STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

QUARTERLY REPORT FOR MAJOR PROJECTS
For Quarter Ending December 31, 2013

Brian Sandoval
Governor

Rudy Malfabon, PE
Director
1.0 INTRODUCTION
The primary purpose of this quarterly report, ending December 31, 2013, is to provide
the Nevada Legislature, the Transportation Board of Directors, and the general public
with the status of major projects undertaken by the Nevada Department of
Transportation (NDOT) as required by Assembly Bill 595 that was passed in 2007. This
quarterly report specifically addresses the reporting requirements of Section 55.5.

This status report is based on the major assumption that funding will be available for the
major projects in a timely fashion.

Section 2 of this report provides a detailed description and explanation of the information
on each project status sheet.

Section 3 of this report includes project status sheets for all major projects as required by
AB 595. There are project sheets for highway capital projects indentified in the
December 2006 Blue Ribbon Task Force report: “Roads to the Future” and any other
proposed super or mega projects. All of these projects are simply characterized as major
projects (projects exceeding $100 million).

Section 4 of this report identifies any major projects completed during this quarter.
2.0 PROJECT STATUS SHEET EXPLANATION

The information contained on the project status sheet is centered on the Department’s project development process. This process typically consists of the four major phases: planning, environmental clearance, final design and construction. Additional details of these phases are contained in Appendix A, which details the project development process utilized by the Department of Transportation. The project status sheets contain several items of information as follows:

**Project Description:** Contains the preliminary project scope, which generally identifies features of the project i.e. length, structures, widening, and interchanges, and directs the project development process.

**Project Benefits:** Summarizes the primary favorable outcomes expected by delivering the project.

**Project Risks:** Identifies the major risks that might impact project scope, cost, and schedule. Unforeseen environmental mitigation, right-of-way litigation, and inflation of construction materials or land values are only a few items that can adversely effect project development. Appendix B, Dealing with Project Risk, provides more details.

**Schedule:** Provides the time ranges for the four primary phases of project development: planning, environmental clearance, final design, and construction. Generally the schedule, by state fiscal years, reveals the time range for starting or completing a phase. It indicates the starting range early in the development process and completion range latter in the process. Appendix B, Dealing with Project Risks, provides more details concerning the time ranges.

**Project Costs:** Project cost ranges are provided by activity: 1) engineering activities that includes planning, environmental clearance and final design costs, 2) right-of-way acquisition, and 3) construction. Costs are adjusted for inflation to the anticipated mid-point of completing a phase. Appendix B, Dealing with Project Risks, provides more detail on the range of project cost estimates.

**What’s changed since last update?** Contains summaries of the project scope, cost, and schedule changes, if any.

**Financial Fine Points:** Includes the total expended project costs and brief summary of financial issues.

**Status Bars at the Bottom of the Form:** Shows the percentage completion for the primary project development activities that are in progress: planning, environmental clearance, final design, right-of-way acquisition, and construction.
3.0 MAJOR PROJECTS

I-15 Projects
- I-15 North Phase 2 Pkg A – Craig Road to Speedway Boulevard
- I-15 North Phase 2 Pkg B – Craig Road to Speedway Boulevard
- I-15 North Phase 2 Pkg C – Craig Road to Speedway Boulevard
- I-15 North Phase 2 Pkg D – Craig Road to Speedway Boulevard
- I-15 North Phase 2 Pkg E – Craig Road to Speedway Boulevard
- I-15 North Phase 3 – Speedway Boulevard to Apex Interchange
- I-15 North Phase 4 – I-15/CC-215 Northern Beltway Interchange
- I-15 NEON
- I-15 Urban Resort Corridor Study
- I-15 South Bermuda Road Interchange
- I-15 South Pebble Road Overpass
- I-15 South Starr Avenue Interchange
- I-15 South Cactus Avenue Interchange
- I-15 South Las Vegas Boulevard from St. Rose Parkway to Sunset Road
- I-15 South Phase 2 Sloan Road to Blue Diamond (SR 160)
- I-15 South Sloan Road Interchange
- I-15 South – Stateline to Sloan Road

I-515/US-95/US Projects
- I-515 Freeway Improvements – I-15 to Horizon Drive
- I-515/US-95/US93: Boulder City Bypass Phase 1 Pkg 2A
- I-515/US-95/US93: Boulder City Bypass Phase 1 Pkg 2B
- I-515/US-95/US93: Boulder City Bypass Phase 1 Pkg 3
- I-515/US-95/US93: Boulder City Bypass Phase 2- US-95 to Hoover Dam Bypass

US-95 Northwest Projects
- US-95 Northwest Phase 1 – Rainbow Boulevard (SR 595) to Ann Road
- US-95 Northwest Phase 2 – Ann Road to Kyle Canyon Road (SR 157)
- US-95 Northwest Phase 3 – CC 215 Beltway Interchange
- US-95 Northwest Phase 5 – Kyle Canyon Road (SR 157) Interchange

Northern Nevada Projects
- I-80 – Robb to Vista
- SR-445 – Pyramid Highway Improvements
- US-395 Carson City Freeway Phase 2B – S. Carson St. to Fairview Dr.
- I-580 at Meadowood Mall Way
I 15 North - Phase 2 Package A
Craig Road (SR 573) to Speedway Boulevard
Project Sponsor: NDOT
Project Manager: Dwayne Wilkinson, P.E.
(702) 671-8879

Project Description:
- Part 2 Package A is one of five construction elements that the I 15 North Phase 2 project has been divided into.
- This project consists of pavement restoration, pavement widening into the median between Craig and Lamb, widening of structures G 958 N and G 958 S, and replacement of the existing right of way fence.
- Part 2 Package A includes the construction of the following improvements:
  - Remove & replace PCCP with ACP (Craig to Lamb)
  - Construct ACP (Lamb to Speedway)
  - Pavement widening into median between Craig & Lamb
  - Widen & seismic retrofit for G 958 N & G 958 S and
  - ROW fence replacement
- Improvements will be constructed within the existing 1-15 Right-of-Way.
- Project length: 4.8 miles.

Schedule:
- Planning: Complete
- Environmental: Complete
- Final Design: 2012 - 2014
- Construction: 2015 - 2017

Project Cost Range:
- Engineering: $0.35 - $0.40 M
- Right of Way: $0
- Construction: $13.6 - $14.0 M
- Total Project Cost: $13.95 - $14.4 M

Project Benefits:
- Improve Safety
- Reduce Travel Times
- Decrease Congestion
- Improve Freeway Operations
- Increase life of pavement
- Provide Detour Lanes for Future Corridor Work

Project risks:
- Uncertainty of Future Construction Materials and Labor Costs
- Funding uncertainty for Construction
- Widen bridges within UPRR and private

Financial Fine Points (Key Assumptions):
- Total funding expended for Package A Construction: $0
- Total funding expended for the Environmental Phase for all five construction elements: $875,000
- Construction inflation escalation (2.7%) is to midpoint of construction

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<th>Construction</th>
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I-15 North - Phase 2 Package B
Contract 3526 Under Construction
Craig Road (SR 573) to Speedway Boulevard
Project Sponsor: NDOT
Project Manager: Dwayne Wilkinson, P.E.
(702) 671-8879

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

Schedule:
- Planning: Complete
- Environmental: Complete
- Final Design: Complete
- Advertised: 9/19/2012
- Construction: Completed December 2013

Project Cost Range:
- Engineering: $0.1 M
- Right of Way: $0.0 M
- Construction: $5.5 M
- Total Project Cost: $5.6 M

Project Benefits:
- Improve Freeway Operations
- Improve Safety

What's Changed Since Last Update?
- Scope - No Change
- Schedule - No Change
- Cost - No change

Project risks:
- Uncertainty of Contingency Costs

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

Environmental
Final Design
Construction

January, 2014
I 15 North - Phase 2 Package C
Craig Road (SR 573) to Speedway Boulevard
Project Sponsor: NDOT
Project Manager: Dwayne Wilkinson, P.E
(702) 671-8879

Project Description:
- Part 2 Package C is one of five construction elements that the I 15 North Phase 2 project has been divided into.
- Construct Bridges - widen & seismic retrofit for G-961 N & G-961 S, seismic retrofit only for I-956.
- Improvements will be constructed within the existing I-15 Right-of-Way.

Schedule:
- Planning: Complete
- Environmental: Complete
- Final Design: 2012 - 2014
- Construction: 2016 - 2018

Project Cost Range:
- Engineering: $0.16 - $0.2 M
- Right of Way: $0
- Construction: $3.9 - 4.0 M
- Total Project Cost: $4.06 - $4.20 M

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

What's Changed Since Last Update?
- Scope: No change
- Schedule: No change
- Cost: No change

Project risks:
- Uncertainty of Future Construction Materials and Labor Costs
- Funding uncertainty for Construction
- Widen bridges within UPRR and private Right of Way

Financial Fine Points (Key Assumptions):
- Total funding expended for Package C Construction: $0
- Total funding expended for the Environmental Phase for all 5 elements: $875,000
- Construction inflation escalation (2.7%) is to midpoint of construction

January, 2014
I 15 North - Phase 2 Package D
Craig Road (SR 573) to Speedway Boulevard
Project Sponsor: NDOT
Project Manager: Dwayne Wilkinson, P.E.
(702) 671-8879

Project Description:
- Part 2 Package D is one of five construction elements that the I 15 North Phase 2 project has been divided into.
- This project consists of corridor widening from Craig Rd to Speedway Boulevard from 4 to 6 lanes.
- Improvements will be constructed within the existing 1-15 Right-of-Way.
- Widen 4 bridges over 2 UPRR crossings within UPRR and private Right of Way.
- Project length: 4.8 miles.

Schedule:
Planning: Complete
Environmental: Complete
Final Design: 2012 - 2015
Construction: 2016 - 2017

Project Cost Range:
Engineering: $0.6 - $0.7 M
Right of Way: $0
Construction: $25.7 - $29.4 M
Total Project Cost: $26.3 - 30.1 M

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

What's Changed Since Last Update?
- Scope - No change
- Schedule - No change
- Cost - Current Estimate

Project risks:
- Uncertainty of Future Construction Materials and Labor Costs
- Funding uncertainty for Construction

Financial Fine Points (Key Assumptions):
- Total funding expended for Package D Construction: $0
- Total funding expended for the Environmental Phase for all 5 elements: $875,000
- Construction inflation escalation (2.7%) is to midpoint of construction

Environmental

Final Design

Construction

January, 2014
**Project Description:**
- Phase 2 Package E is one of five construction elements that the I 15 North Phase 2 project has been divided into.
- This project consists of installing ITS elements from the Speedway Blvd to Apex Interchange.
- Improvements will be constructed within the existing 1-15 Right-of-Way.
- Project length: 4.8 miles.

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

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

**Project Benefits:**
- Improve Safety
- Reduce Travel Times
- Decrease Congestion
- Improve Freeway Operations

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

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

**What's Changed Since Last Update?**
- Scope - No change.
- Schedule - Construction depends on funding availability.
- Cost - No change.

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January, 2014
### Project Description:
- This is the third phase of improvements to the I-15 North Corridor between US 95 and Apex Interchange.
- Widen I-15 from four lanes to six lanes from Speedway Boulevard to the Apex Interchange.
- Project length: 4.6 miles

### Schedule:
- Planning: Complete
- Environmental Phase: Complete
- Final Design: 2018
- Construction: TBD

### Project Cost Range:
- Engineering: $10 - $12 million
- Right-of-Way: $3 - $3.6 million
- Construction: $75 - $85 million
- Total Project Cost: $88 - $101 million

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

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

### Financial Fine Points (Key Assumptions):
- Total funding expended for phase 3: $0 (design phase not started)
- Total funding expended for I-15 North Environmental phase: $875,000
- Inflation escalation (2.7%) is to approximate midpoint of construction
- Funding source for this project has not yet been identified.
I 15 North - Phase 4
I 15 / CC 215 Northern Beltway Interchange
Project Sponsor: NDOT
Project Manager: Dwayne Wilkinson, P. E.
(702) 671-8879

Project Description:
- Construct new ramps to complete a system-to-system interchange configuration at the I-15 / CC-215 Las Vegas Beltway interchange.
- Improvements will be constructed within the existing I-15 and CC-215 Right-of-Way.
- This is the last of four phases of improvements to the I-15 North Corridor between US 95 and Apex Interchange (15 miles).

Schedule:
Planning: Complete
Environmental: Complete
Final Design: Start 2013 - 2018
Construction: TBD

Project Cost Range:
Engineering: $7.4 - $14.0 million
Right-of-Way: $1.0 - $5.0 million
Construction: $123.0 - $140.0 million
Total Project Cost: $131.4 - $159.0 million

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

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

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

% Environmental Complete
% Design Complete

January, 2014
Project NEON P3
I-15 Desert Inn Road
Project Sponsor: NDOT
Project Manager: Cole Mortensen, P.E.
(775) 888-7742

Project Description:
- HOV Direct Connector from US 95 to I 15 and I-15 widening improvements from Spaghetti Bowl to south of Sahara; Add/Drop lanes at Oakey/Wyoming
- Local Access Improvements to Las Vegas Downtown Redevelopment
- New access to Alta
- I-15/Charleston Interchange Reconstruction
- Project Length: 4.53 miles
- "This project now includes what was previously Phases 1-4 in a Public Private Partnership delivery.

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

Project Cost Range:
- Engineering: $34 - $36 Million
- Right-of-Way and Utilities: $285 - $295 Million
- Construction: $TBD
- Total Project Cost: $TBD

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

What's Changed Since Last Update?
- Scope - NEPA Re-evaluation approved
- Schedule - The anticipated delivery of Phase 1 has been delayed due to the analysis and development of the P3 RFP
- Cost - No change

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

Financial Fine Points (Key Assumptions):
- Total Funding Expended: $86,700,000
- Inflation escalation (4%) to 2020 approximate midpoint of construction
- Additional Federal, State, Local and Regional Funding will be required
- As a result of the developing P3 project, anticipated costs will be developed.

% Environmental Complete
0 50 100

Design Complete
0 50 100

January, 2014
I 15 Urban Resort Corridor Study

Project Sponsor: NDOT
Senior Project Manager: Jeff Lerud
(775) 888-7589

Project Description:
- The I-15 Urban Resort Corridor Study along I-15 from I-215 (Bruce Woodbury Beltway) to the south, to US 95 (Spaghetti Bowl) to the north.
- Enhance access and mobility within the resort corridor; develop a phased implementation strategy for future improvements to I-15 in the resort corridor area in addition to currently planned improvements.
- Prepare an early action plan for near-term improvements to enhance mobility and operations.

Schedule:
- Planning: Completed
- Environmental: TBD
- Final Design: TBD
- Construction: TBD

Project Cost Range:
- Engineering: TBD
- Right-of-Way: TBD
- Construction: TBD
- Total Project Cost: TBD

Project Benefits:
- Improve capacity, operations, safety, access and mobility.
- Meet stakeholders/public expectations.
- Improve quality of life.
- Support economic development.
- Reduce trip times.

Project risks:
- Consensus building among the resort owners.
- Funding uncertainty.
- Economic development along the corridor could require design changes affecting scope, schedule and budget.

What's Changed Since Last Update?
- Scope - No Change
- Schedule - No Change
- Cost - No Change
- Planning Phase Completed

Financial Fine Points (Key Assumptions):
- Total funding expended: $786,738

Planning complete

January, 2014
I 15 South - Bermuda Road Interchange

Project Sponsor: City of Henderson
Assistant Chief Project Manager: Lynnette Russell, P.E.
(702) 671-6601

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

Schedule:
- Planning: Complete
- Environmental: Complete
- Final Design: 2026 - 2027
- Construction: TBD

Project Cost Range:
(Environmental Phase Estimates)
- Engineering: $16 - $17.5 million
- Right-of-Way: $3.5 - $4 million
- Construction: $128.5 - $134.5 million
- Total Project Cost: $148 - $156 million

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

What's Changed Since Last Update?
- Scope - No Change
- Schedule - No Schedule. Unfunded on 2035 RTP.
- Cost - No Change

Project risks:
- Unit price and property escalation may affect project cost.

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

% Environmental Complete
% Design Complete

January, 2014
I-15 South - Pebble Road Overpass

Project Sponsor: Clark County
Assistant Chief Project Manager: Lynnette Russell, P.E.
(702) 671-6601

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

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

Project Cost Range:
(Environmental Phase Estimates/Removal from RTP)
- Engineering: $6.5 - $7 million
- Right-of-Way: $8 - $10 million
- Construction: $51.5 - $53 million
- Total Project Cost: $66 - $70 million

Project Benefits:
- Interchanges on I-15 reduce congested traffic on the main line and associated regional facilities.
- Connect regional traffic.
- Improve origin destination time of travel.

What's Changed Since Last Update?
- Scope - No Change
- Schedule - This project was removed from 2030 RTP.
- Cost - No Change

Project risks:
- Unit price and property escalation may affect project cost.

Financial Fine Points (Key Assumptions):
- Funding not available until 2040. Project was removed from current Financial Plan. Project costs will be impacted due to inflation.
- Total funding expended for I-15 South Environmental Studies (all phases): $3.5 million
- Funding Source (Financial Plan 2009): Private Developers ($30M)

% Environmental Complete

% Design Complete

January, 2014
I 15 South - Starr Avenue Interchange

Project Sponsor: NDOT
Assistant Chief Project Manager: Lynnette Russell, P.E.
(702) 671-6601

Project Description:

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

Schedule:

Planning: Complete
Environmental: Complete
Final Design: 2010-2014
Construction: 2016-2020

Project Cost Range:

(Environmental Phase Estimates)

Preliminary Engineering: $10 - $11 million
Right-of-Way: $15 - $24 million
Construction: $47 - $66 million
Total Project Cost: $72 - $101 million

Project Benefits:

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

Project risks:

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

Financial Fine Points (Key Assumptions):  

- Total funding expended for Starr Interchange: $122,000
- Total funding expended for I-15 South Environmental Studies (all phases): $3.5 million
- Inflation index distribution of 2% - 5% for year 2024 approximate midpoint of construction.
- Funding Source (RTP 2035): Interstate Maintenance Discretionary ($3.44M), SAFETEA-LU Priority Project ($7.20M), Local Funds ($12.98 M), STP Clark County ($52.80 M) and Public Lands Highways ($1.19 M).
I 15 South - Cactus Avenue Interchange
Project Sponsor: NDOT

Assistant Chief Project Manager: Lynnette Russell, P.E.
(702) 671-6601

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

Schedule:
- Planning: Complete
- Environmental: Complete
- Final Design: Complete
- Advertise: Complete
- Construction: Start 2nd Quarter 2013 - Complete 1st Quarter 2015

Project Cost Range:
(Environmental Phase Estimates)
- Engineering: $5.5 - $6.5 million
- Right-of-Way: $8 - $15 million
- Construction: $43 million
- Total Project Cost: $56.5 - $64.5 million

Project Benefits:
- Reduce congested traffic on I-15.
- Connect regional traffic.

What's Changed Since Last Update?
- Scope - No Change
- Schedule - No Change
- Cost - No change

Project risks:
- Unit price and property escalation may affect project cost.

Financial Fine Points (Key Assumptions):
- Funding expended for Cactus Interchange: $30.7 Million
- Total funding expended for I-15 South Environmental Studies (all phases): $3.5 million
- Inflation index distribution of 2% - 5% is to 2014 approximate midpoint of construction
- Funding Source: Interstate Maintenance Discretionary ($4.9M), SAFETEA-LU High Priority Projects ($16.8M), STP Clark County ($34.9M), National Highway System ($18.2M), Old Ear Mark Remnant (0.14M) and Section 115 Transfer Project (0.9M).
- Construction: 2013 - 2015

| % Environmental Complete | 0 | 50 | 100 |
| % Design Complete | 0 | 50 | 100 |
| % Construction | 0 | 50 | 100 |

January, 2014
Project Description:
- I-15 South from Sloan to Tropicana has been broken into nine (9) Project elements to address funding and constructability opportunities.
- This is one element of the I-15 South Project.
- Widening of Las Vegas Boulevard (parallel to I-15) from St. rose Parkway (SR 146) to Sunset Road from 2 to 3 lanes in each direction.
- Project Length: 7.2 miles
- This project will be constructed in two packages:
  - Package 1: Las Vegas Boulevard from Silverado to Sunset - *Completed as of July 2011
  - Package 2: Las Vegas Boulevard from St. Rose to Silverado Ranch

Project Cost Range:
(Environmental phase estimates):
- Engineering: $4 - $4.5 million
- Right-of-Way: $0
- Construction: $31.5 - $33 million
- Total Project Cost: $35.5 - $37.5 million

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

Schedule:
- Planning: Complete
- Environmental Clearance: Complete
- Final Design:
  - Package 1: Complete
  - Package 2: 70%
- Construction:
  - Package 1: Complete
  - Package 2: TBD

What's Changed Since Last Update?
- Scope: No Change
- Schedule: No Change
- Cost: No Change

Project risks:
- Complexity in maintaining traffic staging, relocating utilities and reducing impacts to traveling public.

Financial Fine Points (Key Assumptions):
- Total NDOT Funding Expended for LV Blvd.: $0
- Total funding expended for I-15 South Environmental studies (all phases): $3.5 million
- Inflation index distribution of 2% - 5% is to 2011 approximate midpoint of construction.
- Funding Source: STP Clark County ($8.3M)
I 15 South - Phase 2
Sloan Road to Blue Diamond (SR-160)
Project Sponsor: NDOT
Assistant Chief Project Manager: Lynnette Russell, P.E.
(702) 671-6601

**Project Description:**
- I-15 South project from Sloan to Tropicana has been broken into nine (9) project phases to address funding and constructability opportunities.
- This is one element of I-15 South Project.
- Widen I-15 from Sloan Road to Blue Diamond Road from 6 to 10 lanes.
- Project Length: 8.2 miles
- This project has been divided in two phases. Phase 2A: Widening I-15 from Sloan to Blue Diamond (SR160) 6 to 8 lanes; and Phase 2B: Widen from Sloan to Blue Diamond (SR160) 8 to 10 lanes, restripe C-D from Blue Diamond (SR160) to Tropicana Ave, replace concrete section between I-215 & Tropicana Ave and replace Tropicana Interchange.

**Schedule:**
- Planning: Complete
- Environmental: Complete
- Final Design: TBD
- Construction: TBD

**Project Cost Range:**
(Environmental Phase Estimates)
- Engineering: $47.5 - $51 million
- Right-of-Way: $0
- Construction: $371 - $392.5 million
- Total Project Cost: $418.5 - $443.5 million

**Project Benefits:**
- Increase capacity
- Improve safety
- Improve access
- Reduce trip times
- Reduce vehicle emissions
- Reduce idling
- Improve driver comfort

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

**Financial Fine Points (Key Assumptions):**
- Funding not available until 2016-2020 per current Financial Plan.
- Total funding expended for I-15 South Environmental Studies (all phases): $3.5 million
- Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction.

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<tr>
<td>Complete</td>
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<td></td>
</tr>
<tr>
<td>Design Complete</td>
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</tbody>
</table>

January, 2014
### Project Description:
- I-15 South Project from Sloan to Tropicana has been broken into nine (9) project elements to address funding and constructability opportunities.
- This is one element of the I-15 South Project.
- Reconstruct interchange at Sloan Road.

### Schedule:
- **Planning:** Complete
- **Environmental:** Complete
- **Final Design:** TBD
- **Construction:** TBD

### Project Cost Range:
(Environmental Phase Estimates)
- **Engineering:** $19.5 - $21 million
- **Right-of-Way:** $35 - $40 million
- **Construction:** $156.5 - $162.5 million
- **Total Project Cost:** $211 - $223.5 million

### Project Benefits:
- Interchanges on I-15 reduce congested traffic on the main line and associated regional facilities.
- Connect Regional traffic.
- Improve origin destination time of travel.

### What's Changed Since Last Update?
- **Scope:** No Change
- **Schedule:** No Change
- **Cost:** No Change

### Project risks:
- Unit price and property escalation may affect project cost.

### Financial Fine Points (Key Assumptions):
- Funding not available until 2026-2030 per current Financial Plan.
- Total funding expended for I-15 South Environmental Studies (all phases): $3.5 million
- Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction
- Funding source (RTP 2035): STP Clark County ($65M)
**Project Sponsor:** NDOT  
**Assistant Chief Project Manager:** Lynnette Russell, P. E.  
(702) 671-6601

**Project Description:**
- Reconstruct interchange ramps at Primm, Jean and Sloan Interchanges to address safety issues.
- Signing improvements with DMS signs on I-15.
- Shoulder improvements.

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

**Project Cost Range:**
- **Engineering:** $3 - $4 million  
- **Right-of-Way:** TBD  
- **Construction:** $35 - $50 million  
- **Total Project Cost:** $38 - $54 million

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

**What's Changed Since Last Update?**
- Scope: Scope modified to Safety project  
- Schedule: No Change  
- Cost: No Change.

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

**Financial Fine Points (Key Assumptions):**
- Total funding expended: $0  
- Funding: Government Services Tax $52 Million  
- Inflation Index of 3% is to approximate midpoint of construction.
**I 515 Freeway Improvements**

**Feasibility Study**

Rancho Drive at 95 to Charleston at I-515 on the US 95 / I-515

Project Sponsor: NDOT

Senior Project Manager: Dwayne Wilkinson

(702) 671-8879

---

<table>
<thead>
<tr>
<th>Project Description:</th>
</tr>
</thead>
<tbody>
<tr>
<td>● Preliminary feasibility study will analyze traffic operations and safety from Rancho to Charleston (5.13 miles) and identify improvement phasing to address corridor needs.</td>
</tr>
<tr>
<td>● Reporting on the feasibility study to begin in 2014; draft EIS withdrawn in FY 2013 will no longer be reported on.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Schedule:</th>
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<tbody>
<tr>
<td>Planning:</td>
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<tr>
<td>Complete</td>
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<tr>
<td>Feasibility Study:</td>
</tr>
<tr>
<td>2014</td>
</tr>
<tr>
<td>Environmental:</td>
</tr>
<tr>
<td>2014-2016</td>
</tr>
<tr>
<td>Final Design:</td>
</tr>
<tr>
<td>TBD</td>
</tr>
<tr>
<td>Construction:</td>
</tr>
<tr>
<td>TBD</td>
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</table>

<table>
<thead>
<tr>
<th>Project Cost Range:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineering:</td>
</tr>
<tr>
<td>TBD</td>
</tr>
<tr>
<td>Right-of-Way:</td>
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<tr>
<td>TBD</td>
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<tr>
<td>Construction:</td>
</tr>
<tr>
<td>TBD</td>
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<tr>
<td>Total Project Costs:</td>
</tr>
<tr>
<td>TBD</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>What’s Changed Since Last Update?</th>
</tr>
</thead>
<tbody>
<tr>
<td>● Scope - Feasibility study to analyze improvement potential from Rancho to Charleston (5.13 miles)</td>
</tr>
<tr>
<td>● Schedule - RFP anticipated to go out Spring 2014</td>
</tr>
<tr>
<td>● Cost - Overall construction costs TBD</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Benefits:</th>
</tr>
</thead>
<tbody>
<tr>
<td>● Feasibility study will identify operational efficiency, capacity and safety improvements that can be phased based on funding availability.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project risks:</th>
</tr>
</thead>
<tbody>
<tr>
<td>● Individual phases and funding obligations are unknown at this time.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Financial Fine Points (Key Assumptions):</th>
</tr>
</thead>
<tbody>
<tr>
<td>● Concrete financial impact is unknown at this time, but the goal is to phase the work beginning in FY 2017</td>
</tr>
</tbody>
</table>

---

% Environmental Complete | January, 2014
---|---
0 | Nevada DOT
US 93 / US 95 Boulder City Bypass - Phase 1 Pkg 2A
Foothill Drive to US 95
Project Sponsor: NDOT
Senior Project Manager : Tony Lorenzi, P.E.
(775) 888-7317

Project Description:
- Phase 1 has been re-packaged: Package 1 - Right-of-Way Acquisitions
- Package 2A - Tortoise Fencing/Plant Salvaging
- Package 2B - Frontage Road/Retaining wall/Henderson Utilities
- Utility Relocations done prior to Package 3
- Package 3 - Mainline from Foothills Grade Separation to Silverline Road
- Package 4 - Eliminated. Split in two sections (north half will be incorporated into Package 3 and the southern half will be added to RTC's Design-Build contract for Phase 2)
- Package 5 - Mainline/RR Bridge (to be built with Package 3)
- Realignment of US 93 / US 95 to create an access controlled facility from Foothill Drive to US 95.
- One new diamond interchange and one new half interchange along with one Frontage Road will be constructed.
- Direct Connector Ramps from the new facility to and from US 93 will be constructed.
- Direct Connector Ramps from US 95 to the new facility will be constructed.
- Existing access will be perpetuated.
- Project length: 3 miles.

Schedule:
Planning:
Complete
Environmental:
Complete
Final Design:
Package 3 design in progress
Construction:
Package 2A Complete;
Package 2B advertised Dec 18, 2013 and will bid Jan 30, 2014

Project Cost Range:
(Final Design Phase Estimates)
Engineering:
$5 - $8 million
Right-of-Way:
$10 - $22 million
Construction:
$115 - $132 million
Total Project Cost:
$130 - $162 million

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

What's Changed Since Last Update?
- Scope - No change
- Cost - Cost range changed based on new engineering estimate.
- Package 2 divided into 2A and 2B

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

Project risks:
- Concurrent utility relocations may affect schedule.
- Unit price and property escalation may affect project cost.
- Resource conflict with other on-going projects.
- Right-of-Way acquisition schedule
- Utility Agreements are a major risk as we get closer to doc date
- A study was published announcing the presence of Naturally Occurring Asbestos in the project vicinity. Further studies are necessary to quantify the amount of asbestos.

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

<table>
<thead>
<tr>
<th>% Design Complete</th>
<th>0 50 100</th>
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<tbody>
<tr>
<td>% Row Complete</td>
<td>0 50 100</td>
</tr>
<tr>
<td>% Construction</td>
<td>0 50 100</td>
</tr>
</tbody>
</table>

January, 2014

23
US 93 / US 95 Boulder City Bypass - Phase 1
Package 2B
Foothill Drive to US 95
Project Sponsor: NDOT
Senior Project Manager: Tony Lorenzi, P.E.
(775) 888-7317

<table>
<thead>
<tr>
<th>Project Description:</th>
<th>Schedule:</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Construct West Frontage Road to Subgrade</td>
<td>Planning:</td>
</tr>
<tr>
<td>- Construct Retaining Wall</td>
<td>Completed</td>
</tr>
<tr>
<td>- Construct Drainage Features</td>
<td>Environmental:</td>
</tr>
<tr>
<td>- Relocate Henderson Utilities (sewer and water)</td>
<td>Completed</td>
</tr>
<tr>
<td>Project Benefits:</td>
<td>Final Design:</td>
</tr>
<tr>
<td>- Improves operations for Trucks from US 93 to US 95</td>
<td>Completed</td>
</tr>
<tr>
<td>- Improves local circulation</td>
<td>Construction:</td>
</tr>
<tr>
<td>- Provides complete utility corridor for all underground utilities</td>
<td>Begin spring 2014</td>
</tr>
<tr>
<td>- Improves Truck access to Industrial area</td>
<td>Project Cost Range:</td>
</tr>
</tbody>
</table>

(Final Design Phase Estimates)

- Engineering: $350 - $500 k
- Construction: $11 - $13 million
- Total Project Cost: $11 - $14 million

What's Changed Since Last Update?
- Scope: No change
- Schedule: Construction moved to Spring of 2014
- Cost: Cost range changed based on updated engineering estimates
- A portion of the Frontage Road will be paved with Package 2B
- Major utility relocations taken out of Package 2B and will be done prior to Package 3

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

Financial Fine Points (Key Assumptions):
- Total funding expended (Engineering & Right-of-Way): $286,491
- Inflation escalation (4%) is to 2015 approximate midpoint of construction.
- Additional Federal, State, Local, and Regional Funding will be required.

<table>
<thead>
<tr>
<th>Final Design completed</th>
<th>Construction completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
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<tr>
<td>50</td>
<td>50</td>
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<tr>
<td>100</td>
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</tbody>
</table>

January, 2014
US 93 / US 95 Boulder City Bypass - Phase 1 Package 3
Foothill Drive Grade Sep to Silverline Road
Project Sponsor: NDOT
Senior Project Manager: Tony Lorenzi, P.E.
(775) 888-7317

Project Description:
- Realignment of US 93 / US 95 to create an access controlled facility from Foothill Drive to US 95.
- One new diamond interchange along with one Frontage Road will be constructed.
- Direct Connector Ramps from the new facility to and from US 93 will be constructed.
- Direct Connector Ramps from US 95 to the new facility will be constructed.
- Existing access will be perpetuated.
- Project length: 2 miles

Schedule:
Planning: Completed
Environmental: Completed
Final Design: Package 3 Advertise
Summer 2014
Construction: Fall 2014

Project Cost Range:
(Final Design Phase Estimates)
Engineering: $750k - $1 million
Right-of-Way: Incidental
Construction: $57 - $65 million
Total Project Cost: $58 - $66 million

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

Project risks:
- Unit price and property escalation may affect project
- Resource conflict with other on-going projects
- Field Changes
- Increased Roadway Excavation unit prices due to additional blasting
- Design omissions
- Landscaping redesign
- Hazardous materials found during construction
- A study was published announcing the presence of Naturally Occurring Asbestos in the project vicinity. Further studies are necessary to quantify the amount of asbestos.

Financial Fine Points (Key Assumptions):
- Total funding expended for BC Bypass Environmental studies (all phases): $5,199,679
- Inflation escalation (4%) is to 2016 approximate midpoint of construction.
- Project is completely funded for FY2014

% Design Complete
% ROW Complete
January, 2014
US 93 / US 95 Boulder City Bypass - Phase 2
Silverline Road north of US 95 to the Nevada Interchange

Project Sponsor: NDOT
Senior Project Manager: Tony Lorenzi, P.E.
(775) 888-7317

Project Description:
- Provide extension of Phase I from north of the US 95 to tie into the Hoover Dam Bypass at Nevada Interchange
- Provide limited access bypass to the south of Boulder City for US 93 traffic
- 4 lane divided highway facility
- Require several bridge structures over existing access roads and to provide wildlife access
- NDOT working with RTC to administer Design-Build Procurement for Phase 2
- Project length: 12.5 miles
- Project was approved to be administered using Design-Build delivery method by the RTC Board of Commissioners following the passage of AB413 for fuel tax index Bill

Schedule:
Planning: Complete
Environmental: Complete
Construction: 2015-2018

Project Cost Range:
(Planning phase estimates)
Engineering: $15 - $25 million
Right-of-Way: $2 - $4 million
Construction: $250 - $350 million
Total Project Cost: $270 - $380 million

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

Project risks:
- Aggressive procurement schedule - need to start construction Fall 2014
- Unit price escalation may affect project cost.
- Difficult design & construction issues in a mountainous terrain may affect cost & schedule.
- A study was published announcing the presence of Naturally Occurring Asbestos in the project vicinity. Further studies are necessary to quantify the amount of asbestos.

Financial Fine Points (Key Assumptions):
- Total funded Expended (Engineering & Right-of-Way): $3,146,218
- Total funding Expended for BC Bypass environmental studies (all phases): $5,199,679
- Inflation escalation (4%) is to 2016 approximate midpoint of construction.
- RTC Southern Nevada to fund majority of work using AB413 fuel tax indexing revenues

% Design Complete
0 50 100
% ROW Complete
0 50 100

What's Changed Since Last Update?
- Scope - Package 4 of Phase 1 was eliminated by splitting into two segments. The southern half was incorporated into Phase 2 project limits
- Schedule - RTC of Southern NV to proceed with Design/Build: RFP to be issued in spring of 2014
- Cost - Currently the RTC has a construction cost estimate of approximately $275 million

% Design Complete
% ROW Complete

January, 2014
### US 95 Northwest - Phase 1

**Rainbow Boulevard (SR 595) to Ann Road**

**Project Sponsor:** NDOT

**Project Manager:** Cole Mortensen, PE

(775) 888-7742

**Contractor:** Capriati Construction

### Project Description:
- This is the first phase of the US 95 Northwest Project that extends from Washington Avenue to Kyle Canyon Road.
- Alleviate congestion within the corridor by increasing capacity.
- Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning
- Phase 1 Extends from Rainbow Boulevard to Ann Road
- Project length: 6.02 miles

### Schedule:
- **Planning:** Complete
- **Environmental:** Complete
- **Final Design:** Complete
- **Advertise Project:** Complete
- **Construction:** Complete July 2013

### Project Cost Range:
*(Construction Phase Estimates):*

- **Engineering:** $3.5 million
- **Right-of-Way:** $0.1 million
- **Construction:** $82.4 million

**Total Project Cost:** $86.0 million

### Project Benefits:
- Increase capacity
- Improve safety
- Improve access
- Meet stakeholder/public expectations
- Reduce trip times
- Reduce vehicle emissions
- Reduce idling
- Beautiful corridor
- Improve driver comfort

### What’s Changed Since Last Update?
- Scope - No change
- Schedule - No change
- Cost - No change

### Project risks:
- Change in site conditions
- Contractor delays

### Financial Fine Points (Key Assumptions):
- Total Expended for Construction: $80 - $83 million
- Total Expended for Final Design: $3.6 million
- Total Expended for Environmental Studies (all US 95 Northwest phases): $4.8 million
- Funding source:
  - *$60 million AB 595
  - *$42.5 million Federal
  - *$2.3 million State

### % Construction Complete

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>0</td>
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<td>50</td>
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<td>100</td>
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January, 2014
# US 95 Northwest - Phase 2A

**Ann Road to Durango Drive**

**Project Sponsor:** NDOT

**Project Manager:** Dwayne Wilkinson, P.E.

(702) 671-8879

## Project Description:
- This is the second phase of the US 95 Northwest Project that extends from Washington Avenue to Kyle Canyon Road.
- Alleviate congestion within the corridor by increasing capacity.
- Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning.
- Project length: 3.038 miles MP CL 90.591-93.629.
- This project is anticipated to be constructed in 2 packages:
  - Package A: Ann to Durango
  - Package B: Durango to Kyle Canyon

## Schedule:

<table>
<thead>
<tr>
<th>Planning</th>
<th>Complete</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental</td>
<td>Complete</td>
</tr>
<tr>
<td>Final Design</td>
<td>2013</td>
</tr>
<tr>
<td>Construction</td>
<td>2014</td>
</tr>
</tbody>
</table>

## Project Cost Range:

**Environmental Phase Estimates**:
- **Engineering:**
  - $5.5 - $6.5 million
- **Right-of-Way:**
  - $0, No acquisitions required
- **Construction:**
  - $75 - $85 million
- **Total Project Cost:**
  - $81 - $92 million

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

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

## Financial Fine Points (Key Assumptions):
- Total funding Expended for Phase 2: $1.32 million
- Total funding Expended for US 95 Northwest Environmental Studies (all phases): $5 million
- Inflation escalation (2.7%) to midpoint of construction in 2017
- Funding source: TBD

## What's Changed Since Last Update?
- Scope - No change
- Schedule - Construction to begin March 2014
- Cost - No change

| January, 2014 | 28 | 28 |

---

### % Design Complete

| 0 | 50 | 100 |

### % Construction Complete

| 0 | 50 | 100 |
US 95 Northwest - Phase 3 Clark County 215 Interchange

Project Sponsor: NDOT and Clark County
Senior Project Manager: Dwayne Wilkinson, P. E. (702) 671-8879

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

Schedule:
- Planning: Complete
- Environmental: Complete
- Final Design: Ongoing; Complete Phase 3A Design (Spring 2015)
- Construction: TBD

Project Cost Range:
(Final Design Phase Estimates):
- Engineering: $13.6 - $14.3 million
- Right-of-Way: $0 - $0.4 Million
- Construction: $219 - $276 million
- Total Project Cost: $233 - $290 million

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

What's Changed Since Last Update?
- Scope - The project is anticipated to be constructed in 5 packages.
- Schedule - Phase 3A to be delivered in FY2015
- Cost - No Change

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

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

% Design Complete of Phase 3A: 0%
% ROW Complete: 0%
US 95 Northwest - Phase 5 Kyle Canyon Road Interchange

Project Sponsor: City of Las Vegas and NDOT
Senior Project Manager: Dwayne Wilkinson, P.E.
(702) 671-8879

Project Description:
- This is the fifth phase of the US 95 Northwest Project that extends from Washington Ave to Kyle Canyon Road.
- Alleviate congestion within the corridor by increasing capacity.
- Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning.
- Construct new interchange at Kyle Canyon Road.

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

Project Cost Range:
Engineering: $2.5 - $3 million
Right-of-Way: $1 - $1.5 million
Construction: $32 - $36.5 million
Total Project Cost: $35.5 - $41 million

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

What's Changed Since Last Update?
- Scope - No change
- Schedule - No change
- Cost - No change

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

Financial Fine Points (Key Assumptions):
- Total Expended for Final Design: $0 (Design phase not started)
- Total Expended for Environmental Studies (all US 95 Northwest phases): $5 million
- Inflation escalation (4%) to midpoint of Construction in 2027
- Funding source: TBD

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

## Schedule:
- Planning:
  - 2008 - 2014
- Environmental:
  - TBD
- Final Design:
  - TBD
- Construction:
  - TBD

## Project Cost Range:
(Planning Phase Estimates)
- Engineering:
  - $85 - $105 million
- Right-of-Way:
  - $95 - $125 million
- Construction:
  - $900 - $1.1 billion
- Total Project Cost:
  - $1.08 billion - $1.33 billion

## Project Benefits:
- Improve operations and capacity along I-80.
- Improve safety
- Provide better connectivity between I-80 and I-580/US 395.
- Accommodate future projected traffic.

## What's Changed Since Last Update?
- Scope - No change
- Schedule - Planning extended
- Cost - No change

## Project risks:
- Limited Right-of-Way
- Phase II and beyond unfunded - delay in identifying needed funds will affect schedule and increase costs.
- Environmental process not started - Project cost, scope and schedule may be impacted.
- Resources may need to be reallocated to higher priority projects - project cost, scope and schedule may be impacted.

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

### Planning Complete
*January 2014*
**US 395 North - McCarran Blvd to Stead Blvd**

Project Sponsor: NDOT  
Senior Project Manager: Jeff Lerud, P.E.  
(775) 888-7589

### Project Description:
- Widen US 395 to increase capacity and improve traffic operations.
- Modify interchange ramps and cross streets as necessary to improve operations.
- Widen bridge structures at Stead, Lemmon Drive, Golden Valley, UPRR, Virginia Street, Panther Valley, Parr Blvd and Clear Acre Lane if necessary.
- Perpetuate drainage features.
- Replace and install new signs.

### Schedule:
- Planning: TBD
- Environmental: TBD
- Final Design: TBD
- Construction: TBD

### Project Cost Range:
(Planning Phase Estimates)
- Engineering: $7 - $9 million
- Right-of-Way: $3 - $6 million
- Construction: $70 - $85 million
- Total Project Cost: $80 - $100 million

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

### What's Changed Since Last Update?
- Scope - No Change
- Schedule - The project has been put on hold subject to funding availability.
- Cost - No Change

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

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

Planning Complete: 0%  
January, 2014
SR 445 Pyramid Highway Improvements
Project Sponsor: Washoe County RTC and NDOT
Washoe RTC Project Manager: Doug Maloy, P.E.
NDOT Project Manager: Dale Keller, P.E.
Phone: (775) 888-7603

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

Schedule:
Planning:
Complete Environmental: 2010 - 2014
Final Design: TBD
Construction: TBD

Project Cost Range:
(Planning phase estimates)
Engineering: $40M - $60M
Right-of-Way: $100M - $150M
Construction: $410M - $660M
Total Project Costs: $550M - $870M

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

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

Financial Fine Points (Key Assumptions):
- Total RTC Funding Expended - $7,300,000
- Inflation escalation (2.7%) to midpoint of construction in 2020

% Environmental Complete

January, 2014
US 395 Carson City Freeway - Phase 2B
South Carson Street to Fairview Drive

Project Sponsor: NDOT
Project Manager: Jeff Lerud, P. E.
(775) 888-7589

Project Description:
- This project will be delivered in four packages. Construction is complete for Phase 2B Packages 1 & 2.
- Phase 2B Package 3 & 4 will complete the remainder of the project.
- Construct 3 miles of 4 lane access controlled Freeway which will complete the nine mile system around the state Capitol.
- Complete the interchange at Fairview Drive - providing full traffic movements.
- Construct the South Carson Street Interchange.
- Construct over four miles of sound walls to mitigate traffic noise.
- Construct flood control facilities including detention basins, channels, box culverts, and the Freeway drainage system.
- Project length: 3.37 miles.

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

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

Project Benefits:
- Relieve traffic congestion on Carson Street through Carson City and local streets along the freeway corridor.
- Reduce travel times through the region.
- Provide flood control protection.
- Improve opportunities for economic development along the corridor and downtown.

What's Changed Since Last Update?
- Scope - Package 3 & 4 will complete the remainder of the Freeway
- Schedule - TBD
- Cost - No change

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

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

% Design Complete 0 50 100
% ROW Complete 0 50 100

January , 2014
# I 580 at Meadowood Mall Way

**Project Sponsors:** Washoe County Regional Transportation Commission and Nevada Department of Transportation  
Washoe RTC Project Manager: Michele Dennis, P.E.  
Phone: (775) 335-1861  
NDOT Project Manager: Adam T. Searcy, P.E.  
(775) 888-7597  
Contractor: Meadow Valley Contractors

### Project Description:
- Construct grade separation at I 580 and Meadowood Mall Way.  
- Extend Meadowood Mall Way from S. Virginia Street to Kietzke Lane.  
- Add I 580 southbound off- and northbound on-ramps at Meadowood Mall Way.  
- Add frontage roads between Neil Road and Meadowood Mall Way.

### Schedule:
- **Final Design:** Complete  
- **Construction:** Substantial Completion, 2nd quarter 2013

### Project Cost Range:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineering</td>
<td>$7 million</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>$5 million</td>
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<tr>
<td>Construction</td>
<td>$22 - $24 million</td>
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<tr>
<td><strong>Total Project Cost</strong></td>
<td><strong>$34 - $36 million</strong></td>
</tr>
</tbody>
</table>

### Project Benefits:
- Accommodate present and future traffic demand entering and exiting I 580.  
- Reduce traffic volumes at the on- and off-ramps in the project area.  
- Improve the levels of service (LOS) at several key intersections in the project area.  
- Provide additional Freeway access to reduce the volume of traffic using the south Virginia Street ramps.  
- Reduce traffic at the intersection of South McCarran Blvd./South Virginia Street.  
- Improve traffic circulation on arterial streets in the area.

### Project Risks:
- Complex construction in an urban/retail commercial area.  
- Complexity in maintaining traffic, and reducing impacts to retail businesses.  
- Simultaneous construction administered by RTC in project limits.

### What's Changed Since Last Update?
- **Scope** - No Change  
- **Schedule** - Traffic opening was achieved on 11/21/12 - Substantial completion anticipated June 2013.  
- **Cost** - No Change

### Financial Fine Points (Key Assumptions):  
- $22 million ARRA Federal Stimulus Funds applied to awarded Contract 3389

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**January, 2014**
4.0 COMPLETED MAJOR PROJECTS

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

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

For the quarter ending on December 31, 2013, two major projects were completed: I-580 at Meadowood Mall Way and US95 NW Phase 1.

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

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