passing law was enacted: NDOT may install signs to educate drivers for this measure. A bill allowing the placement of fiber optic conduit during NDOT construction projects was also approved.

4. The Charter for the Construction Industry/NDOT Liaison Committee was reviewed. Changes to the charter were considered. Approved changes include:

   a. Industry members may consist of one primary and one alternate per firm.

   b. NDOT members will consist of executive management staff. Any additional staff members may be established by special nomination and appointment by currently active members.

   c. Committee members commit to attend a minimum of two of the four meetings per year.

   d. Members of the Construction Industry will be expanded to include additional southern Nevada members.

   e. Two meetings per year will be held in Las Vegas.

5. Administrative issues impacting contractors were discussed. Items included:

   a. Job Close Out. Some contractors are experiencing significant delays in final close out of construction contracts. NDOT reported that electronic documents are enhancing the process and fifteen contracts were closed out last quarter. NDOT is considering the use of electronic materials verification to further expedite this process.

   b. Several contractors have received certified payroll report infractions from NDOT contract compliance. It was discussed that some confusion appears to exist regarding filing of certified payroll reports when performing warranty work. It was agreed to discuss the issue further with the Labor Commissioner.

6. The potential of additional flooding due to the runoff of the snow pack was discussed. Additional emergency work may be considered to allow for quick delivery of pipe laying on the Kingsbury Grade. It was also mentioned that a quick turnaround bid may be required for work on Logan Shoals. NDOT did not anticipate receiving FEMA reimbursement for either of these projects.

7. Closing out of construction contracts while waiting for the regrowth of vegetation required by Stormwater permits was discussed. The potential impact of not closing contracts is a statewide issue. Numerous options were discussed. It was agreed that NDOT would look to surrounding states to determine best practices for handling this issue and would report back at a future meeting.
8. It was noted that half of the NDOT executive staff will be eligible to retire in the next eighteen months. NDOT is working on a succession plan. It was mentioned that Mr. Malfabon is anticipating retiring at the end of 2018 and that Mr. Terry, Ms. Larkin-Thomason, Mr. Gaskin and Mr. Kaiser will all be eligible for retirement by that time.
9. Members of the committee were reminded of the upcoming 2017 Meeting Dates:
    a. Tuesday, September 12, 2017 at 9:30 a.m.
    b. Tuesday, December 12, 2017 at 9:30 a.m.
10. In open discussion, it was noted that a lack of qualified workforce is making manning construction projects difficult. Truck drivers are particularly difficult to find. It was further mentioned that NDOT is performing a study statewide on naturally occurring asbestos in rock formations used for aggregate. Some upcoming projects were briefly highlighted including the upcoming work in Carlin, the requirement to overlay I-80 to the state line, and potentially widening US50 at US95A in 2018.
11. There being no further business, the meeting was adjourned at 10:57 a.m.

Rudy Malfabon Co-Chair
Marc Markwell Co-Chair
Jeanette Belz
Steve Blakely
David Gaskin
Scott Hiatt
Bill Hoffman
Reid Kaiser
Kyle Larkin
Lance Semenko
Sean Stewart
John Terry
Tracy Larkin-Thomason
Bill Wellman

Also Present:
Craig Madole

Construction Industry/NDOT Liaison Committee

(Draft) Restated September 12, 2017

MISSION STATEMENT

"To be good stewards of tax payer's dollars by Partnering to deliver cost efficient and value added transportation projects to the citizens of Nevada".

Charter

The Construction Industry/NDOT Liaison Committee meets quarterly to further the Committee's Mission.

- Meetings will be held to discuss such items as Department policy, legislation, construction administration, partnering, specifications, bidding requirements, selection criteria, etc.
- NDOT members will consist of executive management staff. Any additional staff members may be established by special nomination and appointment by currently active members (NDOT and Industry)
- Industry membership on this Committee is established by special nomination and appointment by currently active members. (NDOT and Industry)
- Industry members will represent Heavy Highway construction firms with geographical representation of the entire state.
- The Committee is co-chaired by an Industry representative and the NDOT Director (or designee). Chairs are elected by a vote of the Committee for a one year period.
- Industry members may provide a primary and one alternate as members.
- Task Force groups may be formed to work on specific issues that are of statewide or regional importance.

AGC/NDOT COMMITTEE

12:00 p.m., Friday, September 15, 2017

Peppermill Casino – Tuscany 4

AGENDA

1. Self-Introductions
2. Review minutes of previous meeting dated Friday, June 16, 2017
3. Highway Fund Update
    a. Federal Funding Outlook
4. Twelve Month Project List
    a. Five Year Project List
5. PWL Specifications and Testing Update
6. IRI Program Update
7. NDOT Stormwater Working Group Update
    a. BMP Manual
    b. SWPPP Template
8. Workforce Development Update
9. DBE Trucking Update
10. NHP Work Zone Availability
11. Contract Compliance Update
12. District(s) Update
13. Project Closeout
14. Upcoming AGC Events
    a. AGC Tailgate Party – 2:00 p.m.-4:00 p.m., Saturday, September 16, 2017 – UNR
    b. 4-Hour Comprehensive Respirable Silica Training – 1:00 p.m.-5:00 p.m., Monday, September 18, 2017 – AGC Training Room
    c. CLC Fall Golf Tournament – 7:30 a.m., Friday, September 22, 2017 – Red Hawk Golf Course
    d. Construction Career Day – 8:00 a.m.-2:00 p.m., Thursday, September 28, 2017 – Reno-Sparks Convention Center
    e. AGC Flu Shot Event – 4:30 p.m.-5:30 p.m., Monday, October 2, 2017– AGC Board Room
    f. AGC Membership Breakfast – 7:00 a.m.-8:30 a.m., Tuesday, October 17,2017 – Atlantis Casino – Paradise AB
    g. Prevailing Wage Training – 9:00 a.m.-11:30 a.m., Thursday, October 19, 2017 – AGC Office
    h. AGC Christmas Party – 6:00 p.m., Friday, December 8, 2017 – Atlantis Casino – DE Ballroom
15. Other
16. Next meeting tentatively scheduled for Friday, December 1, 2017.

cc: Lance Semenko, President
Caleb Juve, Chair
Brett Amesbury, Vice Chair
Travis Brandt
Chris Burke
Jack Byrom
Jim Cain
Daniel Caldwell
Sergio Callegari
Mark Casey
Matt Cates
Jason Clack
Shane Cocking
Fred Courrier
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
Louis Ginocchio
Shane Glenn
Dan Gotta
Matt Gotta
Mike Grock
Kevin Hamilton
Will Hellickson
Tom Herschbach
Scott Hiatt
Ross Hiserodt
Craig Holt
Fallon Honeycutt
Justin Ivory
George Jordy
Brandon Kingsolver
Jim Koch
Brian Kulpa
Kyle Larkin
Dan LeBlanc
Verdie Legg
Kevin Linderman
Mark Liske
Tom Massaro
Barry McKeegan
Steve Moon
Tina Mudd
Greg Novak
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
Ray Taft
Kathleen Taylor
Jack Tedford
Dave Titzel
Tom Van Dam
Ron Weber
Marc Wheeler

AGC/NDOT COMMITTEE
12:00 p.m., Friday, June 16, 2017
NAM Training Room

DRAFT MINUTES

1. Meeting was called to order at 12:07 p.m. by Vice-Chairman Brett Amesbury and those present introduced themselves.
2. Minutes of previous meeting dated Friday, April 14, 2017 were reviewed and accepted as presented.
3. NDOT Director Rudy Malfabon provided a Highway Fund Update. Mr. Malfabon stated that an $18 million recission was enacted by Congress. It was determined that there would be minimal impact to the NDOT work program from this action. NDOT is anticipating a $406 million capital improvements project for the upcoming fiscal year and will be issuing $180 million in new bonds for Project NEON.
    a. Mr. Malfabon provided the committee a legislative recap from NDOT's perspective. Mr. Malfabon highlighted numerous successes including incorporating NDOT activities into the move over law for Nevada and a four year extension to the CMAR sunset. Mr. Malfabon stated that the Governor's budget reduced the utilization of the Governmental Services Tax to the general fund to 25% for the biennium and that allocation would sunset in two years.
4. Mr. Malfabon reviewed Personnel Changes and Retirements. A new District Three engineer would be hired soon and announced. Due to the increase in the construction economy, the design staff of NDOT has been hit very hard and is having difficulty recruiting.
5. NDOT Assistant Director John Terry reviewed the Twelve Month Project List. Mr. Terry stated that six projects were scheduled to utilize alternate project delivery methods over the next year. NDOT is anticipating that four projects will be delivered via CMAR and two via design build. Widening of US-50 is expected to bid within the next twelve months. Due to damage from winter storms, work on Kingsbury Grade has been moved to an earlier delivery.
    a. NDOT is actively pursuing alternatives and projects to assist in relieving pressure from the Spaghetti Bowl. Repairs and an overlay on sections of McCarran Boulevard are being considered to the pavement wear.
6. Recently, CALTRANS released an opinion that prevailing wage must be paid on all trucking hours backhauling grindings to private yards. Nevada Labor Commissioner Shannon Chambers has considered this ruling and determined that prevailing wages are not required for backhauling in Nevada.
7. NDOT Deputy Director Dave Gaskin provided an update on the Stormwater Division. A working group has been established with AGC members and NDOT to continue the coordination of the implementation of the Stormwater program. Working group members have provided the final draft of the BMP Manual and are meeting on Thursday, July 6 at 9:00 a.m. Interested members were encouraged to attend.
8. Mr. Sonnie Braih provided the committee members an update on the Disparity Study. It is anticipated that the statewide DBE participation goal will be 4.5% and will be job specific. Mr. Braih anticipates the NDOT Board to approve this recommended goal in the third quarter this year.

9. District Two Engineer Thor Dyson provided an update on the district. During the winter, twenty-eight emergency contracts were issues. Sixteen of these contracts have been closed and paid.
10. Sharon Foerschler provided an update on Project Closeout. She encouraged any members with questions on contracts waiting for closeout to contact her office. Ms. Foerschler mentioned that electronic documentation has improved this process.
11. Mr. Amesbury reviewed the following upcoming AGC Event:
    a. Construction Career Day – 8:00 a.m.-2:00 p.m., Thursday, September 28, 2017 – Reno-Sparks Convention Center
12. There being no further business, the next meeting was scheduled for Friday, September 15 at noon.
13. The meeting was adjourned at 12:47 p.m.

cc: Lance Semenko, President
Caleb Juve, Chair
Brett Amesbury, Vice Chair
Travis Brandt
Chris Burke
Jack Byrom
Jim Cain
Daniel Caldwell
Sergio Callegari
Mark Casey
Matt Cates
Jason Clack
Shane Cocking
Fred Courrier
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
Louis Ginocchio
Shane Glenn
Dan Gotta
Matt Gotta
Mike Grock
Kevin Hamilton
Will Hellickson
Tom Herschbach
Scott Hiatt
Ross Hiserodt
Craig Holt
Fallon Honeycutt
Justin Ivory
George Jordy
Brandon Kingsolver
Jim Koch
Brian Kulpa
Kyle Larkin
Dan LeBlanc
Verdie Legg
Kevin Linderman
Mark Liske
Tom Massaro
Barry McKeegan
Steve Moon
Tina Mudd
Greg Novak
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
Ray Taft
Kathleen Taylor
Jack Tedford
Dave Titzel
Tom Van Dam
Ron Weber
Marc Wheeler

Procedure Area: DBE	**Subject:** Counting
Title of Procedure: Counting DBE Trucking	**Number:**
Effective Date:	**Page Number:**
Approved Date: **Revision Date:**	**Approved by:**

1. Statement of Intent:

To ensure consistent DBE trucking matching and counting practices on NDOT and LPA projects.

2. Procedure:

a. The DBE must be responsible for the management and supervision of the entire trucking operation for which it is responsible on a particular contract, and there cannot be a contrived arrangement for the purpose of meeting DBE goals.

b. The DBE must itself own and operate at least one fully licensed, insured, and operational truck **used on the contract**.
   i. If a DBE only has one truck meeting the guideline it would indicate to NDOT that the DBE is unable to work on more than one contract at a time.
   ii. If the DBE wishes to work concurrently on additional contracts they must submit a work plan to NDOT for approval. Review of work plans may take up to two weeks and are not guaranteed to receive approval.

c. The DBE receives credit for the total value of the transportation services it provides on the contract using trucks it owns, insures, and operates using drivers it employs.

d. The DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the contract.
   i. NDOT encourages DBE trucking firms to create partnerships to leverage resources in order to be more competitive with the general market.

e. The DBE may also lease trucks from a non-DBE firm, including from an owner-operator. The DBE that leases trucks equipped with drivers as a 1:1 match from a non-DBE is entitled to credit for the total value of transportation services provided by non-DBE leased trucks equipped with drivers **not to exceed the value of transportation services on the contract provided by DBE-owned trucks or DBE leased trucks with DBE**

employee drivers.

i. Additional participation by non-DBE owned trucks equipped with drivers receives credit only for the fee or commission it receives as a result of the lease arrangement.

f. Using the NDOT approved 1:1 match, matched equipment must be like equipment types. E.g. Tractor: Tractor, 10 Wheeler: 10 Wheeler, Water truck: Water truck...
   i. Any deviation of this matching outline must be approved in writing by the NDOT External Civil Rights Division in advance of any work being performed.
   ii. Review of alternate matching requests may take up to two weeks and are not guaranteed to receive approval.

g. The DBE may lease trucks without drivers from a non-DBE commercial truck leasing company. If the DBE leases trucks from a non-DBE commercial truck leasing company and uses its own employees as drivers, it is entitled to credit for the total value of these hauling services.
   i. These leases must be long term in duration. Exceptions will be considered on a case by case basis by the NDOT External Civil Rights Division.
   ii. A lease must indicate that the DBE has exclusive use of and control over the truck. This does not preclude the leased truck from working for others during the term of the lease with the consent of the DBE, so long as the lease gives the DBE absolute priority for use of the leased truck.
   iii. Leased trucks must display the name and identification number of the DBE.
   iv. Accordingly the DBE must be responsible for the management and supervision of the entire trucking operation and must itself own and operate at least one fully licensed, insured, and operational truck used on the contract.

h. The DBE cannot lease trucks from the prime contractor or any of its affiliates in any event. Otherwise, these trucks cannot count towards DBE participation goals.

i. It is the responsibility of the DBE Trucking firm to ensure they have sufficient knowledge of acceptable DBE practices.

NDOT 5 YEAR PLAN

Working Copy - Subject to Funding and Approval

October 17, 2017 PDC Mtg.

MAJOR/CAPACITY PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2018	2019	2020	2021	2022	NOTES
6-03143	60801	US 95 NW Corridor Phase 3C at MP 88 and CC 215 fm. Grand Montecito to Tenaya Way. MP CL 88 and CC 215 MP CL 37.00 to 39.00 (System to System Phase)	$55,000,000					Backup Project
4-03389	60748	SR 160 Blue Diamond Rd. Clark Co. fm. West edge of Mt. Springs to beg of Mt. area MP CL 16.51 to MP CL 22.20	**$52,000,000**					**Cost changed from $41,200,000 Adv. w/ 3R project 60785**
2-19070	60715	US 50, Lyon Co., fm. Roy's Rd. to the jct. w/ US 95A. - Widen & Intersection Upgrades, Construct PCCP Roundabout, MP LY 19.90 to 29.44	**$46,500,000**					**Cost changed from $44,000,000 Added Lighting at Major Intersections.**
6-03145	73536	I 15, Las Vegas, at the CC 215 Northern Beltway Intch. - New System to System Intch.		$120,000,000				Funding TBD
2-03283	74109	US 95, SB Ramp Ext. to City Pkwy. MP 0.33 to MP 0.72			$14,100,000			**Moved from 2018**
1-03388	UNASSIGNED	I 15 Hacienda Ave., Harmon Ave. HOV ramps			$30,000,000			**Moved from 2021**
6-03143	CONST953D/E	US 95 NW Corridor Phase 3D/E at MP 88 and CC 215 fm. Gr. Montecito to Tenaya Way. MP 88 and CC 215 MP 37.00 to 39.00			$109,000,000			**Moved from 2019 Phase 3D with 3E combined**
1-03375	73797	I 515 at LV Downtown Viaduct - G-947, I-947, I-947 E/W/R/M/L			$27,000,000			**Moved from 2018 Scope and cost TBD**
1-03396	UNASSIGNED	I 15, Las Vegas, at Tropicana Ave., MP 37.40				**$165,000,000**		**Cost changed from $700,000**
2-31234	UNASSIGNED	US 395 fm McCarran Intch. to Lemmon Dr. Int.widen to add AUX NB LAND and AUX SB lane, construct DDI at Lemmon Valley				**$42,500,000**		**Moved from 2020 Cost changed from $35,000,000 74107 PE and R/W. May advertise in 2020 with 3R Project**
4-03445	UNASSIGNED	SR 159, Charleston Blvd. fm. Lamb Blvd. to Honolulu St. - Intersection Improvements and aux. lanes on I-515				$35,000,000		**Moved from 2020 CMAR; Cost and Limits TBD from NEPA; Funding CMAQ**
Not Scheduled	**UNASSIGNED**	**I 15 at SR 593 Tropicana - Operational Improvements**				**$150,000,000**		**Moved from 2022 Scope and Budget TBD**
Not Scheduled	UNASSIGNED	I 15 S. - Phase 2B (Blue Diamond to Tropicana Ave)					$112,800,000	2024.
Not Scheduled		I 515 - Operational Improvements					$40,000,000	2022. Scope and Budget TBD
Not Scheduled	UNASSIGNED	US 395 N. - Lemmon Dr. to Stead Blvd.					**$35,000,000**	**Cost changed from $84,000,000 2025. Align w/ Pyramid Connector Phasing.**
Not Scheduled		I 15 N. - Phase 3 (Speedway Blvd. to Garnet Intch.)					**$90,000,000**	**Moved from 2020 Cost changed from $82,000,000 Scope & Cost TBD**
		SubTotal:	$153,500,000	$120,000,000	$180,100,000	$392,500,000	$277,800,000	

BOND REPAYMENTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2018	2019	2020	2021	2022	NOTES
		NEON	$26,737,375					
		NEON		$26,734,625				
		NEON			$21,612,750			
		NEON				$32,791,000		
		NEON					$31,336,875	
		SubTotal:	$26,737,375	$26,734,625	$21,612,750	$32,791,000	$31,336,875	

NDOT 5 YEAR PLAN

Working Copy - Subject to Funding and Approval

October 17, 2017 PDC Mtg.

ROADWAY (3R) PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2018	2019	2020	2021	2022	NOTES
4-03454	60800	SR 564, Lake Mead Pkwy IR 515 to 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	**$35,800,000**					**Cost changed from $33,100,000 FR Cost with State Funds. Adv. w/Safety Project Adv. w/ Stormwater project**
3-07090	73911	SR 227, Lamoille Hwy., fm. Boyd-Kennedy rd. to .020 mi E. of Palace Pkwy. MP EL 8.32 to EL 13.84	$5,300,000					
2-01092	74048	US 50 fm. 4.2 ME of Cold Springs to the CH/LA Co. Line. MP CH 85.961 to 106.88	$14,300,000					**Moved from 2019**
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					
2-31233	74077	US 395, Reno, I80 to N. McCarran Blvd. Intch., WA 25.731 to WA 27.064	**$5,400,000**					**Cost changed from $16,800,000 Adv. w/ Misc. US395 Clear Acre project 2 Million**
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 21.960 to NY 0.9500	**$28,500,000**					**Cost changed from $21,500,000 Adv. w/ Major project 60748**
3-03186	74074	SR 156, Lee Canyon Rd. fm US 95, CL 0.00 to CL 17.592, and SR 157, Kyle Canyon Rd., 0.068 west of SR 158, Deer Creek Rd., CL 0.00 to CL 3.538	$10,700,000					
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				Pursuing Complete Street. (3R Program Approval 2018)
4-03429	73879	SR 593, Tropicana Ave., fm. Dean Martin Dr. to Eastern Ave. MP CL 0.01 to 7.30. Phase 2		$7,900,000				**Moved from 2018 Deliver as DBB. No Concrete Lanes. Scope includes ADA upgrades (73879) 5.1 million RW is Not Included in the Estimate.**
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				
4-03455	74072	SR 612, Nellis Blvd., fm. SR593 Tropicana Ave. to SR 604, Las Vegas Blvd. MP CL 37.880 to 47.307		$15,000,000				Combine with project 73725
2-15023	**60830**	**US 50, fm. CH/LA Co. Line to 0.52 ME of SR 305 east side of town MP LA 23.30 to MP LA 24.44**		**$5,375,000**				
1-07127	60803	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
2-33086	60810	US 50, White Pine Co., West end Ely, Aultman w/Grt Basin, US 6/US 50 WP 66.263 to MP 68.450, US93 WP 53.639 to 54.467, US 6 Bobcat dr. - Int w/US50/US6 WP 37.529-37.947.		**$25,000,000**				**Moved from 2018 Cost changed from $26,000,000 Adv. w/ 3R project 60811 L&A Adv. w/3R 60810**
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		**$19,000,000**				**Cost changed from $22,500,000 Adv. w/ Freight project 3.5 million**
2-33086	60811	US 50, White Pine Co., fm intersection of Ruth/Kimberly east of Ely, MP 61.495 to 66.263		**$13,000,000**				**Moved from 2018 Cost changed from $4,000,000 Adv. w/ 3R project 60810 Adv. w/Hyd project 9 million**
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				Adv. w/ ADA project.
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				
4-31250	74079	SR 28 fm 0.242 mi North of E. Lakeshore Blvd to the NV/CA Stateline MP WA 5.217 to MP WA 10.990		$3,500,000				**Moved from 2018**
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				
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				Backup Project For FFY 2018
2-23067	74065	US 95, fm 12.16 MN of Beatty to 3.67 MS of NY/ES Co. Line. NY 72.036 to 103.552		**$14,800,000**				**Cost changed from $16,800,000 Adv. w/Safety Project 2million**
4-03443	73937	SR 596, Jones Blvd., fm. S. of US 95 to Smoke Ranch Rd. MP CL 43.007 to 45.038			$5,000,000			**Moved from 2019 Scope includes ADA upgrades (73937).**
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			
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			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			
Not Scheduled		US 93 fm. 0.030 MN of US 93A to 0.096 MS of the LADWP at Currie 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			Adv. w/Hydraulic project
2-05130	60831	US 395 fm. 0.037 MS of Waterloo Ln. to First St. MP DO 20.580 to 22.248			$6,000,000			Tentative. Waiting on approved 3R list
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 61.380 and LA 0.00 to 3.20			$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			
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				**$1,500,000**		**Cost changed from $460,000**
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		
Not Scheduled	UNASSIGNED	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		
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		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		
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		
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	UNASSIGNED	US 395 fm. McCarran Blvd. to Lemmon Dr. MP WA 27.200 to 32.400				$26,900,000		**Moved from 2020 Repair Strategy Change. May advertise in 2021 with Major Project 2-31234**

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ROADWAY (3R) PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2018	2019	2020	2021	2022	NOTES
Not Scheduled		I 80/I 580/US 395 Various Ramps in Reno/Sparks UL				$5,000,000		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		
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		
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		
Not Scheduled		I 580 fm. Glendale Ave. to the Truckee River. MP WA 25.003 to 25.276				$4,300,000		
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		
3-13047	73783	SR 787 Hansen St. MP HU 0.00 to .497; SR 794 E Winnemucca Blvd. MP HU 14.73 to 17.168; SR 289 Winnemucca Blvd. MP HU 15.176 to 15.917; SR 795 Reinhardt Rd. MP HU 0.00 to 1.245					$1,740,000	Not included in 3R Program List
Not Scheduled		US 50 Fallon, LY/CH Co Ln to Soda Lake Rd & Maine St to Sherman St					$8,500,000	Not included in 3R Program List
Not Scheduled		US 50 LY/CH Co Ln to E of Sherman St. in Fallon					$13,000,000	Not included in 3R Program List
Not Scheduled		US 50 fm. 0.138 ME of the trailing edge of G-686 to 0.12 ME of Ave. F					$2,800,000	Not included in 3R Program List
Not Scheduled		I 580 fm. S. Virginia to Glendale Ave. Pkg. 2					$30,000,000	
Not Scheduled		I 15 and US 95 Various Ramps in Las Vegas UL					$10,000,000	Not included in 3R Program List
		SubTotal:	$111,000,000	$191,725,000	$102,400,000	$202,600,000	$66,040,000	

BRIDGE/STRUCTURES PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2018	2019	2020	2021	2022	NOTES
6-01023	60769	Maine St., Fallon, at L Line Canal - Replace off-system B-242	$1,500,000					**Moved from 2019 74027 (PE+RW)**
3-05056	73800	SR 757, Muller Ln. at Carson River - Replace Structure B-474	$1,400,000					Re-evaluating design to avoid utilities. Combine with project 73995.
		Bridge Inventory/Inspection Program	$3,000,000					Annual Program
1-27068	60767	I 80 at Fairview Ditch, Replace B-1392E	$500,000					74021 (PE)
4-03448	60844	SR 582 at I 515 Ramp, Boulder Hwy Replace I-1899, Henderson MP CL 14.60 TO MP CL 14.90	**$1,300,000**					**Cost changed from $2,000,000 PE Done Under 74026**
3-21006	60770	SR 361 at Petrified Wash, Replace B-425 (off-system bridge)	$500,000					74029 (PE)
6-13010	73701	Eden Valley Rd. at Humboldt River - Replace off-system Structure B-1658	**$5,400,000**					**Cost changed from $5,747,000 R/W Acquisition needed**
3-31139	73750	SR 447 at Washoe Co. near Nixon B-1351 MP 15.49	$1,300,000					**Moved from 2017**
		Bridge Inventory/Inspection Program		$3,000,000				Annual Program
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				
3-11035	60842	SR 278, N. of Eureka, Eureka Co. - Replace B-478 on-system bridge (dbl rcb).		**$250,000**				**Cost changed from $200,000 PE EA 74121**
3-27031	60843	SR 396, Cornell Ave. N. of Lovelock, Pershing Co. - Replace B-28 on-system bridge.		**$2,800,000**				**Cost changed from $2,600,000 PE EA 74122**
Not Scheduled		US 50 at Carson River W. of Fallon - Address Scour B-1557		$600,000				
6-27026	73753	FR PE 01, G-29 Structure Replacement		$3,200,000				
Not Scheduled		SR 206, Genoa Ln., at Carson River - Address Scour B-1239		$300,000				
3-07091	60841	SR 226 at Jack Creek, Replace B-639 (off-system bridge), MP EL 32.70 to MP EL 32.90		$500,000				PE Done Under 74025
3-05062	60845	SR 88 in Douglas Co., South of Minden, Rehab/Retrofit B-553, B-575, B-580, B-576, and B-627		$4,000,000				PE and RW under 74123
1-03390	60783	I 515, Viking Grade Separation, MP CL 68.50 to 69.00 - MSE Wall Rehab		$3,000,000				**Moved from 2018 74045 (PE+RW)**
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 2018 CMAR 73799**
Not Scheduled		Shady Ave. over Gold Canyon Cr., Dayton, Lyon Co. - Replace B-1711 off-system bridge.			$600,000			
2-23068	60846	US6 at Ralston Wash B-180, MP NY 4.30			$500,000			PE and RW done under 74124
Not Scheduled		Six Mile Canyon Rd., Storey Co. - Replace B-2476 off system bridge			$600,000			
		Bridge Inventory/Inspection Program			$3,000,000			Annual Program
Not Scheduled		Gold Canyon Cr. S. of Silver City, Lyon Co. - Replace B-375 off-system bridge			$600,000			
Not Scheduled		E. Walker Rd., SE of Yerington, Lyon Co. - Replace B-1348 off-system bridge.			$600,000			
Not Scheduled		Garson Road at I 80, Replace I-770 (off-system bridge)			$4,000,000			
6-19016	74125	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			
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		I 15 at Muddy River - Rehab/Retrofit B-781 N/S			$2,000,000			
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 2018 74046 (PE)**
Not Scheduled		SR 589, Sahara Ave., at UPRR - Rehab/Retrofit G-1064			$1,400,000			
Not Scheduled		Dressler Ln., Douglas Co. - Replace B-1600 off-system bridge				$600,000		
Not Scheduled		I 515 at UPRR and Main Street, Replace G-947				$80,000,000		
Not Scheduled	UNASSIGNED	Sierra St. at Truckee River B-303 off-system				$4,000,000		
		SubTotal:	$14,900,000	$33,190,000	$22,200,000	$84,600,000		

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SAFETY PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2018	2019	2020	2021	2022	NOTES
8-00266	60679	Second St. fm. Keystone Ave. to I-580. Arlington Ave. fm. Court St. to 6th St. (SMP)	**$4,000,000**					**Cost changed from $3,000,000 Safety Design Consultants**
6-25017	60840	Stewart St., Carson City, 9th St. to S. Carson St., Pedestrian Safety Project	$500,000					
1-31231	73920	I-80 Wrong Way Driver Signs	$1,500,000					Advertise with 3R
2-00013	**74126**	**Mulitiple locations statewide US6, MP NY 0.00 to MP NY 132.02, US 50 MP CH 42.00 to MP CH 106.00, SR225 MP EL 29.10 to MP EL 112.78**	**$1,500,000**					
6-31218	74051	Multiple Intersections in Dist. II (Sparks) - Signal System Modification. Flashing arrows	$2,250,000					**Moved from 2017 Design by Traffic Operations**
3-00012		Install improvements on curves to include signing, striping, guardrail, cable barrier rail, and high friction surface treatment at multiple locations Statewide	$1,500,000					Safety Design Consultants
6-25016	74128	Install low cost ped. and road safety improvements in the Washoe Tribe Communities of Carson, Stewart, and Dresslerville in Carson and Douglas County	$500,000					
Not Scheduled		RSA - Systemic Safety Improvements		$3,000,000				
8-00266	60680	Eastern Ave. and Civic Center, fm. US 95 to Cope Ave. (SMP)		**$4,000,000**				**Moved from 2018 Cost changed from $3,000,000 Safety Design Consultants**
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		Northern Nevada (SMP) SR 659, McCarran Blvd., fm. Greg St. to Baring Blvd.		$3,000,000				
Not Scheduled		Tribal Low Cost Safety Improvements		**$500,000**				**Cost changed from $522,500**
Not Scheduled	**UNASSIGNED**	**High Risk Rural Road Project**		**$3,000,000**				
2-23067	74065	US 95, fm. Jct. of Amargosa Valley N. to Beatty NDOT Maint. Station. MP NY 30.34 to NY 80.00 - Shoulder widening and slope flattening		$2,000,000				**Moved from 2018 Cancelled Project 60685 Adv. w/3R 14.8 million**
Not Scheduled		RSA Safety improvements Statewide (SEDS)			**$3,000,000**			**Cost changed from $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			**$500,000**			**Cost changed from $522,500**
Not Scheduled	**UNASSIGNED**	**High Risk Rural Road Project**			**$3,000,000**			
Not Scheduled		Northern Nevada (SMP) SR 430, N. Virginia St.				$3,000,000		$2.85M Federal Funds
Not Scheduled		Southern Nevada (SMP). SR 593, Tropicana Ave.				$3,000,000		$2.85M Federal Funds
Not Scheduled		RSA Safety Improvements Statewide (SEDS)				$2,000,000		Safety Design Consultants
Not Scheduled	**UNASSIGNED**	**High Risk Rural Road Project**				**$3,000,000**		
Not Scheduled		RSA Safety Improvements Statewide (SEDS)					$3,000,000	Safety Design Consultants
		SubTotal:	$11,750,000	$18,500,000	$15,500,000	$11,000,000	$3,000,000	

PEDESTRIAN SAFETY PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2018	2019	2020	2021	2022	NOTES
Not Scheduled	UNASSIGNED	District 1 Ped. Crossing and ADA upgrades (SR160 at Postal Rd. - Pahrump)	$500,000					
Not Scheduled	UNASSIGNED	City of Las Vegas Ped. crossing and ADA upgrades P4 (Rancho @ Coran, Charleston @ Mohawk, Nellis @ Cedar, Sahara @ Redwood)	$2,000,000					
Not Scheduled	**UNASSIGNED**	**City of N. Las Vegas Ped. Crossing and ADA upgrades (Cheyenne @ Mary Dee)**	**$250,000**					**Safety Design Consultants**
Not Scheduled	**UNASSIGNED**	**Clark County Ped. Crossing and ADA upgrades (Nellis @ DHBCBS, Rainbow @ Gray Elementary School)**	**$1,000,000**					**Safety Design Consultants**
Not Scheduled	UNASSIGNED	Rural District 3 Ped. crossing and ADA upgrades (Various locations in Winnemucca)	$1,500,000					
8-00223	60668	SR 147, Ped. and ADA Improvements with Roadbed Mod. on Lake Mead fm. Civic Center to Pecos (SED)		$3,000,000				**Moved from 2018 Traffic Safety Design Consultants**
		SubTotal:	$5,250,000	$3,000,000				

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TRAFFIC OPERATIONS PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2018	2019	2020	2021	2022	NOTES
1-31220	73946	I 580, Washoe Co.fm 0.45 miles N. of Damonte Ranch Pkwy to Moana Ln. MP WA 17.43 TO WA 22.56, RENO PKG 1 - Install ITS infrastructure.	$4,000,000					*SBC Forthcoming on COST TO NDOT to make $4,000,000 official
2-03276	60690	SR 163, FM US 95 to AZ Stateline. MP CL 0.00 to MP CL 19.207	$1,750,000					
1-03369	60713	I 15 fm. Logandale to AZ Stateline - Install ITS infrastructure, FAST Pkg. H3 MP CL 94.00 to MP CL 123.77	$2,000,000					
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. Update DL for date change
8-00251	60693	District 3 - Install Rural ITS Smart Zones, Pkg. A	$2,000,000					
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
Not Scheduled		Replace High Mast HPS Lighting w/ LED Lighting		$1,500,000				
8-00250	Pkg. A	District 2 - Install Rural ITS Smart Zones, Pkg. A		$1,000,000				Tentative
1-31219	UNASSIGNED	I 580 fm. Mt. Rose Hwy to 0.45 MN of Damonte Ranch Parkway, MP WA 14.95 to 17.43 - Install ITS infrastructure - TM Pkg. 2A		$1,000,000				
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
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
8-00251	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:	$13,532,096	$15,482,096	$52,482,096	$3,500,000		

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HYDRAULICS/TAHOE PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2018	2019	2020	2021	2022	NOTES
		Clear Creek Erosion Control Program	$1,000,000					Agreement
		Lake Tahoe Stormwater Project Coop	$600,000					Agreement
2-05126	73995	US 395, at Martin Slough. MP DO 23.82	**$2,900,000**					**Cost changed from $2,700,000 SBC Processing. Agreement. Combine with project 73800**
2-05120	60765	US 50 Spooner Summit to Carson City. MP DO 13.00-14.58 and CC 0.00-3.00	**$7,000,000**					**Cost changed from $4,000,000**
Not Scheduled	UNASSIGNED	US 50 Skyland Water Quality and Erosion Control. MP DO 4.50 to Do 7.00		$2,500,000				
3-21007	UNASSIGNED	SR 359- Remove and Replace all CMP with RCP facilities and install scour outlet protection Mineral County,MP MN 8.30 to MN 8.80, MN 13.10 to MN 13.30, MN 15.50, MN 17.30, MN 21.70, MN 26.70		$2,900,000				
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				
		Clear Creek Erosion Control Program		$1,000,000				Agreement
		Lake Tahoe Stormwater Project Coop		$600,000				Agreement
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				
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.		**$9,000,000**				**Cost changed from $6,000,000 Adv. with 3R Project 60811**
Not Scheduled	UNASSIGNED	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			
		Clear Creek Erosion Control Program			$1,000,000			Agreement
Not Scheduled		US 50 - Treatment at Outfalls directly connected to Lake Tahoe. MP DO 0.00 to MP DO 13.07			$1,000,000			Combined with future 3R to come out of Complete Streets
Not Scheduled		SR 431 - Treatment at Outfalls directly connected to Lake Tahoe. MP WA 0.00 to 8.00			**$2,000,000**			**Cost changed from $3,600,000 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			
		Clear Creek Erosion Control Program				$1,000,000		Agreement
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				**$4,433,000**		**Moved from 2019 Cost changed from $5,000,000 Contract 3695**
		SubTotal:	$11,500,000	$20,000,000	$13,000,000	$5,433,000		

STORMWATER PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2018	2019	2020	2021	2022	NOTES
9-33004	73973	My 919, Ely Maint. Yard. US 93 MP WP 54.28 - Drainage and Wash Pad Improvements, Repave Yard	**$2,100,000**					**Cost changed from $2,000,000 District Contract-Cost TBD**
Not Scheduled	UNASSIGNED	Source Control Program	$2,000,000					Funding to be used on I-80 Project EA73920
Not Scheduled	UNASSIGNED	Treatment Control Program	$1,500,000					Funding to be used on I-80 Project EA73920
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
9-03037	74006	MY 921, Las Vegas Maint. Station. SR 578 Washington Ave., MP CL 0.503	$2,500,000					District Contract-Cost TBD
Not Scheduled	UNASSIGNED	Treatment Control Program		$2,000,000				
Not Scheduled	UNASSIGNED	Source Control Program		$2,000,000				
Not Scheduled	UNASSIGNED	Elko Maintenance yard		$3,200,000				
9-07036	73972	MY 932, Wells Maint. Yard. SR 223 MP EL 74.90 - Drainage and Wash Pad Improvements, Repave Yard.		$2,200,000				**Moved from 2018 District Contract-Cost TBD**
Not Scheduled	UNASSIGNED	Maintenance Facility Program			$1,000,000			
Not Scheduled	UNASSIGNED	Offsite Treatment Control Program			$1,000,000			
Not Scheduled	UNASSIGNED	Source Control Program			$1,500,000			
Not Scheduled	UNASSIGNED	Treatment Control Program			$1,500,000			
Not Scheduled	UNASSIGNED	Source Control Program				$1,500,000		
Not Scheduled	UNASSIGNED	Treatment Control Program				$1,500,000		
Not Scheduled	UNASSIGNED	Offsite Treatment Control Program				$2,000,000		
Not Scheduled	UNASSIGNED	Maintenance Facility Program				$1,000,000		
		SubTotal:	$9,100,000	$9,400,000	$5,000,000	$6,000,000		

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LANDSCAPE & AESTHETICS PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2018	2019	2020	2021	2022	NOTES
2-05123	73926	US 50 at Stateline S. Lake Tahoe - State Entrance Gateway. MP DO 0.05	**$300,000**					**Moved from 2017 Cost changed from $248,750 3-qoute**
1-03393	74098	I 515 at Russell Rd. Intch. MP CL 9.365 to CL 9.874	$2,000,000					~1 Million For Permanent Erosion Control.
1-31228	60787	I 580 at S. Meadows Pkwy. Intch. MP WA 18.33	$1,000,000					
2-03281	73925	US 93 at Hoover Dam - State Entrance Gateway. MP CL 0.027	**$300,000**					**Moved from 2017 Cost changed from $248,750**
2-07064	73924	US 93 at Jackpot - State Entrance Gateway. MP EL 141.76	**$250,000**					**Moved from 2017 Cost changed from $248,750**
2-05125	73959	US 395 at Topaz Lake - State Entrance Gateway. MP WA 0.005	**$300,000**					**Moved from 2017 Cost changed from $248,750**
2-33086	60810	US 50, Downtown Ely		$1,000,000				Adv. w/ 3R project 60810
2-23066	73928	US 6/95, Downtown Tonopah		$1,000,000				Adv. w/ 3R project (73928)
Not Scheduled		I 80 at US 95 and at SR 289 Intchs.- Community Gateway to Winnemucca/Recreational to Black Rock Desert		$2,000,000				**Moved from 2018**
1-31228	LAND3	I 580 at Neil Rd. Intch. MP WA 20.71		$500,000				
1-31228	LAND1	I 580 at S. Virginia, Patriot Blvd. Intch. MP WA 19.29		$1,000,000				
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		**$500,000**				**Moved from 2017 Cost changed from $470,833**
Not Scheduled		I 80 McCarran to McCarran- L&A improvements not done in DB			$1,000,000			
Not Scheduled		I 515 at Boulder Hwy. Intch. MP CL 14.414			$1,250,000			**Moved from 2019**
Not Scheduled		I 80 at SR 305 Intch. - Battle Mtn. Community Gateway and Paint E. & W. Intchs.			$2,000,000			
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		~1 Million For Permanent Erosion Control
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		
Not Scheduled		I 515 at Charleston Blvd. MP CL 16.005				$1,000,000		**Moved from 2020 Include with 4-03445-Additional Funding over the Required 3% L&A Budget.**
Not Scheduled		I 515 Soundwalls - Upgrade inconsistent material					$3,000,000	
Not Scheduled	UNASSIGNED	I 80 Irrigation replacement					$3,500,000	
Not Scheduled		SR 225 Owyhee - State Route State Gateway					$150,000	
Not Scheduled		Community/Recreational Gateway to Pyramid Lake					$50,000	
Not Scheduled		I 515 and College					$1,250,000	
1-03382	73929	I 15 Spring Mountain Interchange. MP CL 39.0					$5,000,000	Moved due to NEON impacts
		SubTotal:	$4,150,000	$6,000,000	$5,250,000	$7,000,000	$12,950,000	

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ADA PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2018	2019	2020	2021	2022	NOTES
Not Scheduled		SR 659, McCarran Blvd. at Prater Way	$150,000					**Moved from 2017** **Complaint**
3-19057	74097	US 50A, Fernley, Main St fm Silver Lace Blvd to 400ft W of 7th St.	**$167,800**					**Cost changed from $250,000** **Complaint** **Tenative - ROW/Utility Impacts TBD**
Not Scheduled		I 15, Primm, Intch. ramps and S. Las Vegas Blvd. at E. Primm Blvd.	$30,000					**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					Tentative - ROW/Utility impacts TBD
Not Scheduled		CC 215/SR 564, Henderson, fm. Stephanie St. to Lake Las Vegas Pkwy.	$250,000					Tentative - ROW/Utility impacts TBD
2-21058	74131	US 95, Mina, fm. 6th St. to Eleventh St.	**$350,000**					**Cost changed from $330,000** **Complaint** **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				ADA upgrades to Adv. with 3R (73650) Tentative - ROW/Utility impacts TBD
4-31248	74043	SR 659, McCarran Blvd. at Neil Rd.		$20,000				**Moved from 2017** **Complaint** **Tenative - ROW/Utility Impacts TBD**
Not Scheduled		US 95, Searchlight, MP CL 19.97 to 20.53		$250,000				Tentative - ROW/Utility impacts TBD
Not Scheduled		US 95, McDermitt, fm Jaca Rd. to EUL		$95,000				Tenative - ROW/Utility Impacts TBD
Not Scheduled		US 93A, W. Wendover, fm. I80 to MP 53.2		$70,000				Tentative - ROW/Utility impacts TBD
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 50A, Fernley, fm. Mull Ln. to SR 427		$155,000				ADA upgrades to Adv. with 3R (74038)
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				**Moved from 2018** **ADA Upgrades to Adv. with 3R (73879)** **7.9 million**
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 50, Austin, fm. Stokes Castle Rd. to 3rd St.		$165,000				Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 578, Washington Ave., Las Vegas, fm. I 15 to Las Vegas Blvd.		$165,000				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				Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 160, Pahrump, fm. E. Acoma Ave. to Lockspur Ave.		$195,000				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				Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 595, S. Rainbow Blvd., Las Vegas, fm. W. Tropicana Ave. to Westcliff Dr.		$500,000				Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 582, Fremont St., Las Vegas, fm. S. 8th St. to E. Charleston Blvd.			$645,000			Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 659, McCarran Blvd. (East), Reno, fm. US 395 North to S. Virginia St.			$320,000			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			Adv. w/ 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			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			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 Ave. Jct. to N. Broadway Ave. Jct., 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			Tentative - ROW/Utility impacts TBD
Not Scheduled		US 95, Fallon, fm. 500ft N. of Sheckler Rd. to Keddie St.			$190,000			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			**Moved from 2019** **ADA upgrades to Adv. with 3R (73937)**
Not Scheduled		SR 221, Carlin, fm. 3rd St. to Allen St. and SR 766 fm. SR 221 to I 80			$80,000			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
Not Scheduled		SR 574, Cheyenne Ave., Las Vegas, fm. N. Martin L. King Blvd. to N. Nellis Blvd.			$950,000			Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 667, Reno, Kietzke Ln., fm S Virginia St to 0.10 MS of Vassar St.				$375,000		Complaint Tenative - ROW/Utility Impacts TBD
Not Scheduled		US 93, Wells, fm. 500 ft. S. of I 80 to SR 223				$415,000		Tentative - ROW/Utility impacts TBD
Not Scheduled		SR 612, N. Nellis Blvd, Las Vegas, fm. E. Russell Rd. to E. Charleston Blvd.				$970,000		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		Tentative - ROW/Utility impacts TBD
Not Scheduled		**US 95, Nye Co, Beatty, MP NY 59 to MP NY 61**					**$618,000**	**Tentative - ROW/Utility impacts TBD**
Not Scheduled		**US 93, Clark Co, Boulder City, Fm Veterans Memorial Dr to Canyon Rd**					**$188,000**	**Tentative - ROW/Utility impacts TBD**
Not Scheduled		**US 50, Lyon Co, Dayton, MP LY 5 to MP LY 8**					**$151,000**	**Tentative - ROW/Utility impacts TBD**
Not Scheduled		**US 95, SR 392, SR 359, Mineral Co. Hawthorne, US 95/SR359 Fm E 10th St to E 1st St/US 95 (E 5th St) to O St**					**$306,000**	**Tentative - ROW/Utility impacts TBD**
Not Scheduled		**US 93, White Pine Co, McGill, Fm Ave B to Ave R**					**$1,565,000**	**Tentative - ROW/Utility impacts TBD**
Not Scheduled		**SR 207, US 50, Douglas Co, Stateline, SR 207 Fm Pineridge Dr to US 50, US 50 Fm Kahle Dr to Stateline Ave**					**$272,000**	**Tentative - ROW/Utility impacts TBD**
Not Scheduled		**ADA improvements state wide and complaint resolution**					**$1,900,000**	**Tentative - ROW/Utility impacts TBD**

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ADA PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2018	2019	2020	2021	2022	NOTES
		SubTotal:	$967,800	$9,030,000	$8,045,000	$3,930,000	$5,000,000	

MISCELLANEOUS PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2018	2019	2020	2021	2022	NOTES
3-05061	**74106**	**SR 88 Centerville-Compact roundabout MP DO 4.367**	**$250,000**					
1-03394	**74114**	**I 515, Clark County, at CC 215/SR564 (Lake Mead Pkwy), MP CL 61.5**	**$275,000**					
3-29020	74066	SR 439, USA PARKWAY, FROM MP WA 0.12 TO MP ST 9.67	**$3,500,000**					**Moved from 2019 Cost changed from $3,000,000**
3-05057	73867	SR 756 Centerville Ln. at Structure B-287. MP DO 3.68	**$850,000**					**Cost changed from $600,000 TAP funding (Douglas County)**
3-05058	73966	SR 756, Centerville, fm. Waterloo Ln. to US 395 (Bikelanes)	$600,000					TAP Funding Douglas County
3-19053	73861	SR 828 Farm District Rd. fm. Crimson Rd. to Jasmine Ln. in Fernley. MP LY 0.90 to LY 2.75. 10' wide multi-use path. Phase 2.	$1,300,000					TAP funding (City of Fernley $173,485); $650,000 Safe Routes
Not Scheduled	UNASSIGNED	US 395 @ Clear Acre SB on-ramp widening & extension, MP WA 25.731 to 27.20	$2,000,000					Adv. w/3R project 74077
4-03417	73725	SR 589, Sahara Ave at SR 612 Nellis Blvd. Reconstruct Intersection.		$2,000,000				State Funded Construction due to Road Relinquishment. Combine with project 74072
1-03395	**74120**	**SB I 515 / US 95, From Eastern Ave. Intch. To Las Vegas Spaghetti Bowl, I 515 CL 73.35 to US 95 CL 75.66**			**$1,500,000**			**Project Result of I-515 Viaduct Study EA 73992**
3-03178	73803	SR 163, Laughlin, Roundabout			$2,500,000			
Not Scheduled	UNASSIGNED	Widen Bridge B-638 East Fork Carson River MP 2.96				$350,000		Dougals TAP project
		SubTotal:	$8,775,000	$2,000,000	$4,000,000	$350,000		

DISTRICT BETTERMENT PROJECTS

PCEMS No.	PIN/EA No.	PROJECT NAME	2018	2019	2020	2021	2022	NOTES
		District Betterments	**$32,956,259**					
		SubTotal:	$32,956,259					

BIKE & PED PROJECT

PCEMS No.	PIN/EA No.	PROJECT NAME	2018	2019	2020	2021	2022	NOTES
Not Scheduled		Off System - 2018	$1,000,000					
Not Scheduled		US 50 / US 95 - Bicyle Improvements	$1,000,000					
Not Scheduled		Off System - 2019		$2,000,000				
		SubTotal:	$2,000,000	$2,000,000				

Freight Projects

PCEMS No.	PIN/EA No.	PROJECT NAME	2018	2019	2020	2021	2022	NOTES
1-11019	74115	I-80 Truck Climbing Lanes at Emigrant Pass	**$11,600,000**					**Cost changed from $11,700,000**
Not Scheduled	UNASSIGNED	I-80 Truck Climbing Lanes at Pequop Summit	$3,500,000					Adv. w/ 3R project 73793 Moore Intch to Oasis Intch
Not Scheduled	UNASSIGNED	Truck parking spaces, facilities and ITS		$500,000				
Not Scheduled	UNASSIGNED	EnForce Regulatory Inspection Station		$500,000				
Not Scheduled	UNASSIGNED	I-80 Safety Improvements (eastern Truckee Canyon) (Waiting on Traffic Study)		$7,000,000				
Not Scheduled	UNASSIGNED	EnForce Regulatory Inspection Station		$1,000,000				
Not Scheduled	UNASSIGNED	I-80/SR306 Interchange Improvements			$1,200,000			
Not Scheduled	UNASSIGNED	I-80 Exit 176 Improvements: realign intersection at Pilot Travel Center			$1,500,000			
Not Scheduled	UNASSIGNED	North Virginia Street Improvements from Parr Blvd to BUS395			$9,700,000			
Not Scheduled	UNASSIGNED	I-15 Widening, Speedway to Garnett Intch. Phase III, NEPA Study			$1,000,000			NEPA Study
Not Scheduled	UNASSIGNED	Upgrade US95 to 4-lane divided highway form Kyle Canyon to Tonopah, NEPA Study I-11 Done in-house			$200,000			NEPA Study
Not Scheduled	UNASSIGNED	EnForce Regulatory Inspection Station			$500,000			
Not Scheduled	UNASSIGNED	I80/SR306 Interchange Improvements			$1,200,000			
Not Scheduled	UNASSIGNED	I80 Exit 176 Improvements			$1,500,000			
Not Scheduled	UNASSIGNED	I-15 between Exit 100 Carp Elgin and Exit 112 Riverside Rest Area				$3,498,000		
Not Scheduled	UNASSIGNED	I-15 NB, MP 122.7 to MP 123.7				$5,868,000		
Not Scheduled	UNASSIGNED	I-15 NB, MP 68.5 to MP 69.7					$7,948,000	
		SubTotal:	$15,100,000	$9,000,000	$16,800,000	$9,366,000	$7,948,000	
Grand Total		**Grand Total**	**$421,218,530**	**$466,061,721**	**$446,389,846**	**$759,070,000**	**$404,074,875**	

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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.

Dollar amount only reflects the project construction cost for the associated program's responsible scope.

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 7-27-17 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
November 13, 2017

CONT NO	DIST	CREW #	CONTRACTOR - RESIDENT ENGINEER	DESCRIPTION	CONTRACT BID PRICE	RETENT HELD	EEO	LAB	AB	CPPR	Bal CM	ATSS	WC	CONST. COMPL.	CLEANUP FINALIZED	PLANT ESTAB. (end date)	DISTRICT ACCEPT	DIRECTOR ACCEPT	PICK UP COMPL.	RPU	COMMENTS	PRIORITY FOR CLOSEOUT (by Const Compl date)	CONT MOD STATUS
3554 CMS	1	926	LAS VEGAS PAVING SULAHRIA TRISH	US 95 FROM ANN ROAD TO DURANGO DRIVE	$35,700,000.01	$50,000.00	A	A	S	S	A	S		9/18/15	10/22/15	10/7/16	5/18/17			Y	Closeout in progress.	1 - Trish	
3576	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	Crew working on corrections.	4 - Trish	
3577	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		Y	Crew working on corrections.	2 - Trish	
3580	1	916	FISHER INDUSTRIES RUGULEISKI TRISH	US 93 BOULDER CITY BYPASS PT 1; SILVERLINE TO FOOTHILLS RD.	$82,999,999.00	$0.00	N	N	N	N	N	N								N	Construction ongoing.		
3583	1	926	LAS VEGAS PAVING CORP SUHLARIA TRISH	US 95 NW PHASE 3A-CONSTRUCT THE N/E W/S RAMPS & S/B COLLECTOR RD. FOR THE US 95/CC 215 INTERCHANGE & CONSTRUCT APPX. 5500' RCP CONC BOX STORM DRAIN W/ ALL APPURTENANCES	$39,200,000.00	$50,000.00	N	N	N	N	N	N		10/9/17			10/17/17			N	Crew working to request pickup.		
3602	1	906	LAS VEGAS PAVING CORP CHRISTIANSEN TRISH	SR 160 EMERGENCY MEDIAN CROSSOVERS / 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	Crew working on corrections.	3 - Trish	
3605	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	A	S	N	S	N	S		10/14/16			11/28/16			N	Crew working on closeout items.		
3607	1	902	ROAD & HIGHWAY BUILDERS YOUSUF TRISH	US 95 S OF TONOPAH, US 95 .796 MI S OF DRY WASH B-1478 TO 1.198 MI S 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		7/19/17			9/29/17			N	Crew working to request pickup.		
3610	1	901	LLO INC DBA ALHWAYEK TRISH	I-15 FROM CALIFORNIA STATE LINE TO N OF THE I-215 INTERCHANGE	$1,305,399.20	$50,000.00	S	A	N	S	N	A		12/21/16						N	Crew working with the contractor to replace/warranty faulty overhead lights		
3613	1	906	AGGREGATE INDUSTRIES SWR, INC CHRISTENSEN TRISH	SR 160 BLUE DIAMOND RD., CLARK CO., FROM SR 159 RED ROCK CYN RD TO BEGINNING OF MT. AREA-WIDEN FROM 2 TO 4 LNS.	$16,458,854.00	$50,000.00	N	N	N	N	N	N								N	Construction ongoing,		CM # 6-Signal & CM # 9 Cattleguards
3616R	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		4/28/17			9/29/17			N	Crew working to request pickup.		
3618	1	903	NEV-CAL INVESTORS INC CONNER TRISH	I-15 FROM UPRR SPUR NELLIS TO N OF THE APEX INTERCHANGE	$1,875,444.31	$50,000.00	A	A	N	N	S	A		12/29/16			7/7/17			Y	Closeout in progress.	6 - Trish	

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3619	1	1101	AGGREGATE INDUSTRIES SWR INC GOMEZ / COLAGIOVANNI TRISH	SR 604 LAS VEGAS BLVD. FROM E. CAREY AVE TO 0.24 MI NORTH OF CRAIG RD. ROADWAY REHAB AND CONCRETE BUS LANES	$17,295,592.71	$50,000.00	N	N	N	N	N	N	N							N	Construction on going.		
3620	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	A	A	S	A	S	S		9/23/16			11/23/16	11/28/16		Y	Crew working on corrections.	5 - Trish	
3630	1	906	LAS VEGAS PAVING CHRISTIANSEN TRISH	SR 160, FROM RAINBOW AVENUE TO CALVADA BLVD	$3,494,000.00	$50,000.00	N	N	N	N	N	N		6/2/17						N	Crew working to request pickup.		
3645	1	906	LAS VEGAS PAVING CORP CHRISTIANSEN TRISH	SR 372 AT BLAGG ROAD AND AT PAHRUMP BLVD - CONSTRUCT ROUNDABOUTS.	$4,046,000.00	$50,000.00	N	N	N	N	N	N								N	Construction ongoing .		
3655	1	906	ROAD & HIGHWAY BUILDERS LLC CHRISTIANSEN TRISH	SR 160 FROM .463 NORTH OF EAST BASIN AVE TO 13.544 MILES NORTH OF BELL VISTA AVE AT 2010 NORTHERN URBAN LIMIT OF PAHRUMP; COLDMILL AND OVERLAY WITH PBS AND OG WITH SAFETY IMPROVEMENTS AND INTERSECTION MODS AT US 95	$8,666,666.00	$50,000.00	N	N	N	N	N	N								N	Construction ongoing		
3662	1	902	LAS VEGAS PAVING CORP YOUSUF TRISH	ROADBED MODIFICATION AND PLANTMIX BITUMINOUS SURFACE WITH OPEN GRADE	$1,397,000.00	$50,000.00	N	N	N	N	N	N					9/29/17			N	Construction ongoing.		
3663	1	902	INTERMOUNTAIN SLURRY SEAL , INC YOUSUF TRISH	US 6 CHIP SEAL & FLUSH	$879,879.00	$46,483.89	N	N	N	N	N	N		6/27/17			9/29/17			N	Crew working to request pickup.		
3674	1	901	AGGREGATE INDUSTRIES SWR ALHWAYEK TRISH	I-515 AT BOULDER HWY, EASTERN AVE AND LAS VEGAS BLVD INTERCHANGE RAMPS	$903,861.00	$45,193.05	N	A	N	N	N	N		8/11/17	9/8/19		9/8/17			N	Crew working to request pickup.		
3574 FM Pilot	2	905	Q & D CONSTRUCTION LOMPA MATT	CRACK SEALING, SPALL REPAIR AND DIAMOND GRINDING	$12,114,205.11	$50,000.00	A	A	A	A	A	A		6/17/16			11/28/16	12/2/16	10/11/17	Y	Final qtys sent to contractor 10/162017. Payoff on 11/16/2017	Done	
3578	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	A	A	A	A	A	A		4/15/16			6/28/17		11/8/17	Y	Final qty's send to contractor 11/13/17. Pay on 12/13/17	Done	
3585	2	907	ROAD & HIGHWAY BUILDERS HURLBUT DEENA	US 395 CARSON CITY FREEWAY; CARON STREET TO FAIRVIEW DRIVE	$42,242,242.00	$50,000.00	N	N	N	N	N	N		8/4/17						N	Crew working to request pickup.		
3590	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	A	A	N	N	N	A		10/25/16			12/13/16			N	Crew working to request pickup.		
3591	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	A	N	N	N		3/31/16		3/31/19				N	**Closeout pending plant establishment (3/2019).** "Check with Design in 2017 to reduce Plant Establishment" (per Sharon).		

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3595	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	A	S	A	A		5/13/16	7/18/16		9/19/17		11/13/17	Y	Final qty's sent to contractor 11/15/17. Pay on 12/15/17	Done	
3598	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	Crew working to request pickup.		
3614	2	910	GRANITE CONSTRUCTION CO. DURSKI MATT	I-80 AT TRUCKEE RIVER NEAR VERDI. WA MP 3.12 AND WA 5.53. GMP #1	$2,559,554.00	$0.00	N	N	A	N	N	N								N	Construction ongoing.		
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	A	N	S	N	A				10/26/17				N	Construction ongoing		
3627	2	911	Q&D CONSTRUCTION INC ANGEL DEENA	HWY 50 CAVE ROCK WATER QUALITY IMPROVEMENTS	$6,099,958.57	$50,000.00	N	A	N	S	N	A				10/21/17				N	Construction ongoing.		
3637	2	904	SIERRA NEVADA CONSTRUCTION INC DURSKI DEENA	SR 667 KIETZKE LN RENO @ GROVE, APPLE, TAYLOR, ROBERTS, STREETS; SR 430, N. VIRGINIA, RENO @ MORAINE & TALUS WAY; PEDESTRIAN, LIGHTING, AND ADA IMPROVEMENTS	$1,094,007.00	$50,000.00	N	N	N	N	N	N	N							N	Construction ongoing.		
3648	2	904	INTERMOUNTAIN SLURRY SEAL BOGE MATT	SR399, PERSHING	$1,365,424.11	$50,000.00	A	A	N	N	N	S		10/31/16			3/26/17			N	Crew working to request pickup.		
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	SUSPENDED 5-8-17 until 2018, due to remaining work overlapping contract 3671 work zone.		
3652	2	904	A & K CONSTRUCTION INC BOGE MATT	US 395 FM JUNCTION WITH US 50 IN SILVER SPRINGS TO 0.015 MS OF ROYAL OAKS DRIVE.	$7,825,621.14	$50,000.00	N	N	N	N	N	N								N	Construction ongoing.		
3658	2	907	A & K CONSTRUCTION INC HURLBUT MATT	SR877 FRANKTOWN ROAD FM SR429 TO US395A/SR429 NEAR BOWERS MANSION	$1,485,433.84	$50,000.00	N	N	N	N	N	N								N	Construction ongoing.		
3659	2	905	A & K CONSTRUCTION INC LOMPA DEENA	SR445 PYRAMID HWY @ CALLE DE LA PLATA ROAD IN SPANISH SPRINGS; CONSTRUCT ACCEL/DECELERATION LANES	$694,000.00	$37,297.00	S	A	A	A	S	A		8/18/17			10/12/17			Y	Need EEO before sending qtys to contractor.	2-Deena	
3664	2	910	GRANITE CONSTRUCTION CO DURSKI MATT	SR430, NORTH VIRGINIA STREET, RENO, NORTH OF LOVITT LANE TO HOGE ROAD	$1,328,328.00	$21,829.80	N	N	N	N	N	N								N	Construction ongoing.		
3665	2	2901	GRANITE CONSTRUCTION CO BOSCH /MURPHY DEENA	I-80 FROM 0.419 MILES EAST OF THE E, FERNLEY GRADE SEPARATION TO LYON & CHURCHILL COUNTY LINE; COLDMILL WITH PBS AND OG	$9,084,084.00	$50,000.00	N	A	N	N	N	N								N	Construction ongoing.		

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3677	2	904	VSS INTERNATIONAL DBA BOGE DEENA	US 50; CHIP SEAL WITH SEAL COAT	$796,120.00	$41,906.00	N	A	N	N	N	N		1013/2017			11/1/17			N	Crew working to request pickup.		
3688	2	904	VSS INTERNATIONAL DBA BOGE MATT	SR722 1/2 INCH CHIP SEAL WITH SEAL COAT	$736,120.00	$36,806.00	N	A	N	N	N	S		10/4/17			11/1/17			N	Crew working to request pickup.		
3689	2	910	SIERRA NEVADA CONST, CO DURSKI DEENA	SR 659; SLURRY SEAL	$459,007.00	$25,050.35	N	N	N	N	N	N		9/29/17						N	Crew working on pickup items		
3551 CMS	3	908	ROAD & HIGHWAY BUILDERS, LLC TESFAGABR 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	A		10/9/15	10/14/15		12/10/15	1/5/16	4/27/17	Y	HQ will revise final qtys , pending approval Change Order.	1 - Deena	Pending final CO
3604	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	A	A	A	A	A	A		6/5/17	7/5/17		7/13/17	10/19/17	10/20/17	Y	Final qtys sent to contractor 10/25/2017 payoff on 11/25/2017	Done	
3615	3	908	WADSWORTH BROTHERS CONST CO TESFAGABR DEENA	I-80 AT THE PEQUOPS MP EL 90.96 TO EL 97.39 CONSTRUCT SAFETY OVER CROSSINGS & FENCING	$14,076,436.07	$0.00	A	A	A	A	A	A								N	Construction ongoing.		
3634	3	918	SIERRA NEVADA CONSTRUCTION PIERCE MATT	US 93 FM SR 232 CLOVER VLY RD TO IR 080 @ I-921 & 5.537 MN OF ELKO ST TO NV/ID ST LN SR 225 MTN CTY HWY DUCK VLY RESERVE	$2,317,547.07	$50,000.00	N	A	N	N	N	S		8/15/17	8/30/17		11/1/17			N	Crew working to request pickup.		
3651	3	920	Q & D CONSTRUCTION CO SCHWARTZ DEENA	I-80 FROM 1,776 MI EAST OF THE HUMBOLDT INTERCHANGE TO 0.516 MI WEST OF THE DUN GLEN INTERCHANGE	$10,449,000.00	$50,000.00	N	N	N	N	N	N					11-6-17 PARTIAL			N	Construction ongoing.		
3654	3	918	MKD CONSTRUCTION INC PIERCE MATT	TEMOAK TRIBE OF WESTERN SHOSHONE, BTL MTN BAND, ELKO BAND COLONY , S FORK RESERV, WELLS BAND COLONY & DUCKWATER SHOSHONE TRIBE	$1,034,584.85	$50,000.00	N	N	N	N	N	N								N	Construction ongoing.		
3661	3	912	ROAD & HIGHWAY BUILDERS MEHARI DEENA	US 6 FROM JUNCTION WITH SR 318 TO .30 MI EAST OF MURRY STREET; 3" CIP & 2" PBS WITH 3/4" OG WEARING COURSE	$13,595,595.00	$50,000.00	N	N	N	N	N	N								N	Construction ongoing		
3667	3	908	ROAD & HIGHWAY BUILDERS, LLC TESFAGABR DEENA	US 93, 12.825 MI NORTH OF CATTLE PASS TO 2.691 MI SOUTH OF SR 229; COLDMILL WITH PBS AND OG AND PAVE EXISTING SHOULDERS	$8,989,989.00	$50,000.00	N	N	N	N	N	N	N							N	Construction ongoing.		
3676	3	918	VSS INTERNATIONAL DBA PIERCE MATT	CHIP SEAL AND SEALA COAT - BETTERMENT. SR 278, EU CO. EUREKA RD / CARLIN RD EU MP 35.33	$656,120.00	$32,806.00	N	A	N	N	N	S		8/15/17	8/30/17		11/3/17			N	Crew working to request pickup.		
3682	3	918	VSS INTERNATIONAL DBA PIERCE MATT	US93 CHIP SEAL WITH SEAL COAT	$1,207,893.00	$50,000.00	N	A	N	N	N	S		9/28/17			11/3/17			N	Crew working to request pickup.		

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3685	3	918	SIERRA NEVADA CONSTRUCTION CO PIERCE DEENA	SR 225 CHIP SEAL WITH SEAL COAT	$856,007.00	$44,900.00	N	N	N	N	N	N		9/28/17			11/3/17			N	Crew working to request pickup.		
3687	3	918	ROAD & HIGHWAY BUILDERS, LLC PIERCE DEENA	SR 226; 2-INCH OVERLAY	$1,818,818.00	$50,000.00	N	N	N	N	N	N								N	Construction ongoing.		

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NDOT Construction Contracts Closed Out
Aug. 15, 2017 - Nov. 15, 2017

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
3597	STEVE CONNER	JOHN BRADSHAW	$2,050,050.00	$169,495.51	8.3%	$2,193,463.21	$143,413.21	107%	$2,259,404.00	($65,940.79)	97%
3617	STEVE CONNER	PHILIP KANEGSBERG	$904,953.00	$0.00	0.0%	$868,634.33	($36,318.67)	96%	$1,022,699.00	($154,064.67)	85%
3636	LARRY BOGE	ROBERT BRATZLER	$2,775,775.00	$284,125.02	10.2%	$3,153,524.63	$377,749.63	114%	$3,383,194.00	($229,669.37)	93%
3631	TRENT AVERETT	GREGORY MINDRUM	$799,999.00	($4,597.69)	-0.6%	$787,204.35	($12,794.65)	98%	$904,911.00	($117,706.65)	87%
3626	BRAD DURSKI	PHILLIP KANESBERG	$888,498.00	($1,000.00)	-0.1%	$841,983.62	($46,514.38)	95%	$1,000,647.00	($158,663.38)	84%
3640	BRAD DURSKI	STEVE BIRD	$1,244,007.00	($7,636.37)	-0.6%	$1,169,169.62	($74,837.38)	94%	$1,388,805.00	($219,635.38)	84%
3606	SAM LOMPA	PHILIPKANEGSBERG	$816,816.00	($56,572.12)	-6.9%	$783,308.04	($33,507.96)	96%	$921,701.00	($138,392.96)	85%
3639	STEVE CONNER	STEVE BIRD	$3,393,465.12	$22,874.38	0.7%	$3,581,902.09	$188,436.97	106%	$3,979,295.00	($397,392.91)	90%
3546	STEVE CONNER	VICTOR PETERS	$35,650,000.00	$1,471,987.11	4.1%	$38,177,097.90	$2,527,097.90	107%	$37,235,208.00	$941,889.90	103%
3622	MARTIN STRGANIC	JONATHAN ALLEN	$390,983.00	$0.00	0.0%	$370,835.00	($20,148.00)	95%	$459,422.00	($88,587.00)	81%
3643	BRAD DURSKI	LORI CAMPBELL	$1,110,000.00	($4,074.96)	-0.4%	$1,095,946.33	($14,053.67)	99%	$1,240,647.00	($144,700.67)	88%
3550	CASEY KELLY	STEVE BIRD	$19,656,656.00	$361,961.55	1.8%	$19,835,969.30	$179,313.30	101%	$20,616,055.00	($780,085.70)	96%
3609	BERHANE TESFAGABR	KEVIN MAXWELL	$16,394,527.13	($586,697.07)	-3.6%	$16,616,966.45	$222,439.32	101%	$17,559,989.00	($943,022.55)	95%
		TOTALS	**$86,075,729.25**	**$1,649,865.36**	**1.9%**	**$89,476,004.87**	**$3,400,275.62**	**104%**	**$91,971,977.00**	**($2,495,972.13)**	**97%**

Number of Projects Over/Under Agr. Est. (Budget)		Projects Equal To or Under Budget	12
		Project Over Budget	1

Contract No.	**3597**
NDOT Project I.D. No(s):	73796
FHWA Project No(s):	NHP-015-1(154)
County:	Clark
Location:	I 15 In North Las Vegas. Mp Cl 44.13 To Cl 48.43
Work Description:	Seismic Retrofit and Rehabilitation Of Structures H-948 (Owens), G-949 (Uprr), G-953 (Carey/Uprr), And I-956 (Craig).
Advertised Date:	June 10, 2015
Bid Opening:	July 23, 2015
Contract Awarded:	August 14, 2015
Notice to Proceed:	November 16, 2015
Work Completed:	July 19, 2016
Work Accepted:	November 14, 2016
Final Payment:	August 25, 2017
Contractor:	Granite Construction Co
Resident Engineer:	Steve Conner

Project Performance:

Engineers Estimate:	$1,563,961.37
Bid Price:	$2,050,050.00
Agreement Estimate (Budget):	$2,259,404.00
Final Contract Payment Amount:	$2,193,463.21
Percent of Budget:	97%
Total Change Orders:	$169,495.51
Percent Change Orders:	8.3%
Original Working Days:	50
Updated Working Days:	50
Charged Working Days:	50
Liquidated Damages:	$1,000.00

Project Cost Breakdown:

Preliminary Engineering:	$288,189.42	10.8%
Right of Way:	$27,803.55	1.0%
Construction Engineering:	$148,137.85	5.6%
Final Contract Payment Amount:	$2,193,463.21	82.5%
Total Project Cost:	$2,657,594.03	

Contract No.	**3617**
NDOT Project I.D. No(s):	60662
FHWA Project No(s):	SPI-015-1(068)
County:	Clark
Location:	I 15 Northbound, Sloan Truck Inspection Station
Work Description:	Rehabilitate and repave truck inspection station, upgrade check station signs and lighting and construct tortoise fence
Advertised Date:	October 21, 2015
Bid Opening:	November 19, 2015
Contract Awarded:	December 8, 2015
Notice to Proceed:	March 7, 2016
Work Completed:	June 2, 2016
Work Accepted:	July 11, 2016
Final Payment:	August 25, 2017
Contractor:	Las Vegas Paving Corporation
Resident Engineer:	Steve Conner

Project Performance:

Engineers Estimate:	$950,652.61
Bid Price:	$904,953.00
Agreement Estimate (Budget):	$1,022,699.00
Final Contract Payment Amount:	$868,634.33
Percent of Budget:	85%
Total Change Orders:	N/A
Percent Change Orders:	N/A
Original Working Days:	60
Updated Working Days:	60
Charged Working Days:	60
Liquidated Damages:	N/A

Project Cost Breakdown:

Preliminary Engineering:	N/A	N/A
Right of Way:	N/A	N/A
Construction Engineering:	$100,462.11	10.4%
Final Contract Payment Amount:	$868,634.33	89.6%
Total Project Cost:	$969,096.44	

Contract No.	**3636**
NDOT Project I.D. No(s):	60653
FHWA Project No(s):	SPFR-PEO1(2)
County:	Pershing
Location:	FR PE01, I 80, Frontage Road S of Lovelock, Mp PE 4.50 To PE 16.58
Work Description:	2 Inch Plantmix Overlay and Repairing Concrete Columns, Structure I-848 E/W
Advertised Date:	April 13, 2016
Bid Opening:	April 13, 2016
Contract Awarded:	June 21, 2016
Notice to Proceed:	July 25, 2016
Work Completed:	September 16, 2016
Work Accepted:	July 21, 2017
Final Payment:	August 25, 2017
Contractor:	Granite Construction Co
Resident Engineer:	Larry Boge

Project Performance:

Engineers Estimate:	$3,295,802.31
Bid Price:	$2,775,775.00
Agreement Estimate (Budget):	$3,383,194.00
Final Contract Payment Amount:	$3,153,524.63
Percent of Budget:	93%
Total Change Orders:	$284,125.02
Percent Change Orders:	10.2%
Original Working Days:	60
Updated Working Days:	60
Charged Working Days:	34
Liquidated Damages:	N/A

Project Cost Breakdown:

Preliminary Engineering:	N/A	N/A
Right of Way:	N/A	N/A
Construction Engineering:	$91,244.12	2.8%
Final Contract Payment Amount:	$3,153,524.63	97.2%
Total Project Cost:	$3,244,768.75	

Contract No.	**3631**
NDOT Project I.D. No(s):	60656
FHWA Project No(s):	SP-MS-2327(4)
County:	Elko
Location:	MY 927, North Fork Maintenance Yard, at SR 225
Work Description:	Drainage improvements and repave maintenance yard
Advertised Date:	March 30, 2016
Bid Opening:	April 28, 2016
Contract Awarded:	May 18, 2016
Notice to Proceed:	June 20, 2016
Work Completed:	November 15, 2016
Work Accepted:	July 27, 2017
Final Payment:	August 31, 2017
Contractor:	Remington Construction LLC.
Resident Engineer:	Trent Averett

Project Performance:

Engineers Estimate:	$774,825.72
Bid Price:	$799,999.00
Agreement Estimate (Budget):	$904,911.00
Final Contract Payment Amount:	$787,204.35
Percent of Budget:	87%
Total Change Orders:	-$4,597.69
Percent Change Orders:	-0.6%
Original Working Days:	60
Updated Working Days:	60
Charged Working Days:	56
Liquidated Damages:	$4,597.69

Project Cost Breakdown:

Preliminary Engineering:	N/A	N/A
Right of Way:	N/A	N/A
Construction Engineering:	$82,872.41	9.5%
Final Contract Payment Amount:	$787,204.35	90.5%
Total Project Cost:	$870,076.76	

Contract No.	**3626**
NDOT Project I.D. No(s):	60714
FHWA Project No(s):	SPSR-0447(002)
County:	Pershing, Washoe
Location:	SR 447, Washoe County, Gerlach Road MP WA 48.93 To MP WA 74.65
Work Description:	1/2" Chip Seal with Fog Seal
Advertised Date:	February 3, 2016
Bid Opening:	March 3, 2016
Contract Awarded:	March 22, 2016
Notice to Proceed:	June 1, 2016
Work Completed:	July 21, 2016
Work Accepted:	September 30, 2016
Final Payment:	September 8, 2017
Contractor:	Intermountain Slurry Seal, Inc.
Resident Engineer:	Brad Durski

Project Performance:

Engineers Estimate:	$1,071,740.29
Bid Price:	$888,498.00
Agreement Estimate (Budget):	$1,000,647.00
Final Contract Payment Amount:	$841,983.62
Percent of Budget:	84%
Total Change Orders:	-$1,000.00
Percent Change Orders:	-0.1%
Original Working Days:	50
Updated Working Days:	50
Charged Working Days:	21
Liquidated Damages:	$1,000.00

Project Cost Breakdown:

Preliminary Engineering:	N/A	N/A
Right of Way:	N/A	N/A
Construction Engineering:	$40,135.59	4.5%
Final Contract Payment Amount:	$841,983.62	95.5%
Total Project Cost:	$882,119.21	

Contract No.	**3640**
NDOT Project I.D. No(s):	60739
FHWA Project No(s):	SPSR-0529(001)
County:	Carson City
Location:	SR 529, South Carson Street, from Overland Street to Fairview Drive
Work Description:	Micro-surfacing, patching and pedestrian improvements
Advertised Date:	April 20, 2016
Bid Opening:	May 19, 2016
Contract Awarded:	June 20, 2016
Notice to Proceed:	July 25, 2016
Work Completed:	October 20, 2016
Work Accepted:	December 6, 2016
Final Payment:	September 8, 2017
Contractor:	Sierra Nevada Construction Co.
Resident Engineer:	Brad Durski

Project Performance:

Engineers Estimate:	$1,107,049.86
Bid Price:	$1,244,007.00
Agreement Estimate (Budget):	$1,388,805.00
Final Contract Payment Amount:	$1,169,169.62
Percent of Budget:	84%
Total Change Orders:	-$7,636.37
Percent Change Orders:	N/A
Original Working Days:	45
Updated Working Days:	45
Charged Working Days:	41
Liquidated Damages:	$7,641.65

Project Cost Breakdown:

Preliminary Engineering:	N/A	N/A
Right of Way:	N/A	N/A
Construction Engineering:	$86,835.40	6.9%
Final Contract Payment Amount:	$1,169,169.62	93.1%
Total Project Cost:	$1,256,005.02	

Contract No.	**3606**
NDOT Project I.D. No(s):	73933
FHWA Project No(s):	SPI-080-1(076)
County:	Washoe
Location:	I 80 Lockwood Interchange ramps, and frontage road WA 09 Lockwood Interchange from the Granite Pit to Lockwood Drive
Work Description:	Cold milling ramps, placing plantmix bituminous surface dense grade with open grade, reconstruct crossroad, and repair bridges
Advertised Date:	July 22, 2015
Bid Opening:	August 13, 2015
Contract Awarded:	September 17, 2015
Notice to Proceed:	October 3, 2015
Work Completed:	October 21, 2016
Work Accepted:	August 9, 2017
Final Payment:	September 8, 2017
Contractor:	Granite Construction Co.
Resident Engineer:	Sam Lompa

Project Performance:

Engineers Estimate:	$857,339.58
Bid Price:	$816,816.00
Agreement Estimate (Budget):	$921,701.00
Final Contract Payment Amount:	$783,308.04
Percent of Budget:	85%
Total Change Orders:	-$56,572.12
Percent Change Orders:	-6.9%
Original Working Days:	90
Updated Working Days:	90
Charged Working Days:	31
Liquidated Damages:	N/A

Project Cost Breakdown:

Preliminary Engineering:	N/A	N/A
Right of Way:	$243.06	N/A
Construction Engineering:	$94,483.25	10.8%
Final Contract Payment Amount:	$783,308.04	89.2%
Total Project Cost:	$878,034.35	

Contract No.	**3639**
NDOT Project I.D. No(s):	73901
FHWA Project No(s):	SPSR-0317(006)
County:	Lincoln
Location:	SR 317, Rainbow Canyon, from 1 mile north of Elgin to the junction of US 93
Work Description:	Repair roadway damage and construct drainage structures
Advertised Date:	August 31, 2016
Bid Opening:	September 29, 2016
Contract Awarded:	October 17, 2016
Notice to Proceed:	November 20, 2016
Work Completed:	June 7, 2017
Work Accepted:	August 15, 2017
Final Payment:	October 6, 2017
Contractor:	Meadow Valley Contractors INC
Resident Engineer:	Steve Conner

Project Performance:

Engineers Estimate:	$3,216,025.25
Bid Price:	$3,393,465.12
Agreement Estimate (Budget):	$3,979,295.00
Final Contract Payment Amount:	$3,581,902.09
Percent of Budget:	90%
Total Change Orders:	$22,874.38
Percent Change Orders:	0.7%
Original Working Days:	80
Updated Working Days:	80
Charged Working Days:	80
Liquidated Damages:	$2,000.00

Project Cost Breakdown:

Preliminary Engineering:	$130,910.05	3.4%
Right of Way:	$4,525.94	0.1%
Construction Engineering:	$174,331.88	4.5%
Final Contract Payment Amount:	$3,581,902.09	92.0%
Total Project Cost:	$3,891,669.96	

Contract No.	**3546**
NDOT Project I.D. No(s):	60574
FHWA Project No(s):	IM-015-2(042), SPI-015-2(015)
County:	Clark
Location:	I-15 0.103 Mi N. Dry Lk Rest Area To 1.602 Mi N. Logandale/Overton Intchg; Fr-Cl10 W. Of Hdn Vly Intchg From W. Cattleguard to 0.081 Miles W.; Frcl11 Moapa Vly Intchg W. Of I-15 To 0.460 Mi S. Of Sr 168; Frcl17 I-15/Crystal Intchg to 0.338 Mi W
Work Description:	3 In Mill, 3 In Pbs, 3/4 In Open-Grade, 2 Mi Truck Climbing Lane North Bound; Frcl10: 2 In Mill, 2 In Pbs, Seal Coat; Frcl11: 3 In Mill, 3 In Pbs, Seal Coat; Frcl17: 2.75 In Mill, 2 In Pbs, 3/4 In Open-Grade. Construct Triple 5 X 12 X 54 Rcb
Advertised Date:	June 26, 2013
Bid Opening:	August 8, 2013
Contract Awarded:	October 15, 2013
Notice to Proceed:	December 2, 2013
Work Completed:	June 10, 2015
Work Accepted:	January 19, 2016
Final Payment:	October 25, 2017
Contractor:	Las Vegas Paving
Resident Engineer:	Steve Conner

Project Performance:

Engineers Estimate:	$38,421,546.27
Bid Price:	$35,650,000.00
Agreement Estimate (Budget):	$37,235,208.00
Final Contract Payment Amount:	$38,177,097.90
Percent of Budget:	103%
Total Change Orders:	$1,471,987.11
Percent Change Orders:	4.1%
Original Working Days:	300
Updated Working Days:	336
Charged Working Days:	336
Liquidated Damages:	$700.00

Project Cost Breakdown:

Preliminary Engineering:	$864,813.75	2.1%
Right of Way:	$21,087.98	0.1%
Construction Engineering:	$1,222,830.88	3.0%
Final Contract Payment Amount:	$38,177,097.90	94.8%
Total Project Cost:	$40,285,830.51	

Contract No.	**3622**
NDOT Project I.D. No(s):	60717
FHWA Project No(s):	SI-0032(159)
County:	Clark
Location:	On multiple intersections in District 1, City of Las Vegas, package 3 signal system
Work Description:	Signal system modification in City of Las Vegas, flashing yellow arrows
Advertised Date:	January 6, 2016
Bid Opening:	February 4, 2016
Contract Awarded:	February 25, 2016
Notice to Proceed:	April 11, 2016
Work Completed:	September 23, 2016
Work Accepted:	September 20, 2017
Final Payment:	October 20, 2017
Contractor:	LLO INC DBA
Resident Engineer:	Martin Strganic

Project Performance:

Engineers Estimate:	$397,777.49
Bid Price:	$390,983.00
Agreement Estimate (Budget):	$459,422.00
Final Contract Payment Amount:	$370,835.00
Percent of Budget:	81%
Total Change Orders:	N/A
Percent Change Orders:	N/A
Original Working Days:	40
Updated Working Days:	40
Charged Working Days:	40
Liquidated Damages:	N/A

Project Cost Breakdown:

Preliminary Engineering:	N/A	N/A
Right of Way:	N/A	N/A
Construction Engineering:	$40,447.51	9.8%
Final Contract Payment Amount:	$370,835.00	90.2%
Total Project Cost:	$411,282.51	

Contract No.	**3643**
NDOT Project I.D. No(s):	60678
FHWA Project No(s):	SPSR-0443(002)
County:	Washoe
Location:	SR 443, Sun Valley Blvd @ 6th Ave., @ Gepford Pkwy., and @ Skaggs Circle. Pedestrian safety project FY15
Work Description:	Pedestrian, lighting and ADA improvements On Sun Valley Blvd.
Advertised Date:	May 25, 2016
Bid Opening:	June 23, 2016
Contract Awarded:	July 13, 2016
Notice to Proceed:	August 15, 2016
Work Completed:	May 12, 2017
Work Accepted:	September 20, 2017
Final Payment:	October 25, 2017
Contractor:	Q&D Construction INC
Resident Engineer:	Brad Durski

Project Performance:

Engineers Estimate:	$981,959.10
Bid Price:	$1,110,000.00
Agreement Estimate (Budget):	$1,240,647.00
Final Contract Payment Amount:	$1,095,946.33
Percent of Budget:	88%
Total Change Orders:	-$4,074.96
Percent Change Orders:	-0.4%
Original Working Days:	60
Updated Working Days:	60
Charged Working Days:	57
Liquidated Damages:	-$4,074.96

Project Cost Breakdown:

Preliminary Engineering:	N/A	N/A
Right of Way:	N/A	N/A
Construction Engineering:	$138,815.09	11.2%
Final Contract Payment Amount:	$1,095,946.33	88.8%
Total Project Cost:	$1,234,761.42	

Contract No.	**3550**
NDOT Project I.D. No(s):	60588
FHWA Project No(s):	STP-0032(126)
County:	Elko
Location:	SR 227 from Idaho St to 0.15 mile of Jiggs Rd, El 0.00 to 6.60; SR 535 from the south Cattleguard at the W Elko Interchange to 5th St, El 21.87 to 25.46; and SR 225 from Idaho St to Cattle Drive El 27.23 to El 29.74.
Work Description:	2" Mill, 2" PBS with open-grade and 3 3/4" Mill, 1" Stress Relief Course, 2" PBS with Open-Grade
Advertised Date:	August 21, 2013
Bid Opening:	September 19, 2013
Contract Awarded:	November 14, 2013
Notice to Proceed:	December 16, 2013
Work Completed:	May 11, 2016
Work Accepted:	November 7, 2016
Final Payment:	November 1, 2017
Contractor:	Road & Highway Builders LLC
Resident Engineer:	Casey Kelly

Project Performance:

Engineers Estimate:	$19,497,934.45
Bid Price:	$19,656,656.00
Agreement Estimate (Budget):	$20,616,055.00
Final Contract Payment Amount:	$19,835,969.30
Percent of Budget:	96%
Total Change Orders:	$361,961.55
Percent Change Orders:	1.8%
Original Working Days:	220
Updated Working Days:	223
Charged Working Days:	220
Liquidated Damages:	$38,239.58

Project Cost Breakdown:

Preliminary Engineering:	N/A	N/A
Right of Way:	N/A	N/A
Construction Engineering:	$1,898,165.98	8.7%
Final Contract Payment Amount:	$19,835,969.30	91.3%
Total Project Cost:	$21,734,135.28	

Contract No.	**3609**
NDOT Project I.D. No(s):	73667
FHWA Project No(s):	IM-080-4(090)
County:	Elko
Location:	I 80 from 0.05 Miles West of the Willow Creek Grade Separation to 0.82 Miles East of the East Wells Interchange
Work Description:	Cold mill, rubblization, and overlay with leveling course, plantmix bituminous surface, and open graded wearing course
Advertised Date:	August 12, 2015
Bid Opening:	September 17, 2015
Contract Awarded:	November 25, 2015
Notice to Proceed:	March 7, 2016
Work Completed:	November 16, 2016
Work Accepted:	September 19, 2017
Final Payment:	November 8, 2017
Contractor:	WW Clyde & Co
Resident Engineer:	Berhane Tesfagabr

Project Performance:

Engineers Estimate:	$16,838,503.46
Bid Price:	$16,394,527.13
Agreement Estimate (Budget):	$17,559,989.00
Final Contract Payment Amount:	$16,616,966.45
Percent of Budget:	95%
Total Change Orders:	-$586,697.07
Percent Change Orders:	-3.6%
Original Working Days:	180
Updated Working Days:	180
Charged Working Days:	159
Liquidated Damages:	-$77,924.60

Project Cost Breakdown:

Preliminary Engineering:	$344,620.84	1.9%
Right of Way:	$7,123.87	N/A
Construction Engineering:	$1,463,038.31	7.9%
Final Contract Payment Amount:	$16,616,966.45	90.2%
Total Project Cost:	$18,431,749.47	

Open Contract Status 11/15/2017

CONTRACT	DESCRIPTION	AGREEMENT ESTIMATE (BUDGET)	BID CONTRACT AMOUNT	Contract Modification Amount	TOTAL PAID TO DATE	[1] % Budget	[2] % Time	CONTRACTOR	PROJECT MANAGER NDOT/CONSULTANT	RESIDENT ENGINEER	COMMENTS
3551	US93, CURRIE TO JCT 232, FLATTEN SLOPES	$ 8,956,862.00	$ 8,363,363.00	$ -	$ 8,758,313.77	98%	100%	ROAD & HIGHWAY BUILDERS LLC	JIM CERAGIOLI	MIKE MURPHY	
3554	US 95, ANN RD TO DURANGO PCK 2A	$ 37,306,043.00	$ 35,700,000.01	$ 1,048,651.97	$ 36,074,409.00	97%	100%	LAS VEGAS PAVING CORPORATION	JENICA KELLER	ABID SULAHRIA	
3574	I-580,MOANA TO TRUCKEE RIVER	$ 12,936,849.00	$ 12,114,205.11	$ 269,172.48	$ 12,545,721.42	97%	100%	Q&D CONSTRUCTION INC	VICTOR PETERS	SAM LOMPA	
3576	SR 147, TO APPROX L. MEAD NRA	$ 5,948,497.00	$ 5,553,726.00	$ 8,512.70	$ 5,692,049.59	96%	100%	AGGREGATE INDUSTRIES SWR INC	LORI CAMPBELL	DON CHRISTIANSEN	
3577	US95, N. OF FRCL34 TO TRAILING EDGE I1075	$ 23,642,335.00	$ 22,120,000.00	$ 57,549.19	$ 22,429,160.40	95%	100%	LAS VEGAS PAVING CORPORATION	KEVIN MAXWELL (DESIGNER)	STEVEN CONNER	
3578	I-580, WIND WARNING SYSTEM	$ 3,319,768.00	$ 3,123,589.00	$ (83,940.76)	$ 2,805,102.58	84%	68%	PAR ELECTRICAL CONTRACTORS INC	RODNEY SCHILLING	BRAD DURSKI	
3580	US93, BOULDER CITY BYPASS PART 1	$ 91,345,809.00	$ 82,999,999.00	$ 22,438,375.67	$ 91,951,706.32	101%	86%	FISHER SAND & GRAVEL CO	ANTHONY LORENZI	TIMOTHY RUGULEISKI	ROW, Utility, Earthwork, Additional Bridge and Resequencing Contract Modifications
3583	US 95, NW PHASE 3A	$ 46,140,382.00	$ 39,200,000.00	$ 1,904,359.40	$ 41,070,222.77	89%	100%	LAS VEGAS PAVING CORPORATION	JENICA KELLER	ABID SULAHRIA	
3585	US395, CARSON CITY FREEWAY	$ 44,149,197.00	$ 42,242,242.00	$ 278,531.84	$ 42,766,240.51	97%	115%	ROAD & HIGHWAY BUILDERS LLC	JEFF LERUD	ASHLEY HURLBUT	
3590	US95, PASSING LANES & SLOPE FLATTENING	$ 9,995,996.00	$ 9,323,000.00	$ 542,209.28	$ 9,849,316.12	99%	99%	A&K EARTHMOVERS INC	LORI CAMPBELL	LARRY BOGE	
3591	I580 AT SO. VIRGINIA, LANDSCP & AESTHETICS	$ 2,110,249.00	$ 1,915,906.50	$ 5,000.00	$ 1,765,295.93	84%	55%	Q&D CONSTRUCTION INC	PAUL SHOCK	BRAD DURSKI	
3595	US 395, SEISMIC RETROFIT & REHAB STRUCS	$ 1,814,935.00	$ 1,625,625.00	$ 531,152.29	$ 2,146,057.48	118%	85%	GRANITE CONSTRUCTION CO	JOHN BRADSHAW	ASHLEY HURLBUT	Extensive Structure Repair Work
3598	I580, RDWY REHAB WIDEN & SEISMIC RETROF	$ 15,910,060.00	$ 14,823,785.92	$ 1,132,625.62	$ 15,497,248.36	97%	93%	Q&D CONSTRUCTION INC	KEVIN MAXWELL	BRAD DURSKI	
3602	SR160, INSTALL CROSS OVERS &CABLE RAIL	$ 899,660.00	$ 794,000.00	$ 12,881.94	$ 775,755.47	86%	84%	LAS VEGAS PAVING CORPORATION	JOHN BRADSHAW	DON CHRISTIANSEN	
3604	I80, COLD MILL,RUBBLIZING,DENSE &OPEN GR	$ 12,163,746.00	$ 11,696,696.00	$ (113,028.94)	$ 11,727,949.59	96%	100%	ROAD & HIGHWAY BUILDERS LLC	VICTOR PETERS	DAVID SCHWARTZ	
3605	SR596, COLD MILL, PLANTMIX & ISLAND IMPR	$ 8,228,878.00	$ 7,669,990.00	$ (43,289.43)	$ 7,272,974.77	88%	98%	AGGREGATE INDUSTRIES SWR INC	DEVIN CARTWRIGHT	SAMIH ALHWAYEK	
3607	US95, SHOULDER WORK & PLANTMIX SURFAC	$ 15,161,921.00	$ 14,141,141.00	$ (396,732.83)	$ 13,417,204.91	88%	87%	ROAD & HIGHWAY BUILDERS LLC	VICTOR PETERS	SAMI YOUSUF	
3610	I15, REPLACE HIGH MAST LOWERING SYS	$ 1,342,987.00	$ 1,247,920.00	$ 13,304.00	$ 1,242,642.00	93%	92%	LLO INC DBA	ERIC MACGILL	SAMIH ALHWAYEK	
3613	SR160, WIDEN FROM 2 TO 4 LANES	$ 17,636,208.00	$ 16,458,854.00	$ 986,590.28	$ 16,776,628.16	95%	97%	AGGREGATE INDUSTRIES SWR INC	LUIS GARAY	DON CHRISTIANSEN	
3614	I80, CONCRETE SUBSTRUC REPAIR	$ 2,559,554.00	$ 2,554,554.00	$ -	$ 1,991,688.32	78%	17%	GRANITE CONSTRUCTION CO	JENICA KELLER	BRAD DURSKI	
3615	I80, SAFETY OVER XINGS & FENCING	$ 15,501,359.00	$ 14,076,436.07	$ 1,410,338.98	$ 14,729,665.85	95%	98%	WADSWORTH BROTHERS CONSTRUCT	JOHN BRADSHAW	BERHANE TESFAGABR	Subsurface Soil Issues - Additional Remediation CM in Progress
3616	GOLDFIELD VISITOR CENTER FACILITY	$ 814,708.00	$ 712,369.19	$ (1,000.00)	$ 685,077.34	84%	100%	TRADE WEST CONSTRUCTION INC.	KEVIN MAXWELL	SAMI YOUSUF	
3618	I15, INSTALL ITS INFRASTRUCTURE	$ 2,002,657.00	$ 1,812,321.10	$ 124,119.60	$ 1,807,901.98	90%	100%	NEV-CAL INVESTORS INC.	RODNEY SCHILLING	STEVE CONNER	
3619	SR604, REHAB & CONCRETE BUS LANES	$ 18,509,645.00	$ 17,295,592.71	$ 96,758.25	$ 15,894,443.42	86%	79%	AGGREGATE INDUSTRIES SWR INC	KEVIN MAXWELL	TONY COLAGIOVANNI	
3620	SR160, INSTALL SIGNAL SYS & PED FACILITIES	$ 2,512,805.00	$ 2,373,106.00	$ 696.34	$ 2,237,253.98	89%	100%	LAS VEGAS PAVING CORPORATION	STEVE BIRD	MARTIN STRGANAC	
3623	SR431, CONSTRUCT TRUCK ESCAPE RAMP	$ 5,002,630.00	$ 4,669,566.69	$ 8,740.96	$ 4,852,325.25	97%	98%	Q&D CONSTRUCTION INC	KENT STEELE	JOHN ANGEL	
3627	US 50, CAVE ROCK WATER QUALITY IMPR	$ 6,399,809.00	$ 5,687,013.00	$ (139,242.17)	$ 6,055,587.09	95%	83%	Q&D CONSTRUCTION INC	DEVIN CARTWRIGHT	JOHN ANGEL	
3628	US6, COLDMILL STRESS RELIEF W/OPEN GRADI	$ 23,186,173.00	$ 21,800,000.00	$ 21,200.00	$ 18,094,188.43	78%	96%	FISHER SAND & GRAVEL CO	JOHN BRADSHAW	SAMI YOUSUF	
3629	I15, MILL & OVRLY, PCCP WIDENING, SEISMIC	$ 35,284,201.00	$ 33,800,000.00	$ 727,825.18	$ 26,745,632.52	76%	64%	LAS VEGAS PAVING CORPORATION	VICTOR PETERS	STEVEN CONNER	
3630	SR160, WIDENING 2 LANE TO 4 LANE HWY.	$ 3,751,290.00	$ 3,494,000.00	$ 22,699.85	$ 3,419,010.46	91%	100%	LAS VEGAS PAVING CORPORATION	JOHN BRADSHAW	DON CHRISTIANSEN	
3632	I580, BRIDGE DECK & APPRO SLAB REHABS	$ 1,632,145.00	$ 1,485,485.00	$ (999.95)	$ 658,206.61	40%	82%	THE TRUESDELL CORPORATION	ROBERT BRATZLER	BRAD DURSKI	
3634	US93, CLOVER VALLEY CHIP SEAL	$ 2,475,398.00	$ 2,254,007.00	$ 973.80	$ 2,162,754.00	87%	97%	SIERRA NEVADA CONSTRUCTION CO.	PHILIP KANEGSBERG	REGINA MARLETTE' PIERCE	
3637	SR667, PED LIGHTING & ADA IMPROVS	$ 1,311,923.00	$ 1,094,007.00	$ -	$ 1,083,375.32	83%	8%	SIERRA NEVADA CONSTRUCTION CO.	VICTOR PETERS	LARRY BOGE	
3645	SR372, CONST ROUNDABOUTS	$ 4,336,034.00	$ 4,046,000.00	$ 10,419.20	$ 3,774,353.62	87%	100%	LAS VEGAS PAVING CORPORATION	JOHN BRADSHAW	DON CHRISTIANSEN	
3647	US93, CHIP SEAL AND SEAL COAT	$ 994,718.00	$ 883,007.00	$ -	$ 621,638.55	62%	94%	SIERRA NEVADA CONSTRUCTION CO.	GREGORY MINDRUM	REGINA PIERCE	
3648	SR399, COLD MILL PLANTMIX & CHIP SEAL	$ 1,559,269.00	$ 1,311,311.00	$ -	$ 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	$ (568.27)	$ 3,893,389.93	89%	84%	GRANITE CONSTRUCTION CO	TYLER WOOD	JOHN ANGEL	
3650	SR159, PED AND ADA SAFETY IMPROVS	$ 2,592,771.00	$ 2,363,900.00	$ 196,602.70	$ 2,045,138.33	79%	100%	LAS VEGAS PAVING CORPORATION	LORI CAMPBELL	SAMIH ALHWAYEK	
3651	I80, COLD MILL, PLANT MIX & OPEN GRADE	$ 11,432,678.00	$ 10,449,000.00	$ 43,984.03	$ 10,132,152.10	89%	103%	Q&D CONSTRUCTION INC	VICTOR PETERS	DAVID SCHWARTZ	
3652	US95A, COLD RECY & TRUCK CLIMBING LN	$ 8,208,696.00	$ 7,654,000.00	$ 420,023.11	$ 8,132,283.47	99%	103%	A&K EARTHMOVERS INC	ROBERT BRATZLER	LARRY BOGE	Quantity Overruns and ROW Fencing
3653	US395, INSTALL ITS INFRASTRUCTURE	$ 9,577,272.00	$ 8,940,908.32	$ 168,412.00	$ 2,993,374.04	31%	57%	PAR ELECTRICAL CONTRACTORS INC	JOHN DICKINSON	BRAD DURSKI	
3654	TE-MOAK TRIBE PED UPGRADE	$ 1,091,870.00	$ 969,000.00	$ 53,777.56	$ 992,792.97	91%	95%	MKD CONSTRUCTION INC	LORI CAMPBELL	REGINA PIERCE	
3655	SR160, COLD MILL OVERLAY & SFTY IMPROVS	$ 9,295,897.00	$ 8,666,666.00	$ 189,145.59	$ 7,921,389.16	85%	98%	ROAD & HIGHWAY BUILDERS LLC	KEVIN MAXWELL	DON CHRISTIANSEN	
3656	US50, COLD SPRINGS ITS IMPROVS	$ 2,090,557.00	$ 1,904,408.50	$ -	$ 1,323,106.35	63%	100%	TITAN ELECTRICALCONTRACTING	RODNEY SCHILLING	LARRY BOGE	
3657	US50, INSTALL ITS SMART ZONE & FIBER OPTIC	$ 2,509,653.00	$ 2,300,587.50	$ -	$ 1,778,565.61	71%	58%	TITAN ELECTRICALCONTRACTING	RODNEY SCHILLING	Mirak Mehari	
3658	SR877, COLDMILL & PLACE PLANTMIX	$ 1,585,464.00	$ 1,424,000.00	$ 60,466.64	$ 1,382,555.53	87%	96%	A&K EARTHMOVERS INC	VICTOR PETERS	ASHLEY HURLBUT	
3659	SR445, ACCEL & DECEL LANES PYRAMID HWY	$ 794,870.00	$ 694,000.00	$ -	$ 653,086.00	82%	100%	A&K EARTHMOVERS INC	STEVE BIRD	SAM LOMPA	
3660	SR648, ROADBED MOD GLENDALE AVE	$ 15,494,605.00	$ 14,242,242.00	$ (1,150.00)	$ 12,270,449.88	79%	82%	GRANITE CONSTRUCTION CO	VICTOR PETERS	BRAD DURSKI	
3661	US6, COLD IN PLACE RECY & PLANT MIX	$ 14,781,768.00	$ 13,595,595.00	$ (177,174.35)	$ 11,797,915.65	80%	97%	ROAD & HIGHWAY BUILDERS LLC	ROBERT BRATZLER	MIRAK MEHARI	
3662	SR169, ROADBED, PLANTMIX & OPEN GRADE	$ 1,553,493.00	$ 1,397,000.00	$ -	$ 1,446,982.68	93%	96%	LAS VEGAS PAVING CORPORATION	STEVE BIRD	SAMI YOUSUF	
3663	US6, CHIP SEAL AND FLUSH	$ 991,339.00	$ 879,879.00	$ (35,594.02)	$ 748,518.16	76%	100%	INTERMOUNTAIN SLURRY SEAL INC	GREGORY MINDRUM	SAMI YOUSUF	
3664	SR430, PED IMROVS & NEW TRAFFIC SIGNAL	$ 1,477,974.00	$ 1,328,328.00	$ 12,010.61	$ 1,166,097.15	79%	92%	GRANITE CONSTRUCTION CO	VICTOR PETERS	BRAD DURSKI	
3665	I80, COLDMIL, PLANT MIX & OPEN GRADE	$ 10,154,853.00	$ 9,084,084.00	$ 59,120.75	$ 9,217,993.28	91%	89%	GRANITE CONSTRUCTION CO	VICTOR PETERS	MIKE MURPHY	
3666	US93, MICROSUFACE & PED UPDATES	$ 473,371.00	$ 400,529.01	$ -	$ 372,249.66	79%	40%	INTERMOUNTAIN SLURRY SEAL INC	ROBERT BRATZLER	SAMI YOUSUF	
3667	US93, COLD MILL, PBS & OG, PAVE SHOULDERS	$ 9,818,149.00	$ 8,989,989.00	$ 403,332.00	$ 9,329,297.82	95%	90%	ROAD & HIGHWAY BUILDERS LLC	JOHN BRADSHAW	BERHANE TESFAGABR	Quantity Overruns, Project Limit Corrections
3668	I80, ADA REMEDIATION, RAMPS & PED IMPRO	$ 1,248,138.00	$ 1,121,099.70	$ -	$ 943,558.05	76%	79%	Q&D CONSTRUCTION INC	ROBERT BRATZLER	SAM LOMPA	
3669	SR159, COLD MILL & PLANT MIX W/GRD SURF	$ 5,724,585.00	$ 5,265,000.00	$ -	$ 4,441,608.13	78%	52%	LAS VEGAS PAVING CORPORATION	CHRISTOPHER PETERSON	SAMIH ALHWAYEK	
3670	SR341, SCRUB SEAL W/SEAL COAT	$ 407,017.00	$ 341,007.00	$ -	$ 311,013.63	76%	0%	SIERRA NEVADA CONSTRUCTION CO.	GREGORY MINDRUM	JOHN ANGEL	
3671	SR28, SHARED USE PATH, WATER QUAL IMPRO	$ 36,202,178.00	$ 36,177,177.00	$ 1,102,600.00	$ 15,020,996.17	41%	46%	GRANITE CONSTRUCTION CO	NICHOLAS JOHNSON	JOHN ANGEL	
3672	I80, USA PARKWAY INTERCH & MEDIAN IMPRO	$ 689,060.00	$ 599,000.00	$ -	$ 398,328.36	58%	100%	Q&D CONSTRUCTION INC	STEVE BIRD	SAM LOMPA	
3673	I15, ADA REMEDIATION, RAMPS, BUTTONS	$ 1,133,866.00	$ 1,014,304.16	$ -	$ -	0%	0%	UNICON LLC	ROBERT BRATZLER	SAMIH ALHWAYEK	
3674	I515, COLDMILL & PLACE PLANTMIX	$ 964,331.00	$ 861,861.00	$ -	$ 869,448.35	90%	91%	AGGREGATE INDUSTRIES SWR INC	GREGORY MINDRUM	SAMIH ALHWAYEK	
3675	SR338/208, CHIP SEAL W/SEAL COAT	$ 1,120,567.00	$ 1,037,007.00	$ -	$ 633,273.87	57%	80%	SIERRA NEVADA CONSTRUCTION CO.	DAVE PARTEE	ASHLEY HURLBUT	
3676	SR278, CHIP SEAL W/SEAL COAT	$ 699,248.00	$ 614,120.00	$ -	$ 555,323.95	79%	80%	VSS INTERNATIONAL DBA	GREGORY MINDRUM	REGINA PIERCE	
3677	US50, CHIP SEAL W/SEAL COAT	$ 893,988.00	$ 796,120.00	$ -	$ 741,676.50	83%	100%	VSS INTERNATIONAL DBA	DAVE PARTEE	LARRY BOGE	
3678	SR163, PAVE MEDIAN DITCH	$ 351,100.00	$ 279,279.00	$ -	$ 238,454.86	68%	70%	AGGREGATE INDUSTRIES SWR INC	VICTOR PETERS	TIMOTHY RUGULEISKI	

Open Contract Status 11/15/2017

CONTRACT	DESCRIPTION	AGREEMENT ESTIMATE (BUDGET)	BID CONTRACT AMOUNT	Contract Modification Amount	TOTAL PAID TO DATE	[1] % Budget	[2] % Time	CONTRACTOR	PROJECT MANAGER NDOT/CONSULTANT	RESIDENT ENGINEER	COMMENTS
3679	I580/SR341, LANDSCAPE AND AESTHETICS	$ 2,692,238.00	$ 2,453,794.50	$ -	$ 361,263.23	13%	43%	Q&D CONSTRUCTION INC	JOHN LETOILE	BRAD DURSKI	
3680	US50, SLOPE REPAIR & STABIL, EROSN CNTL	$ 5,593,028.00	$ 5,222,222.00	$ -	$ 3,211,741.52	57%	58%	ROAD & HIGHWAY BUILDERS LLC	JOHN BRADSHAW	JOHN ANGEL	
3681	US95, ROADBED MOD & PLANTMIX REPLACE	$ 21,660,695.00	$ 19,800,000.00	$ -	$ -	0%	0%	AGGREGATE INDUSTRIES SWR INC	VICTOR PETERS	TIM RUGULEISKI	
3682	US93, CHIP SEAL W/SEAL COAT	$ 1,289,646.00	$ 1,165,893.00	$ -	$ 1,057,736.29	82%	69%	VSS INTERNATIONAL DBA	DAVE PARTEE	REGINA PIERCE	
3683	I15, STARR AVE NEW INTERCHANGE	$ 35,588,071.00	$ 33,700,000.00	$ -	$ -	0%	0%	LAS VEGAS PAVING CORPORATION	RYAN WHEELER	SAMI YOUSUF	
3684	US93, RDWY REHAB SHLDR WIDE SLOPE FLAT	$ 9,487,127.00	$ 8,885,000.00	$ -	$ -	0%	0%	LAS VEGAS PAVING CORPORATION	DEVIN CARTWRIGHT	STEVE CONNER	
3685	SR225, CHIP SEAL W/SEAL COAT	$ 958,067.00	$ 856,007.00	$ -	$ 822,010.51	86%	63%	SIERRA NEVADA CONSTRUCTION CO.	DAVE PARTEE	REGINA PIERCE	
3686	SR278, 2 INCH OVERLAY	$ 2,611,200.00	$ 2,373,373.00	$ -	$ -	0%	0%	ROAD & HIGHWAY BUILDERS LLC	DAVE PARTEE	REGINA PIERCE	
3687	SR226, 2 INCH OVERLAY	$ 2,010,947.00	$ 1,818,818.00	$ -	$ 1,700,252.34	85%	71%	ROAD & HIGHWAY BUILDERS LLC	DAVE PARTEE	REGINA PIERCE	
3688	SR722, CHIP SEAL W/SEAL COAT	$ 784,848.00	$ 694,120.00	$ -	$ 602,371.63	77%	80%	VSS INTERNATIONAL DBA	DAVE PARTEE	LARY BOGE	
3689	SR659, SLURRY SEAL	$ 533,277.00	$ 459,007.00	$ -	$ 421,258.51	79%	40%	SIERRA NEVADA CONSTRUCTION CO.	DAVID PARTEE	BRAD DURSKI	
3690	I15, NORTH SLOPE STABILIZATION	$ 4,919,750.00	$ 4,200,000.00	$ -	$ -	0%	0%	LAS VEGAS PAVING CORPORATION	VICTOR PETERS	NEIL KUMAR	
3694	US395, MODIFY APPRO AND ACCEL LANES	$ 2,052,385.00	$ 1,896,000.00	$ -	$ -	0%	0%	A&K EARTHMOVERS INC	LORI CAMBELL	ASHLEY HURLBUT	
3695	SR207, PIPE LINING & DRAINAGE IMPROV	$ 5,008,880.00	$ 4,433,000.00	$ -	$ 890,961.83	18%	21%	Q&D CONSTRUCTION INC	ERIC YOUNT	ASHLEY HURLBUT	
3696	I580, LANDSCAPE AND AESTHETICS IMPROVS	$ 1,096,509.00	$ 986,392.00	$ -	$ -	0%	0%	Q&D CONSTRUCTION INC	BILLY EZELL	BRAD DURSKI	
		$ 740,876,298.00	**$ 687,127,866.99**	**$33,369,443.09**	**$ 571,550,568.81**						

[1] % BUDGET = Total Paid to Date /Agreement Estimate

[2] % TIME = Charged Working Days to Date / Updated Working Days