



Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
February 8, 2016 – 9:00 a.m.

AGENDA

1. Receive Director's Report – *Informational item only.*
2. Public Comment – limited to no more than three (3) minutes. The public may comment on Agenda items prior to action by submitting a request to speak to the Chairman before the Meeting begins. *Informational item only.*
3. January 11, 2016 Nevada Department of Transportation Board of Directors Meeting Minutes – *For possible action.*
4. Approval of Agreements over \$300,000 – *For possible action.*
5. Contracts, Agreements, and Settlements – *Informational item only.*
6. Public Auction – *For possible action.*

Disposal of NDOT right-of-way, located at SR-659 (McCarran Boulevard) formerly known as SR-650, at Glendale Avenue, in the City of Sparks, County of Washoe, State of Nevada SUR 04-29
7. Receive Quarterly Report on the Status of Project NEON – *Informational item only.*
8. Receive a Report on the Nevada Electric Highway on US-95 – *Informational item only.*
9. Old Business
 - a. Report of Outside Counsel Costs on Open Matters – *Informational item only.*
 - b. Monthly Litigation Report – *Informational item only.*
 - c. Fatality Report dated January 25, 2016 – *Informational item only.*
 - d. Annual Crash and Fatal Comparison Between 2014 and 2015 – *Informational item only.*
 - e. Annual Report on the Freeway Service Patrol – *Informational item only.*
10. Public Comment – limited to no more than three (3) minutes. The public may comment on Agenda items prior to action by submitting a request to speak to the Chairman before the Meeting begins. *Informational item only.*
11. Adjournment – *For 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 and at the District III Office located at 1951 Idaho Street, Elko, Nevada.
- Copies of non-confidential supporting materials provided to the Board are available upon request.
- Request for such supporting materials should be made to Holli Stocks at (775) 888-7440 or hstocks@dot.state.nv.us. Such supporting material is available at 1263 South Stewart Street, Carson City, Nevada 89712 and if available on-line, at www.nevadadot.com.

This agenda was 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
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Governor Brian Sandoval
Lieutenant Governor Mark Hutchison
Controller Ron Knecht
Frank Martin
Tom Skancke
Len Savage
BJ AlMBERG
Rudy Malfabon
Bill Hoffman
Dennis Gallagher

Sandoval: Good morning everyone, I will call the Department of Transportation Board of Directors Meeting to order. Happy new year everyone. I trust you had a restful and safe holiday. I'm glad to be back, I don't know about all of you guys. I'm eager to get to work. Let's commence with Agenda Item No. 1, Presentation of Retirement Plaques to 25+ year employees.

Malfabon: Thank you Governor and good morning Board Members. What I'm going to do is, go through the retirement plaques and then the awards and then we'll do the photo ops.

We have quite a few retirements, once again, so I'll go through the list. Those that are present will be welcome to come up at the appropriate time to take a photo opportunity with the Board Members. John Kohot is the Highway Maintenance Supervisor 1, at Immigrant Pass in Elko, 29 years of service. Paul Saucedo, who has appeared before the Board many times to present right-of-way items, retired as the Chief of the Right-of-Way Division, 29 years of service. Kal Boni, the Highway Maintenance Manager in Tonopah, for District 1, 32 years of service. Laura Marden, Equipment Operator Instructor in Winnemucca, 31 years of service. George Klockzien, Professional Engineer in Carson City, 25 years of service. Daniel Wortman, IT Professional 3, in our IT Section, 30 years of service. Sydnie Platt Schlachta, our Transportation Planner Analyst 3, Planning Roadway Systems, 25 years of service. Todd Devito, IT Manager 3, in Carson City, 25 years of service. Michael Heit, IT Professional 4 in Information Technology here in Carson City, 25 years of service. With all of those folks the best in their retirement.

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Governor, I wanted to mention that we certainly see quite a large percentage of retirees in the Department. Hence, you'll see some requests, while we are filling some of these vacancies, at the Board of Examiners, to bring some of these folks back to either train new people or to perform a service for us for a short period of time. I just wanted to give you a heads up about those requests.

Sandoval: I don't want to distract from these folks and their service. So, we'll have that conversation at the Board of Examiners.

Malfabon: So, as I said, we'll have those folks come up. Just to get a sense of how many are present, will those folks rise if they're present? Hello. So, only one person. We're going to move to—we're going to do the awards, so that it wasn't so disruptive and then we'll do the pictures.

If I may, I'll continue on with the presentation of awards. I wanted to start out with one that's recognized by the American Association of State Highway and Transportation Officials. What they do is they track meritorious service, in Department of Transportation and we have two gentleman from NDOT that were recognized for 25 years of service. Casey Connor, Ken Mammen. We'll have them come up and get their pins and their certificates during this portion, once we have the photo opportunities.

Continuing on with the awards. We have many, as you can see before me. First one was the American Public Works Association, 2015 Project of the Year for the Environmental Category, for State Route 207, Reconstruction and Water Quality Improvement. We received this award from American Public Works Association recently. The project improved water quality by constructing and improving water quality basins and stabilizing road shoulders. In addition, successful public outreach efforts and an innovative traffic control plan help reduce congestion time from three years to one. By addressing water quality, aesthetic and safety improvements, the project will continue to significantly improve the health of Lake Tahoe for decades to come. I know that this Board is very aware that water quality is important to the Department of Transportation, as we've really beefed up that program. Not only just in response to the EPA, but just to be in compliance with the Clean Water Act.

The next award winning project was the F Street Underpass. That was selected by the American Public Works Association as the 2015 Project of the Year, Transportation Category, \$10M-\$20M. This was a collaboration with the City of Las Vegas, it was important to the community there to reopen the F Street connection, more directly underneath the freeway, Interstate 15. The project

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reconnected historic west side with downtown Las Vegas, reestablishing the vital social, culture, economic link for local businesses, residents and visitors. One of the great aspects of this project was the aesthetics that were incorporated in the bridges, that harken back to the west side's history. Had some murals of Civil Rights and community leaders included in that.

The next one was Public Relations Society of America, Nevada Chapter, the 2015 Pinnacle Awards. This was joint with Director Wright and the Office of Traffic Safety, thank you for being here Director Wright, from the Department of Public Safety. So, we were awarded the Pinnacle Awards for partnering efforts in the Zero Fatalities campaign. We've reported to the Board previously that we have great success in getting people to recognize this brand, this Zero Fatalities campaign and to understand the goals of the campaign. The 2015 Best of Show Pinnacle Award in the Tools and Techniques Category for Social Media Videos and Posts about Bicycle Safety. The videos and posts brought awareness about safe roadway behaviors among drivers and cyclists on Nevada roadways. It's also a good opportunity to present some of the new laws, like giving bicyclists enough space. The three foot law that was recently enacted.

Another First Place for the 2015 Pinnacle Award went to Zero Fatalities, Nevada Rider Chalkboard online video about motorcycle safety.

I don't know if we have that video, but we do have one for the Silver Telly Award. This one was very touching. The Telly Award, it honors the very best film and video productions across the nation and we are proud to be awarded the highest honor, the Silver Telly on the online video category for Jayme's Story. The video tells the heartbreaking story of a tragic car crash that killed Jayme—from the perspective of both from the victim's mother and the distracted driver. If we could show that video. [video plays] Very touching video and we're grateful for Jayme's mother putting her time into that, especially with Jayme's son and it's very emotional. We can't control other driver's behavior but we can control our own behavior. Unfortunately, we see in Nevada, we had about 321, I think fatalities in 2015, which is an increase of about 30 more than the previous year. So we do have a challenge ahead of us, but if we can take personal responsibility of our driving habits, we can hopefully drive those numbers down.

I'm going to go ahead, if the Board could come up front and we'll start taking photo opportunities. First with the retirements, I noticed that Betty Green was in the audience. So, Betty, we didn't—how many years do you have?

Green: 30.

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Malfabon: I wanted to mention one that I—we didn't get in the write up but Janelle Thomas and Tony [inaudible], District 2, were recently awarded the Blue Ribbon Award by Lake Tahoe South Shore Chamber of Commerce in recognition from the South Shore businesses and it was recognizing them for their [inaudible] Tahoe South Shore. What they do is, a lot of the coordination of permits, working with business owners, anything that affects our highways in that area, they work directly with the business owners. If you could, Janelle and Tony? It was a quite prestigious to get recognized by the Chamber of Commerce. I think we always have and are supportive of the businesses.

[Photos Taken]

Malfabon: I think that concludes the awards. Thank you. We're very proud of our staff and the agencies we coordinate with to present award winning programs such as what we covered.

Governor, I do have a request to take one item out of order at the appropriate time. It would flow better if we take the USA Parkway Award and present that to the Board, that's Item No. 18, present it before Item No. 6, which is Approval of Contracts over \$5,000,000. With that, I can proceed with the Director's Report.

Sandoval: Please proceed.

Malfabon: Thank you Governor. The Special Session was held recently, December 16th through 19th to discuss tax incentives, workforce development issues and the Faraday Future economic impacts in Southern Nevada. What NDOT is looking at is \$48M in transportation improvements. There were other infrastructure improvements that are necessary, but they don't involve NDOT.

The four items we're looking at proceeding with to support the Apex Industrial Center and Faraday Future, specifically, are the reconstruction of the I-15 and US-93 interchange, which is also referred to as the Garnet Interchange; widening of US-93 for five miles north of that interchange; and, constructing a single left turn flyover into the Industrial Center from northbound US-93; and realigning the frontage road which runs on the north side of I-15 there, State Route 604.

What we're going to proceed with is issuing an RFP for environmental clearances, preliminary engineering work. We anticipate that the best means of developing this project would be delivery through the design-build process, would be the quickest method of delivery. It's what we've used in other economic

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development projects in order to beat a schedule. The next slide will show you a map of the area and the Concept Car, the FF01 Concept Car. It's an electric, autonomous vehicle that will be produced there.

Governor, the New Nevada that you're building and leading the charge on is very exciting for the Department of Transportation to have this type of technology, manufactured here in the State. We have Tesla, we have Switch, we have a lot going for our State under the New Nevada initiatives. So, thank you for your leadership in that.

You can see on the map, the yellow area kind of running from the upper part of that graphic is where the widening takes place. Then there's the left turn flyover about three miles up from the interchange. Realigning the frontage road is that hash line. There's the interchange as well that are depicted on that map. A lot of work to do but we're definitely set up well and we have good success in delivering these types of projects rapidly through a design-build process.

A little bit on federal funding. I reported last month that the FAST Act was signed on December 4th. One of the things that happened subsequently was the approval of the Omnibus Appropriations Bill by Congress at the end of December. One of the things contained in that bill had to do with earmarks and unused earmarks. We actually have expended our earmarks to the point that more than 10% has been expended. One of the measures included in that Appropriations Bill was to allow states that have remaining earmarks that were less than 10% spent, to use them on other projects within a 50-mile vicinity of the original project.

We were concerned initially that Congress was going to take all this money in and then redistribute it. We've always made sure that we use our earmarks, even some projects that are on the way, such as the Laughlin Bridge where Clark County is looking at a new bridge over the Colorado River, we still work with our partners to expend earmarks appropriately so they weren't at risk of being lost.

It won't have a major effect on NDOT or our partners because we've expended most of the earmarks to the point where they're over 10%, has been used. It's not going to be affected by that, but as I said, we were looking at a negative and now it's turned into something that's more flexible. We still have those projects on the books that we're working with our partner agencies. The earmarks, as you know, went away and SAFETEA-LU was probably the last bill that had the earmarks. It was August of 2005. That gives you a sense of, it's been over 10 years since those earmarks were sitting around.

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Governor, thank you for addressing the group of participants at this Automated Vehicle Policy Workshop. There were over 120 attendees. Director Wright was there from the Department of Public Safety. We had representatives from the Department of Motor Vehicles. The Governor's Office had staff there. It was done in concert with the organization of the State DOTs, AASHTO and their counterpart with the DMVs across the nation, AAMVA. The important thing was to get with the manufacturers, with insurance companies, with the data sectors to talk about what policies need to be put in place, not to over regulate or to stifle this emerging technology but to work with the stakeholders in this area to make sure we can set a path forward and support the implementation of this technology in our transportation system across the nation.

It was a lot of good discussion. More to be summarized that will be presented to the Board. This actually just keeps the conversation going and I'm sure that there will be other venues later this year, but we're going to continue the discussion with the same partners. It was very timely, right before CES, so a lot of those companies were in town and very engaged in the conversation.

Last Friday, US DOT Secretary Foxx who was actually in town, in Las Vegas for CES, touring some of the new technologies related to transportation, was able to address a group of local transportation leaders and business leaders. There you see Rossi Ralenkotter from the Las Vegas Convention and Visitors Authority, Mayor Goodman, Congresswoman Dina Titus had assembled this group. Working with the RTC of Southern Nevada and several County Commissioners were present. There you see Chris Giunchigliani.

A lot of the conversation was about local leadership on transportation issues. I know that Tina Quigley from the RTC of Southern Nevada has led the charge, along with Rossi and a large group of stakeholders to develop a Transportation Investment Plan, a TIBP. That's what you might have read in the newspaper that includes some solutions such as a light rail system. Secretary Foxx was formerly the Mayor of Charlotte, North Carolina. He had implemented successfully a light rail system in that City. We were asking him how he was able to achieve that. Definitely heavy in the business stakeholders supportive of such a major investment is very important.

The other aspect that was presented was the Maryland Parkway Coalition. On Maryland Parkway, obviously you have the University of Nevada, Las Vegas campus. You have a great opportunity for development of a transit project along that corridor and Chris Giunchigliani, County Commissioner was presenting

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about that. Obviously NDOT will be a continuous role as a partner in those discussions of what transportation improvements are needed to support tourism. Steve Hill, the Executive Director of the Governor's Office of Economic Development was present at this meeting. Very good conversation and discussion and definitely more to come on that issue of development of the business plan improvements and other improvements in the valley, in Las Vegas.

A little bit about some NEON updates. The design-build team has mobilized 50 staff to the project offices. They're developing their first design packages which will be reviewed and approved by NDOT before construction begins. Currently, there's what we call potholing or utility location. We want to confirm the utility locations before they do a lot of the subsurface work so we don't hit any utilities. That's commencing through March of this year. The groundbreaking event, as I mentioned last month is tentatively set for April 7th at Symphony Park.

You'll see a lot of the construction work start in the Spring. The staff have mentioned that I-15 closures are not really anticipated until 2018, so there is such a large footprint and width for the project that the design-builder will construct a lot of the stuff on the outside where we are acquiring property and demolishing that property. They're going to do a lot on the outside and then concentrate on the I-15 Corridor later.

This gives you the timeline for the project. We're continuing with design and demolition and then we'll go to the local streets on the outside and US-95 and I-15 ramp rating. Then, hit the main line and continue with the flyover at the end of the project.

Recently, you might have seen in the media, Douglas County concerns with the traffic signal. They would like to have a traffic signal at Airport Road and US-395. The staff and I met with the County Manager and Public Works staff and talked about a project that NDOT had been developing for a right turn offset to improve site distance for people that were on that Airport Road that were making turns out of there, at a T-intersection.

We were pleased that the Douglas County representatives were supportive of looking at the feasibility of a roundabout at that location. It will change the nature of the road but it's more something that I think is more fitting of that corridor. As you get more development and you want lower speeds and people to be safe as they traverse across that area of development. A roundabout makes more sense. We're pleased to lead the public outreach in that. We know that initially, such as in Spring Creek, up near Elko, people didn't like the idea but once it was put in,

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they loved it. We're hopefully going to achieve the same success with that concept. We'll defer the other project that was going to use safety funds and look at developing the roundabout project at that intersection.

On the Spaghetti Bowl in Reno, the Traffic Study commenced. You had approved the contract last month. As a reminder, we'll have the interim improvements identified midway through that study, so later this year. The proposals for the charrette, sort of a brainstorming event for Spaghetti Bowl improvements. Specifically, those are due today so we'll have a provider selected soon to provide those services. We're going to work in partnership with the RTC of Washoe County on the implementation of that charrette.

Last week we had a video conference with the US EPA to go over our comments on the draft consent decree. It is a legal document and legal negotiations that are ongoing so we don't have details yet but the final, final is due very soon. Thank you Governor, for your staff that have been putting in a lot of time and working directly with the US EPA and helping us to achieve an end that we can all live with.

No settlements expected at the Board of Examiners Meeting. In the future, we'll probably have some, but not this month. Should be an easier meeting for NDOT at the Board of Examiners.

Any questions from the Board?

Sandoval: Thank you Rudy. Just backing up a bit, on the Faraday Future and the widening of the 93, is that, when you talk about the scheduling, you're trying to time that obviously with the anticipated opening of the factory itself, correct?

Malfabon: We're trying to Governor and Board Members. What we're doing is, the design-build process will be the most rapid to deliver those improvements. We anticipate using federal funds for this so what we're going to do is front the State funds through a method that has been very successful for us. Then we're using future federal funds by fronting the money with the State funds. We anticipate that the improvements, some of them—it's a very straightforward project, so we're hopeful that they will align well with the construction of the manufacturing site as well. We still have more information as far as what's anticipated for the manufacturer, what their schedule is, but we're hopeful that we'll have the majority of the improvements on their way on their schedule as well.

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Sandoval: Well, at least according to them, they want to be producing vehicles within two years, or at about two years. That would be a lot more commercial traffic, I would assume if they're in full production within two years. Again, I know this takes time as well but hopefully we can align each of those.

I also wanted to thank you and everyone else involved in that automated vehicle policy workshop. The feedback that I got was tremendous. I had the opportunity to meet with a representative from Mercedes and discussed with him its autonomous or mostly autonomous vehicle and also road in the Delphi Autonomous Vehicle and took that time to ask them, what is it in terms of infrastructure, what do we need to do to anticipate all these changes coming in transportation. I thought it was really interesting, with regard to the Delphi that striping is very important to them and those little dots on the road are not helpful. I learned that. Then, they had little antennas at the traffic signals that were put up there temporarily that allowed the car to see better. It could see—obviously it has the cameras and the radars and things to see in front of it but with those up there, it lets it see in front better. The technology is still developing but as I thought through it, I thought and as cars continue to advance, that could be helpful, if those are reasonably priced in terms of our safety efforts for crosswalks and intersections.

Delphi is supposed to be reaching out in that regard. I know that's probably a piece of the Automated Vehicle Policy Workshop, but having talked to some other entities that are developing this technology, they are really looking for a state and a community and a city to take the lead on this. I see a really good opportunity for us to take a national, if not international leadership role in doing that. I see all this construction that's going on with RTC in Southern Nevada as well as our Project NEON and even up here. I want to stay in continuous communication with those manufacturers and developers to see what we can do along the way. Also, to have them test here. If they test here, maybe someday they'll build here. Really, I see an opportunity for a technology cluster of the future to be building that now.

That's not to say that we haven't done anything up until now. I know that Daimler was very complementary of what we've done. Mercedes and all of those. Credit goes to NDOT, credit goes to DMV, credit goes to Department of Public Safety. Everyone that's been involved in making those things happen because we really do have the attention of companies from all over the world. Thank you for that.

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Malfabon: Thank you Governor. I want to also give a shout out to Member Skancke. I think that you Governor and Member Skancke brought it up. I didn't mean to get you when you're coughing.

Sandoval: Choking him up, all right.

Malfabon: It was really your direction that led us along this path and I wanted to also thank Tracy Larkin-Thomason and she's back in DC attending the Transportation Research Board. Tracy and Sondra Rosenberg in Planning, really did a great job at coordinating and it was a very successful workshop. We will continue being engaged in that nationally and bring a lot of that stuff back home.

Sandoval: Do you want me to keep talking Tom, until your throat—

Skancke: I hope this isn't my last day. Thank you Governor. I thought that Conference, the workshop was outstanding, Rudy. Your team and Tracy, who led that, the feedback that I got while I was there was, one, that Nevada is ready. Two, that there really hasn't been a state that's done what we've done. Three, the leadership of your office, Governor and GOED and all that we're doing around attracting this industry, we're ahead of the game. We achieved our goal from what we talked about last summer which was putting this together and having it done. I was very encouraged. I thought the information was very well prepared and presented. At the end Governor, we did some minor workshops, broke down in to four or five different working groups. Some of the feedback that came from those working groups and how Nevada could move forward I thought was very enlightening and educational.

From homeland security issues to parking issues to insurance issues and how we deal with all of that, if we could get a couple of cities to pass ordinances, I think the next step would be if we could get a couple of cities to pass ordinances, to send another message, that we're prepared to go. Whether it was Las Vegas or Reno or both or Carson City, where that testing could occur in a market, I think that would really help us continue to put this on a fast track for our State. Well done, thank you.

Sandoval: Thank you Tom. Rudy, I don't know if you're aware of this, you likely are, but I was told that there is a national competition for a federal grant. Apparently Denver has received a grant for autonomous vehicles, but there's a national competition for another grant that only one city will be selected. I think Ms. Quigley, yeah—I would hope that we're trying for that. I see a lot of nodding so that's good news. There's a great opportunity here. We did well by being the

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first State in the nation to adopt the regulations for the testing of autonomous vehicles. Now, it will be interesting. I think 10 years from now this is going to be normal. People aren't going to be looking at autonomous vehicles and kind of squinting their eyes and wondering if that's real. It is real.

I don't know if you watched TV last night, but I saw a commercial for Volkswagen. It was a gentleman with his teenage daughter in the car and she was asking to be dropped off before the front of the school. Something or another car pulled out in front of them and the Volkswagen stopped—I'm not doing a commercial for Volkswagen by the way, I'm just trying to—but the car stopped and right when it stopped she jumped out and said, thanks dad. Again, this is something that is being marketed right now. Having looked at that Mercedes vehicle and seeing the amount of technology that is included in that car and having ridden in that Delphi vehicle and their equipment, their technology will be inserted in other vehicles.

You couldn't tell you were in—the other autonomous vehicles I've ridden in they've had laptops and equipment all over the place. This one had a screen and that was it and a button. You would not have known that you were in a vehicle that had the potential to be completely autonomous. You've all read as well that Tesla has programmed it's vehicles for an upgrade for autonomous driving. I spoke with a Tesla dealer in Las Vegas and that's something you can use right now as well. So, it's here.

As I said, the point I'm making is there is an opportunity for us, we just have to go out and get it. I know that means a lot of work for the staff and for others, but it really can put our State in the vanguard in terms of this new technology. Mr. Controller.

Knecht: Thank you Governor. Now that he's recovered, I have to say, I'm sure we'll get to Member Skancke in a minute or later on. I'm going to miss you Tom, it's been a pleasure sitting next to you.

Skancke: I hope I go through it.

Knecht: And always an adventure.

Skancke: I'm not leaving the Board, I thought I was going to die there for a second.

Knecht: Governor, I need to ask a couple of questions in two different areas. The first is on the Faraday facility. Like you and everybody in this room and everybody in this State, I hope and I look forward to a great success on this project and all

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aspects of it. One of the tough parts of being a Board Member is you have to do the due diligence and ask the tough questions that no one wants to think about. I guess, Rudy, my question to you is, if the Faraday project doesn't work out, what happens to the project as you described it here and what happens to the funding? I'll just leave it open so you can answer the whole issue there.

Malfabon: One of the things that I didn't mention was the scope of work, the majority of it, the widening of US-93 and the interchange reconstruction were anticipated by the Department, even before we found out about Faraday. We actually had submitted a Tiger Grant Application because of the importance of the Industrial Center as an employment center in Southern Nevada but also just what we saw when I-15 has had some issues and had the flooding closures, we saw that US-93 was very important to widen.

These improvements are needed regardless of even the announcement of Faraday to move into that area, but even more so now that they have announced that they are going to build a manufacturing plant there in the Industrial Center.

Knecht: Governor and Rudy, I'm glad we've got that on the record. Thank you. By the way, as someone who drove that stretch of the 93 a few times last year, I certainly agree that the washout indicated that we needed to do something there.

Turning to the 395 Project in Douglas County. The signal at Airport Road. Looking at the last two items there, feasibility of a roundabout which you mentioned, isn't always welcomed beforehand, was in another case after the fact. You're going to have outreach efforts going with the County. Tell me please, that somehow we will get a thorough hearing—give the public a thorough hearing and a full opportunity to weigh in on the desirability of a roundabout and what they think. Tell me what your process is on that.

Malfabon: We anticipate that we'll have some public informational meetings to discuss it. Present some of the success stories we've seen in implementing roundabouts in other areas where perhaps the community didn't understand how to navigate through them. We want to address the safety issue and roundabouts can do that on roads that are typically a higher speed than your typical in a developed area. We think it's a good solution and we're looking forward to having that type of outreach with the public and taking their comments. We'll develop the project collaboratively but we're going to be taking the lead on that.

Some of the challenges that we have to look at are: is there right-of-way that's needed. I think that there's a wetland that could be impacted, so environmental

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issues. Definitely public concerns about roundabouts in general can be addressed through better education and showing them that they can work.

Knecht: Let me follow-up on that by pointing out that the roundabout on the north side of Lake Tahoe, with which you're familiar, has involved a lower overall speed limit than what it used to be, pretty much on that entire stretch of road and certainly as you approach the roundabout from either direction. The speed limit, if I recall right, on 395 through Douglas, having driven it many times is 65 in that area. Do we anticipate lowering the overall speed limit and the overall regime there if we go with a roundabout?

Malfabon: That's something that will be studied, but I anticipate that as you come into the roundabout, we will have to lower the speeds. It won't result in an appreciable delay to traffic and it will be more commensurate to that infrastructure. We think that it will be an improvement to safety.

Knecht: Thank you Rudy and thank you Governor.

Malfabon: Governor, if I may, I wanted to add that we did recently find out that there is under the FAST Act, there is a new grant program about \$60M a year available to states that they will be selected. I think it's 5-10 entities that will be selected. It's a 50/50 cost sharing program. Part of it is safety and environmental improvements but accelerating the deployment of vehicle to vehicle, vehicle to infrastructure and autonomous vehicles and other technology is one of the areas that Secretary of Transportation will select and develop program criteria. They have about six months to develop those criteria for that grant program and we'll stay on top of that.

Sandoval: All right, thank you. Any questions from Southern Nevada?

Martin: Rudy, last month you mentioned that there was going to be a presentation done to the RTC up there on the Spaghetti Bowl. You mentioned that you were going to get the Board Members a copy of that presentation. I haven't received anything yet, has it been published? What's the status of that?

Malfabon: We did present some information to the RTC last month. Unfortunately, I was on tap for the Special Session so I didn't attend personally. We will give you any presentation that was provided, Member Martin, and other Board Members.

Martin: Okay, just trying to keep abreast of what's happening with your Spaghetti Bowl up there. That's all I'm trying to do.

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Sandoval: Any other questions on the Director's Report? Mr. Almberg.

Almberg: Yeah, Rudy, I just want to commend our NDOT staff. We have gotten lots of snow over in Ely, the east part of the State this last week. I, myself, probably have close to two feet at my house. Myself and my family spent a lot of time on the highways, by the time I get home today, I'll probably have 1,000 miles in this weekend. The roads have always been clear and passable. I commend the job that they spend lots of hours out there in the middle of the night. So, thank you.

Malfabon: Thank you Member Almberg. I'm pleased that you recognize that. I've noticed that myself in driving around here. We've had a lot of snow and we're grateful for that, for the water and the skiers and tourism, but they've been doing a great job in maintenance of handling the weather.

Sandoval: BJ, I'm glad you brought that up. I agree. Even on, I think it was Christmas Eve, there was a tremendous effort out there to make sure folks got home safely to their families. It's great news for us in terms of the drought, but on the other hand, it means a lot of additional responsibility for the Department. They were out there and doing an extraordinary job.

DPS, as long as you're here, Chief as well, I know there were many accidents out there and they handled those real well too.

Malfabon: Any other questions or comments? Mr. Skancke.

Skancke: Thank you Governor. I just had a couple of follow-up things and a couple of questions. I think last month, Rudy, I made a request and just wanted to kind of get an idea and a timeline for the backlog of what the engineers have in their backlog for projects. If we could do that in February, that would be great.

I wanted to also follow-up with you on the conversation from last month and a couple of months ago on the cost of the federal program. I know that might take a couple of months, but I'm just kind of reminding myself and reminding you that if we could again, February or March, if I could at least get a timeline, just knowing where we kind of are and what the federal program costs us to administer.

I had a question on the 580 charrette. I did notice that there's an RFP out for that. Could you explain to me what—and I'm full support of as much public outreach as we can possibly do. Having been through the Spaghetti Bowl here in Reno, now two months in a row, it definitely needs a little assistance, to put it mildly. What is the charrette designed to do and what's the difference between that and what the—

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Malfabon: The traffic study.

Skancke: Yeah, the current study that's going on. What's the difference between those two and why are we doing two separate things?

Malfabon: The charrette was more intended of identifying, here's the issues that we're facing. We know that we've got high volumes and we have the safety issues with crashes at that location. It's partially to educate, here's what we have today, what do we need in the future. It was going to be accomplished more rapidly to get some ideas thrown out on the table. The traffic study, initially, there's a lot more effort into crunching numbers. About nine months in, we'll have some interim improvements that could be recommended based on those traffic projections. It was a way to keep the traffic study on schedule but have some more thought and brainstorming ideas on the table very quickly. That's why we wanted to do a charrette and get all the stakeholders in the same room and talk about it.

Skancke: Okay. That's not going to slow the process or the project down, you're just asking for additional community input?

Malfabon: Exactly. In fact, we didn't want to slow down the traffic study at all, so that's why we kept this separate.

Skancke: Okay. Then I had two other final things. One was, at the end of this last year, were there—I don't remember when this happens, if it's July or if it's December, but were there any additional funds that NDOT was eligible for, what's the word, is it rescissions? So, leftover funds from other states? I forget the technical term for that. Is that July?

Malfabon: Yes, there's a—the August redistribution is one of those and then there's, basically at the very end, there's a redistribution of uncommitted federal funds. The last day funds they call that. We typically have not—we've gotten our share. I think we had about \$11M last year. Our financial management staff have been doing a great job of managing the federal funds. Making sure that we do things, as I mentioned, advance construct, where we front the money so that we make up any difference with State funds but then we pay ourselves back out of the next year's federal funds to get full reimbursement that's eligible.

Those opportunities are coming up but we're seeing that a lot of other states are getting very good at getting their programs out to their—probably learning our secrets. We're doing pretty well with those two opportunities; August redistribution and last day funds.

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Skanccke: Thank you. Finally, Governor, I just wanted to go back to autonomous vehicles for a second. I toured the Local Motors Micro Factory in Knoxville, Tennessee last month. Local Motors, which is also in Southern Nevada, they are looking at a fully autonomous, fully electric vehicle as well that will be a reusable vehicle. Because it's 3D printed, it's primarily plastics and man-made materials, at the end of two or three years, if you don't like your car, you just take it back, they burn it down, melt it down and they rebuild you a new car.

It's green, right, so it's green, it's electric, it's autonomous. It's a 21st century vehicle. They'd like to locate a micro factory here in Nevada. They've got one in Knoxville. It's an amazing facility that should be lead certified. They'd like to build one here. I think that what you've done with the automobile industry and getting them to be more competitive to come here, more and more people in the manufacturing and in the tech part of vehicles are really looking at Nevada as a serious place of doing that type of manufacturing.

Audi is coming out in 2016 with a fully autonomous, fully electric vehicle as well. As you know, with Mercedes, in Europe right now, they're almost fully autonomous and the systems are in place. That technology is moving very quickly. We've got a lot of interest in our State for that particular industry. That's all I had, thank you very much.

Sandoval: Thank you Tom. Just one last issue that perhaps we can talk about it next month are the electric highways. That is another infrastructure investment that we are making that is really catching the attention of the automobile industry. It would be nice to get an update of how we're doing on the 95 and the 80 and what the plans are for the 50 and the 93 and some of the other highways in the State.

Malfabon: Very good Governor, we will.

Sandoval: Thank you. Any other questions with regard to Agenda Item No. 3, the Director's Report? All right. Let's move to Agenda Item No. 4, Public Comment. I have the sign-in sheet in front of me and I have a few individuals that have indicated that they'd like to provide public comment to the Board. The first two are Mr. Frehner and Mr. Jorgenson?

Frehner: Mr. Governor, Members of the Board. On Project 3389, NDOT hired an expert—

Sandoval: Will you identify yourself first sir?

Frehner: I'm sorry. My name is Greg Frehner. I am representing Becho, Inc., as well as my company, Frehner Project Controls. On Project 3389, NDOT hired a third-

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party expert, as CSL expert to evaluate a claim which I put together in regard to the delays and damages incurred on that project. When the report came back, it was kept from us. We were told that the report came back and said that my claim had no merit.

Then, apparently this report was accidentally emailed to ACC, four months after the fact and the report came back and said, this is NDOT's own expert. It says, in summary, the opinion of the reviewer is that the number of CSL tests were misinterpreted which resulted in contract delays and subcontractor suspensions. Test results with the exceptions of shafts N4 and N14 cannot be attributed to the subcontractor's lack of quality, controls, means or methods. That means all but two tests were NDOT's fault. We were told that the expert said there was no merit to our claim. This came from the Director Rudy Malfabon, from Reid Kaiser and as well from Pierre Gezelin. This report was stamped as being confidential, attorney/client privilege not to be released. It was agreed upon by NDOT that this would be a joint—this expert, the report would be shared, it would be a means of settlement and it was kept from us, it was concealed from us. Not only that, it was misinterpreted or misrepresented. We were told numerous times that he came back and gave us nothing.

Now, there's been a settlement that's taken place, we were told by ACC that the settlement—they were forced to sign it because they were told by Mr. Kaiser and Mr. Malfabon that if they didn't sign it, they would pull the change order. It's unfortunate that I have to stand here and address this in this meeting. I don't like this. I don't think it's professional. I've been left without a choice.

Everything I'm telling you is very well documented. There's not one thing I've said that is not completely covered in every form of documentation. Not only that, but the—one of the Directors or Board Members assisted throughout this. There are several emails here which I'll give to you, which implied assurance that this wouldn't happen, from one of the Directors—or, one of the Board Members, I'm not going to name him by name. I'll just go ahead and leave this with you to evaluate.

What I'm asking is that this be reevaluated here. Becho's total damages were \$3.5M. They're willing to settle for \$1.6M and given the fact that this report was concealed—I mean, this is not a matter of opinion. It's dated right here, it was concealed by the Attorney General's Office. It was meant to be shared. It was agreed upon that this would be the means of settling this claim. We were told that

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this expert came back and said that it had no merit. How many times, and that's documented.

This is just not right. Again, it's unfortunate that I have to be here to address this like this. I'm sorry that I have to be here to do this. I shouldn't. This needs to be reopened. The facts are the facts. My client has been severely damaged by this. In reality, he's entitled to \$3.5M. But they were willing to settle for less than that, originally and they're willing to settle for less than that now if there can be a prompt resolution on it. Given the fact that everything is so well documented, I am asking that Mr. Governor and the Board, that you will consider this. That we can have another meeting as soon as possible, certainly this week at the very latest, to see if this can be resolved and see if we can avoid litigation on this thing.

Sandoval: Thank you Mr. Frehner.

Frehner: [crosstalk] Thank you.

Sandoval: Mr. Jorgenson, will you identify yourself?

Jorgenson: Randy Jorgenson. Thank you Mr. Governor and the Board. Our damages at this point are \$1,622,787.40. That is what Becho is requesting at this point. Damages, as Greg has said is over \$3.5M. He's pretty much gone over everything else that I have to go over.

Frehner: [inaudible] 21 days were delayed on this project because of this. And we had to divide it up into three minutes, so I put a summary sheet there, but this project was delayed because of all the—the expert agrees with us. NDOT's own expert said, I was right and yet I was told I was wrong. Can we please—

Sandoval: We can't take this up on this agenda, Mr. Frehner, but there will be a follow-up.

Frehner: [crosstalk] Thank you very much Governor and Board.

Sandoval: I also have Mr. Pavlakis.

Pavlakis: I'm just here on another matter.

Sandoval: So, you don't wish to speak? Is there anyone else in Carson City that would like to provide public comment to the Board? Is there anyone present in Las Vegas who would like to provide public comment to the Board?

Hutchison: No one here Governor.

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Sandoval: Thank you. We'll move to Agenda Item No. 5, which are the proposed December 14, 2015 Board Meeting Minutes. Have the Members had an opportunity to review the minutes? I have two very slight changes at Page 26, at the top it says, lessor, LESSOR, if you would change that to lesser, LESSER. On Page 33, in the middle, I hope I didn't jinx is, should say 'it'. Those are my only changes. Board Members, any other changes? Mr. Controller.

Knecht: Governor, I'm going to dispense with any changes, but just a quick comment. At Page 8, I asked for additional information on the Cost Benefit Analysis and so forth, and Bill Hoffman came and gave me a really good briefing in my office on that. We're going to have a follow-up with the workbook to pursue those details. Thank you Bill, thank you NDOT and with that, I'm ready to move approval with your corrections.

Sandoval: Controller has moved for approval with the corrections I noted, is there a second?

Skanccke: Second.

Sandoval: Second by Member Skanccke. Any questions or discussion? All in favor say aye. [eyes around] Oppose, no. That motion passes unanimously. Rudy, is this where you wanted to bring up Agenda Item 18?

Malfabon: Yes. Thank you Governor. We'd like to bring up Item No. 18, Review and Ratify the Selection of the Design-Build Contractor for the USA Parkway Project. Pedro Rodriguez will present this item to the Board.

Rodriguez: Good morning Governor, good morning Members of the Transportation Board. For the record, Pedro Rodriguez, Project Manager of the USA Parkway Project. Today I'm here to present on the review and ratification of the selection of the design-build contract for this project.

As we discussed at the last Transportation Board Meeting, proposals were evaluated to determine the best value team. The procurement process followed NRS and our Pioneer Program Guidelines. The 10-day protest period has ended and no protests were submitted. A stipend of \$100,000 we paid to each unsuccessful proposer. Also mentioned at last Transportation Board Meeting, it was announced that Ames was the highest ranking score proposer.

The Department has since successfully negotiated a contract with the design-build contractor. The price for the bid, which is the same as the proposal bid price came out at \$75.9M. All proposal commitments were captured and were included in the Board Members packet.

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It's anticipated that the substantial completion will occur by Fall 2017, which is approximately 125 days before NDOT's allowable completion date.

We anticipate issuing a Notice to Proceed, pursuant to Board's approval, January 12th and expect to have groundbreaking in the Spring.

Approval of the ratification of the design-build contractor will be requested at the next Agenda Item. With that, I'd like to open it up to any questions.

Sandoval: Thank you. When you mentioned that it will be substantially completed at 125 days sooner than what NDOT thought, will that be a contractual requirement?

Rodriguez: Correct Governor. That's included in the contract. Their substantial completion deadline will be that 125 days prior to our initial December 31st deadline.

Sandoval: And, can you go through a little bit more detail, isn't it anticipated that you're going to or the contractor, Ames, is going to fix that first portion that's already built and get that up to standards. That will be substantially completed by a certain time. Then other pieces will be phased as well.

Rodriguez: Yes. So, the project is predominately broken up into three work areas. The first work area is within the first six miles off of I-80, which is the paved section. This work area is the area where the contractor will make improvements, safety improvements, things of that nature. The next work area is, in that sense what is the unpaved area, which is the next about 13 miles. Part of that is 4 miles is graded and the rest is all virgin area. This is work area two. The last portion of the work area is located at the intersection there, where the contractor has commitments to install a roundabout.

The first work area which is the paved work area will begin in April and estimated to be completed about August 2016, this year. The next work area is anticipated to begin March 2017. Excuse me, July 2015 through August 2016. The last area, the intersection there is anticipated to be from March 2017 through completion of 2017.

Sandoval: All right. I can't tell by this map and I don't recall where that roundabout will be in that adjacent land, is that BLM land or is that private property?

Rodriguez: The roundabout at the intersection with the future connection of USA Parkway and US-50 is adjacent to private parcels. Just north of there, everything in green here is BLM land.

Sandoval: So the red is private property.

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- Rodriguez: Right here is private property.
- Sandoval: Okay. Then, going back to the top at the Patrick, at the exit, the commencement where this will be. Are we confident that that intersection in connection to the 80 is sufficient to handle all the vehicle traffic that is there?
- Rodriguez: It's substantial to account for the traffic included within our traffic study at opening day.
- Sandoval: Okay, but when was opening day?
- Rodriguez: Opening day was anticipated to be at the completion of this project.
- Sandoval: Oh, I get it. What I don't want to happen, obviously is for that to be obsolete the moment it opens because of the amount of development that's going on out there. Is there something that we should be anticipating there with regard to traffic?
- Rodriguez: Correct. The Department's currently looking into what improvements would be necessary at that interchange to account for the traffic.
- Sandoval: And, in full disclosure, having been out at Tesla recently, it's concern is that if there's one—not long ago there was a truck that tipped over because there's a bit of a sharp curve there. If there's a blockage there, it can really create an issue for all the different businesses that are up there. I just want to make sure that's in our contemplation.
- Rodriguez: We're aware of it, yes.
- Sandoval: And then finally for me is, the IT infrastructure in those, that is not a part of this bid, correct?
- Rodriguez: The IT infrastructure?
- Sandoval: Laying down cable, you know, fiber.
- Rodriguez: Oh, the fiber optic. The fiber optic improvement installations are not a part of this contract right now, correct.
- Sandoval: But are we working on making sure that that fiber is laid contemporaneously with the construction of this freeway or this highway so we don't build it and then dig it up again to lay cable.
- Rodriguez: Correct, yes we are.

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Sandoval: Okay. Questions from other Board Members? I'll go with Mr. Skancke and then Member—the Controller.

Skancke: Thank you Governor. Pedro, on the roundabout, and I don't want to get into engineering and design but what's the anticipated number of truck trips that we're looking at for that roundabout at that location?

Rodriguez: I don't have the exact number for you but what I can tell you, it's approximately 20% truck movement south to east.

Skancke: So, we're anticipating that most of the truck movement is going to go to the 80, not the 50.

Rodriguez: No, heading south from USA Parkway to 50.

Skancke: Okay, but of 100% of the truck traffic coming out of TRIC, we're anticipating that the majority of that is going to go to the 80 and minority percent is going to go the 50, is that correct?

Rodriguez: The study accounts for all truck movement, whether it be this movement or that movement.

Skancke: Okay. So, I guess here's my concern. I'm aware of at least a few million square feet more that's going to be in that center than what's there today. I share the same concern that the Governor has which is, are we anticipating the next six year growth or eight month growth after this starts? Are we prepared for the next three years of economic development that's going to occur in this Center so that we're not putting it in and then coming back and saying, oops we missed that, it's actually going to be 20,000 truck trips in a roundabout. My experience is, roundabouts only hold a certain amount of traffic. Is that like a temporary or is that the permanent?

Rodriguez: It's the permanent. That's a good question Member Skancke. At the time our traffic study was put together, we had discussions with the different counties as well as the stakeholders. When we met with the tri-center area, the growth of their businesses was accounted for into that traffic study. We had the same concern.

The traffic study that was prepared accounted for, not just opening date, but future projections as well. We anticipated in essence a Tesla coming in and more.

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Skanccke: Okay. And then, I'm going to back to the Governor's question up there at Patrick. You said the Department is currently in the process of reviewing alternatives, if I got that correct, or future. How did you put that?

Rodriguez: The Department is in the process of identifying the needs at that interchange.

Skanccke: When do you think the Department will have those identified and is that identification process going to hold this up? [pause] Oh, good.

Terry: John Terry, Assistant Director for Engineering. We have looked mostly at the Patrick interchange in terms of the back-up and the safety concerns for, I would call it the eastbound to northbound movement and are looking at, we did not want to make that interchange part of this design-build project because that added in other complications in terms of federal, Interstate 80, that got a lot of other things involved. We are looking at these at that interchange separate from this. Our initial emphasis on looking at that interchange has been from a safety perspective. The backing up of trucks on to Interstate 80 and looking at an auxiliary lane and the intersection of the ramp and USA Parkway. We intentionally did not make it part of this project and have looked at it separately and we are addressing that interchange. I do not know a specific date, nor a specific project of when that's going to go but we're looking at it separately to deal with that.

Skanccke: Makes sense, thank you John. Thank you Governor.

Sandoval: Mr. Controller.

Knecht: Thank you Governor. In order to be really brief I'm going to reference the fact that the minutes show that I asked questions last time on the relationship of this project to the I-11 project and to the State Freight Plan and got very good answers. I was very satisfied with that. I also asked detailed questions about the selection process for the contractor here and the waiting of technical versus cost matters. I got satisfactory answers on that. I'm not going to rehearse all that again today, but stand on that. I'll just say that in addition to the development of TRIC and the Tesla Project and all the good things that are going on out there, I view this as a really essential part of our transportation network. I'll almost say that it's overdue.

We have a big challenge here in Nevada. We have a lot of area. With a small population in that area and population centers here and there. This, I think, is one of the most important links and I'm very enthusiastic about it. As I understand it, the action item here is to approve—ratify the selection of the team and approve

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the design-build contract. Governor, when you think it's appropriate, I'll make a motion to do that.

Sandoval: Thank you Mr. Controller. I think there were other questions. I'm going to go to Member Savage, but why don't we do that and then I'll go back to another question. Member Savage.

Savage: Mr. Rodriguez, I thank you and your team. I know there's been a valiant effort here this last month, since the last meeting. I commend the entire NDOT staff to resolve this conformed contract with Ames. It's a good day. It's a big day for the Department. The Board Members are right, it's a lifeline to the New Nevada. This USA Parkway is going to make a statement.

The schedule and the strings that you've made within the contract, as far as the early completion, tying that down to August 2017 is vitally important. That's a good thing.

I did have two questions. Because the information that you and staff compiled within the Board Packet was very thorough. I appreciate that very, very much. I'm not trying to micromanage, I just have two quick questions. On Item 22, Page 5 of 11 in Attachment 2, regarding the design approach of the roadway. There's a clarification regarding the design-builder's proposal revise the roadway geometry as compared to their reference design to minimize excavation and embankment quantities. If you could expand on that a bit to clarify in my mind what that revision was.

Rodriguez: Yes, Member Savage. As part of the proposals that came in from Ames, bear with me. As part of the proposal that was submitted by Ames, there were reference—their design that was submitted in there was different from the reference design that the Department had prepared. We are reiterating this clarification that any shifts to the alignment from the reference design, that would require any other permits or additional geotechnical work, all those risks lie with the contractor. That's all that was. We're capturing, basically that commitment there.

Savage: Thank you Mr. Rodriguez. That again is the benefit of the delivery of the design-build project the Department has selected on this project. That's a good thing. Thanks for clarifying that. Very briefly, Item 23, again, it gets into the geotechnical discussion. Throughout the paragraphs, it looks like the burden of risks is placed on the contractor. I think you're very clear with that. It's very thorough. The only question I had was at the top paragraph, it says accordingly

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that the design-builder shall be responsible for geotechnical risk, except for conditions failing within the definition of differing site conditions. Because I know in the documents, the contractors were responsible for the different drilling and geotechnical inspections. Please define for me the differing site conditions clause.

Terry: Again, John Terry, Assistant Director of Engineering. Differing site conditions has been pretty well established in contract law and heavy highway construction over numerous years. Nothing we can do in a design-build contract can override that but I'll give you my simple version of it. It is we did geotechnical explorations out there. We provided them all to the contractor. Nothing they did can change that but if the conditions turn out between the various borings to be dramatically different than the information that was provided, then it may fall under the differing site conditions clause, but in all engineering contracts and while we can move geotechnical risk to them in terms of what they do, we cannot move that differing site conditions clause. It falls under contract law.

Savage: Okay. That's clear Mr. Terry. I appreciate that, because in the following paragraphs it does very clearly state that, it has the full risk—the contractor, design-builder, has the full risk and responsibility for its design of the project, that will furnish the design of the project, regardless of the fact that aspects of the referenced design have been provided. Design-build contractor, prior to the effective date, he alone accepts any cost and schedule risk associated with the results of design-builders geotechnical investigations. I think the Department has done a very good job. I'm in support of the project and I thank you for your diligence. Thank you Mr. Governor.

Sandoval: Any questions from other Members? Southern Nevada, any questions?

Martin: No questions here sir, it is a very well defined package. Rudy, you and your staff need to be complimented on that. Pedro, outstanding job, as far as I'm concerned.

Rodriguez: Thank you.

Sandoval: No, it is well done. I want to follow-up on Member Savage's question because we do have a history of claims from Ames. I want to make sure that everybody is coming in to this with their eyes wide open. We have a very aggressive schedule here. I don't want to be talking two years from now about a claim and disputes about who was responsible for what and soil conditions and the things that Member Savage has referenced. You feel good about that, Mr. Terry, Mr. Rodriguez?

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Rodriguez: We feel good about this.

Sandoval: Okay. The other question I had is, there's a bit of a safety valve on the north part of the project, because if USA Parkway were to have an issue, there's still that Patrick exit where you can redirect traffic. Is there going to be another small alternative on the southern end, in the event there was a problem at the roundabout? So, in other words, if something happened, would the traffic just continue to back-up the USA Parkway? If there was a truck accident, the truck turned over, would there be another way for, to redirect traffic or would it just back-up that USA Parkway?

Rodriguez: Currently, there's no connection in this direction to I-80 other than 50, but then there's US-95A—

Sandoval: No, I'm just talking to get off the USA Parkway to go, to get on the 50. If in the event there was a problem, there's a traffic problem then. Do you see where I'm going Mr. Terry? I see you nodding your head. The reason I bring that up is, it just happened to be the day that I was at TRIC. There was a truck that was turned over on the USA Parkway on the 80. They had redirected the traffic to the Patrick exit so commerce was able to continue. Assuming worst case scenario, if there was some type of a truck turnover there at the southern end of the USA Parkway, where it terminates at the 50, is there any other way to redirect traffic?

Terry: Again, John Terry, Assistant Director of Engineering. It is a four-lane facility. Based upon their design, it is a four-lane median divided facility. That being said, a truck turnover that would block all four lanes would be rather unlikely, but you are correct. If there was something that blocked USA Parkway entirely, there would be no other way but to go back to I-80.

Sandoval: Yeah. And I'm not trying to create this doomsday scenario. I'm just trying to anticipate issues. The other thing I'd like to remind everyone, but probably this audience doesn't need reminding; this is the highest rated project that we have had since I've sat on this. An exponentially stronger project than what I've seen. 9:1 as Member Savage just reminded me and just to build off what the Controller had said, given what Mr. Skancke said in the addition of several million square feet that's anticipated in the very near future, my understanding of what I read in the press is once this project, this road project is finished, there's going to be a third phase of TRIC in that highlands property section, which will invite several new, very large tenants. There's a lot going on out there. This project is really going to be meaningful. And we haven't even mentioned the future I-11, which will possibly connect there as well.

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When you see this, we're looking at this now, but when this actually opens up, it really is going to be a game changer for this region and for this State. I'm excited about it. As I said, I don't want to get into the micromanaging either, it just happened to be that day, there was that accident there. That's what prompted my questions. I am fully supportive of the project. I'm very pleased with the way this negotiation and this contracting has been handled so that we avoid claims in the future. That's all I have to say. Mr. Controller, did you have a comment?

Knecht: I wanted to follow-up on your concern, Governor, and on Mr. Terry's and Pedro's answers and thank you for the good job. I've come through 50 at a time when an accident closed off at least both lanes in the direction I was coming toward Carson City and found that, while it wasn't a great deal, there were side streets, surface streets, that were brought into service to get around the accident. This is coming out at Opal Avenue, I think, or Opal Road, whatever it is. Aren't there some side streets there that might be in the extreme circumstances that the Governor's talking about and that you're talking about, that might be pressed into service, to at least alleviate the problem?

Rodriguez: There are County dirt roads within that area that will ultimately access entrances on USA Parkway, like Mackey. They are dirt roads. Access can be provided typically in the reroutes on state routes.

Knecht: So, if we have enough circumstances with a foot of snow and an overturn blocking four lanes then things might go bad? Governor, I think this is a really important project, I'm really happy about it. I'll move to ratify the selection and approve the contract.

Sandoval: Okay. Not yet. Member Skancke has some comments.

Knecht: Oh, okay.

Sandoval: Last thing and again, I'm sure you guys have contemplated this, but there are a lot of wild horses out there. Is that contemplated as part of this project?

Rodriguez: Correct. Yes, it is Governor. We will be putting up, basically wildlife fences along USA Parkway, which will tie into the wildlife fencing that went in along US-50. Fencing will go in for a majority part of the route.

Sandoval: Great, thank you. Member Skancke.

Skancke: Thank you Governor. We're going to build a horse bridge. That's next month's agenda. [laughter] I just have a couple of comments. First of all, I think this is

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very well done. I appreciate your tenacity to make sure that we've got this right. Under the New Nevada, kind of headline, I actually have some concerns about awarding contracts to people and contractors and engineers and groups that have had claims against the State. I just want to put something on the record.

I'm new here. This is my second year. So, I don't know, Mr. Gallagher, if I'm allowed to say this, so stop me if I'm not, but we have a limited amount of resources and a limited amount of funds. We've got to get these bid documents as close as possible to the amount of what the project is going to be, for all the issues that this Board has just brought up. I don't know if we can do this, but if there are any claims going forward on projects, I would like to request that those claims and those complaints come before this Board before the staff approves them. I think it's important for us as a Board and I'm not trying to micromanage the Department, but we don't have a lot of dollars. This is not 1980 when the fuel tax was generating what the fuel tax needed to be generating. The buying power of the \$0.184 fuel tax in this country today is about \$0.08. The projects are bigger and the revenue is less. If we're going to do \$70M projects and \$1.5B projects and \$400M projects, then we come back six months after the project is done and there's a \$12M, \$15M, \$22M claim. Now the project is \$100M and we've obligated those funds for another project.

I would say before the Department actually approves a claim, I would like to have that group or a justification come back to this Board, not an approval of the claim. I would like that group to have to come before this Board and explain to us why that claim was submitted. I'm not picking on this contractor. It just happens to be that it's this project. I think that's across the Board. I don't know if we can do that but I certainly would like to figure out a way that we have more interaction. At the end of the day, this Board is responsible to the taxpayers for the actions that we take and we're the ones that are responsible for awarding these contracts. I think it's important for us to be the ones to review claimants at the end of the day.

I'm happy to support this. I will tell you, I came here today with the intention of not supporting it because I just cannot consciously continue to see these types of things occur. I'm in support of the project. I'm going to support the motion that has been proposed, but I want to figure out a way to reduce the impacts on the this organization financially and send a message that if you're going to bid a document, bid it and live by your bid. It's just that simple. If you can't, then don't bid it. And, don't do business here. This is a State that wants to do good

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business and we want good contractors. We cannot continue to have this type of activity.

That's my soap box speech, thank you.

Sandoval: Thank you Member Skancke. Before I take a motion, are there any other questions or comments with regard to Agenda Item No. 18? Anything else Mr. Rodriguez?

Rodriguez: My understanding is that request for approval of the contract will be made at the next Agenda Item.

Sandoval: Say that again Mr. Rodriguez.

Rodriguez: Request for approval of this Agenda Item, it will be made at the next Agenda Item.

Sandoval: In other words, Mr. Gallagher, let's make sure I have this straight.

Gallagher: The approval of the contract, I believe is Item No. 6 that relates to this particular item. The Board would entertain approval for the contract under Item 6. 7, excuse me.

Sandoval: So, would it be premature to approve—

Gallagher: 6, excuse me.

Sandoval: All right, so 6. Is it premature to approve this Agenda Item until we've approved No. 6? This is to approve the contract, correct?

Gallagher: The selection process.

Sandoval: Correct.

Malfabon: Then the contract is under Item 7. 6, I'm sorry. So, this is to review and ratify the selection of the design-build contractor for USA Parkway. Then the actual contract approval. So, that's the selection. The contract approval is under Item 6.

Sandoval: Well then I can go ahead and take a motion on this Agenda Item.

Malfabon: Yes.

Sandoval: Mr. Controller, do you wish to make a motion?

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- Knecht: Thank you Governor and I'm sure somebody will correct me if I get it wrong, but the motion would be to ratify the selection of the design-build contracting team and we'll defer approving the contract until the next item, right?
- Sandoval: And that would be the team of Ames Construction, Inc., correct?
- Knecht: Yes sir. So, I move that.
- Sandoval: Okay, Controller has moved, is there a second?
- Savage: Second.
- Sandoval: Second by Member Savage. Any questions or discussions on the motion? All in favor say aye. [ayes around] Oppose, no. That motion passes unanimously. Let's go to Agenda Item No. 6.
- Nellis: Thank you Governor, Members of the Board. For the record, Assistant Director, Robert Nellis. There is one contract under Agenda Item No. 6 on Page 3 of 10 for the Board's consideration. This project is located on Interstate 80, almost a mile east of East Battle Mountain Interchange and State Route 304. The project is for coal milling, rubberizing and placing stress relief, leveling course dense grade and open graded plant mix. There were five bids on this project. The Director recommends award to Road and Highway Builders, in the amount of \$11,696,696. Governor, that concludes Agenda Item No. 6. Assistant Director Terry is prepared to answer any questions the Board may have regarding this project.
- Sandoval: I have no questions. Board Members? Mr. Almberg.
- Almberg: Thank you Governor. As we look at the bid tab here, do we have any type of guidelines or standards of how we are determining whether this is a significantly unbalanced bid. I don't have a problem with the bid in general. It's within engineer's estimate, I am going to support it. But, just as I am reviewing the spreadsheet that was prepared here, there's some items in here that are marked, that are not unbalanced where I feel that they are unbalanced. As a note, line item for your Traffic Control Supervisor, engineer's estimate was \$900 a day, low bid was \$1,000 a day, second bidder was \$1.00 a day. Yet, it marks it as non-significantly unbalanced. Then, you go up a couple other rows above. We've got a type one aggregate base, engineer's estimate is \$45, low bid is \$40, the second bid is \$43.04, yet that is marked as substantially unbalanced. So, I don't understand the logic involved in when we're reporting it as balanced or unbalanced.

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Terry: Again, John Terry, Assistant Director for Engineering. I guess in your first statement are there guidelines or are there rules as to what we do. I'd say there are more guidelines—the BRAT Committee is a very important Committee and they evaluate these bids based upon these guidelines of what's unbalanced. Their recommendation to the Director's Office and our recommendation is to award it. I guess, in terms of the \$1.00 bid, that was the second bidder on Item, Traffic Control Supervisor. I think perhaps it would've been more concerning if that was the low bidder was that one. We considered that second one unbalanced. As we have had a discussion with this Board before, we don't necessarily throw out bids or not award bids because of apparent unbalancing. We do check all quantities again on items that seem to have unbalanced bids to see if they have the potential for flipping the bid if there were an error.

All I can say is, it's a process. Your questions are very much the type of questions we ask ourselves internally when we look at these. In looking at this one, we recommend awarding to the low bidder, which is usually the case because we didn't find the issues with the bid that significant. I will say, in a bid like this, where the two bids are very close, it doesn't take much to overturn the bid. That's why the analysis can be very important.

I don't know if I answered your question, but it's a process.

Almberg: You did answer my question. I totally agree with you. If it was the low bidder was the \$1.00 a day, I would've been very concerned about it. I've been looking at some—there's some other money somewhere else that's probably unbalanced. I just, you know, as I go through type one, when we're only \$3.00 different, I just don't know why that would be labeled as unbalanced. So, just my confusion. It isn't going to change my award of this bid or anything else. I'm just trying to help understand what's going on here.

Terry: Again, just a follow-up to your kind of follow-up question. It's because, even though they're only \$3.00 different, a bid this close with a quantity that high, it had the potential to overturning the bid and why it was labeled that way.

Almberg: No more, thank you Governor.

Sandoval: Thank you. Any other questions with regard to Agenda Item No. 6? If there are none, the Chair will accept a motion for approval of Contract 3604, as described in Agenda Item No. 6.

Almberg: I'll make that motion Governor.

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Sandoval: Mr. Almberg has moved for approval, is there a second?

Hutchison: Second.

Sandoval: Second by the Lieutenant Governor. Any questions or discussion? All in favor say aye. [ayes around] Oppose, no. That motion passes unanimously. Let's move to Agenda Item No. 7. Mr. Nellis.

Nellis: Thank you Governor. There are three agreements under Agenda Item No. 7 that can be found on Page 3 of 31 for the Board's consideration. Item No. 1 is with Ames Construction for the USA Parkway design-build project in the amount of \$75,923,220 to construct and extend current roadway from US-50 to Interstate 80.

The second item is Amendment No. 2, with Kimley Horn and Associates. This is to increase authority by \$500,000 and extend the termination date to 06/30/2017 for increased work load that requires consultant support and to meet deadlines associated with various project and programs, including the evaluation identification of operational and ITS solutions to the vicinity of Interstate 80, I-580 and US-395 Spaghetti Bowl. And, updating the statewide ITP architecture to meet federal requirements and maintain federal funding flexibility.

Finally, Item No. 3 is with Diversified Consulting Services in the amount of \$15.2M for construction and engineering services for augmentation of crew 915 for Project NEON design-build.

Governor, that concludes Agenda Item No. 7. Our Chief Traffic Operations Engineer, Denise Inda is here to answer questions regarding Kimley Horn. Assistant Director Reid Kaiser is available for questions regarding Diversified Consulting Services.

Sandoval: Questions from Board Members? Member Savage then Member Almberg.

Savage: Thank you Governor. Just briefly Robert, Line Item No. 1, the end date should reflect August 2017 rather than December 2017.

Malfabon: Oh, I can respond to that. We typically have the end date for the—since this is an agreement, it doesn't relate to the construction, or the completion—substantial completion, pardon me, of construction. It's the expiration of the contract, the agreement. That's why sometimes you see some extension.

Savage: Okay, because that August 2017 date is a very important date in my mind.

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- Malfabon: Yes, exactly. It's not related. It doesn't restrict us to that construction completion.
- Savage: Thank you Rudy, thank you Robert, thank you Governor.
- Sandoval: Mr. Almberg.
- Almberg: Thank you Governor. My question comes back to what Member Skancke just mentioned last time we were talking about this project. His concern about any claims and I just want clarification, is that claims or change orders that you're concerned about?
- Skancke: In my mind, if it's a legitimate change order, then I think that's appropriate. I mean, if the Department has a change order, that's appropriate. But, if there's a claim on the back end, for whatever reason, and some of those things are—again, I'm not picking on anybody, I just want to make sure that we understand that there is that limited amount of resources. I understand that sometimes there has to be a claim. Change orders do occur. I think, in my mind, if there's a claim, I think this Board should have to have an opportunity to talk to those people about what the claim really is.
- Almberg: Thank you for that. I just wanted to understand—make sure, because I would never expect a project never to have some type of a change order or something involved, but I just wanted to clarify what your concern was. Thank you.
- Sandoval: Any questions from Southern Nevada?
- Hutchison: Yes Governor.
- Sandoval: Please proceed.
- Hutchison: Let me just understand the reason for the request for the amendment under Item No. 2. It's a 100% increase that we are considering here from \$500,000 original contract to a \$500,000 amendment. It looks like that's—I'm just wondering, what has changed? I've read a couple of different rationales for this in the supporting papers. The original contract is March '15, you get an amendment, which was a no cost amendment, come September '15. Four months later, now we're being asked to consider 100% increase in an amendment over the cost of the original contract. I'm just trying to understand, what's the reason for that? What I'm reading in the materials, as I look at the back-up, it says, as a result of vacancies within the Division and a combined increased workload, there is a need for additional work from the consultants.

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Is this a result of increased tasks that have been assigned to this project and has resulted in additional workload? Or, is this just really a matter of NDOT vacancies and lack of staff?

Kaiser: Reid Kaiser, Assistant Director of Operations, for the record. Lieutenant Governor, this group is currently working on numerous projects for us. With the shortage of staff, we wouldn't meet the deadlines that we've put on ourselves and some of the items that they're going to be working on are, they're preparing ideas outside the Spaghetti Bowl to help traffic flow, to get people around the Spaghetti Bowl. They're coming up with ideas for the charrette that staff could not come up with. They're also working on the infrastructure of NEON. They're looking at what the design-builder has designed and proposed for this area and will see how it will affect infrastructure of the ITS devices around the Las Vegas Spaghetti Bowl. We just don't have the staff in that section to deal with all these things.

They're also working on the design of the ITS infrastructure from Nellis out to Apex. Again, we just don't have the staff to prepare all that information.

Hutchison: Thank you very much for that explanation. I guess, really the crux of my question and what I'd like to have commented on, is this something that we're going to see on a go forward basis where NDOT just doesn't have the staff. We have an original contract that's approved. We anticipate a fairly defined amount of work. Then, just because of the ongoing shortages of staff, we're going to continue to see these kind of extensions. This is a \$500,000 contract and a \$500,000 amendment. If that's the case, I'm wondering if this is just a matter of, do we need to be focused on recruiting and hiring within NDOT, as difficult as that may be. I know that we're losing folks to the private sector as the economy picks up. Is that the real issue here? Or, is it just a matter of, this is a unique situation where there was just increased workload that the staff could not otherwise complete, even if there was the staff that was available. So, is it really kind of a chronic ongoing lack of staff problem or is this a matter of, look we just didn't have staff with the expertise or the experience that was necessary for these tasks?

Kaiser: What we would like to do is, if time would allow is submit an RFP to get it on the street to allow other firms to compete for this work. So, if we don't have the staff at NDOT to handle these types of projects when they come about is, we will submit an RFP. When we have to meet certain deadlines, we believe this is the quickest and most efficient way to get the work out on the street is to extend the current agreement.

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- Sandoval: If I may barge in, I think what the Lieutenant Governor is asking is, is your staff currently sufficient or are we just in an upcycle now that we need to temporarily handle that, but as things calm down, you have sufficient staff to handle responsibilities as we move forward?
- Kaiser: Well, for the Traffic Operations Division, Rudy might want to chime in here, I don't want to overstep my bounds here.
- Malfabon: I think it's a little bit of both, if I may. It's a combination of both factors. Being short staffed but also not having that expertise in house. We're trying to kill two birds with one stone, I think with the amendment. We definitely need help from our service providers and the engineering industry to deliver our programs.
- Sandoval: Does that satisfy you Mr. Lieutenant Governor?
- Hutchison: It does. Thank you Governor. Just wanted to have maybe a follow-up. If in the future, we feel like this is going to be an ongoing challenge, we may want to talk about how we're going to solve that broadly instead of just maybe taking this piece by piece over two or three years and seeing these over and over again. You've addressed the issue and appreciate the time.
- Sandoval: Other questions? Mr. Controller.
- Knecht: Well, Governor, Members Savage, Almberg, Skancke, the Lieutenant Governor and yourself have asked all the important questions as far as I'm concerned and reduced the information we need. I'm prepared to move approval of all three contracts. So moved.
- Sandoval: Before I accept the motion, any other questions from Board Members with regard to Agenda Item No. 7? I will note that no one has asked about the Ames contract, but I think we have asked every possible question that could be asked on that. Just to recognize that there is a record with regard to that one.
- The Controller has moved for approval of the contracts described in Agenda Item No. 7. Is there a second?
- Almberg: I'll second that.
- Sandoval: Second by Member Almberg. Any questions or discussion on the motion? Hearing none, all in favor please say aye. [ayes around] Oppose, no. That motion passes unanimously. Let's move to Agenda Item No. 8. Mr. Nellis.

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Nellis: Thank you Governor. There are three attachments that can be found under Agenda Item No. 8 for the Board's information. Beginning with Attachment A, there are two contracts on Page 4 of 19. The first project is located on Interstate 15 northbound at Sloan Truck Inspection Station in Clark County to rehabilitate and repave a truck inspection station, upgrade check station signs and lighting and construct a tortoise fence. There are four bids and the Director awarded the contract to Las Vegas Paving Corporation in the amount of \$904,953.

The second project is also on Interstate 15, from the Union Pacific Railroad spur at Nellis to north of the Apex Interchange in Clark County to install ITS infrastructure. There were three bids on the project and the Director awarded the contract to Fast Track Electric in the amount of \$1,812,321.10.

We'd be happy to answer any questions the Board may have regarding Attachment A, before turning to Attachment B, Governor.

Sandoval: Questions from Board Members? All right, please proceed.

Nellis: There are 44 executed agreements under Attachment B that can be found on Pages 8-12 of 19 for the Board's information. Items 1-13 are acquisitions for Project NEON. 14-18 are cooperative and facility agreements. Items 19-22 are interlocal agreements and leases. Finally, Items 23-44 are right-of way access and service provider agreements.

With that Governor, we'd be happy to answer any questions on Attachment B before proceeding to Attachment C.

Sandoval: I did have a question on A. Will you remind me why that's informational and the Board doesn't vote on that, given the amounts involved?

Nellis: Let's see, I think I have in here Governor, a summary of the approved matrix.

Sandoval: Maybe that's more a question for Rudy.

Malfabon: Yes, it was previously determined by the Board that at that level, you would defer to award by the Director. I think it was under \$5,000,000 for smaller construction projects and then \$5,000,000 and above, that the Board would make that determination to award.

Sandoval: Okay. All right. Please proceed with C.

Nellis: No questions on B, Governor? Okay.

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Sandoval: Member Savage has a question.

Savage: Thank you Governor. Briefly, Mr. Nellis, Line Items 25 and 26, there was a time extension on 25, without any additional dollars, as well as 26, a time extension without any dollars. I know I brought this up in the past, but it's always nice to see, if there are additional dollars required, they go hand-in-hand with the time extension. My question is, are there any dollar adds for Line Items 25 and 26?

Terry: Again, John Terry, Assistant Director for Engineering. There are no additional dollars in this request, nor do we anticipate any follow-up additional dollars. These are basically because projects were broken out and phased and therefore it took longer to deliver. We need the consultant, in terms of 25, assisting with engineering during construction, which we always have, but we had to extend the date because we broke out the project into multiple phases and delayed it. Therefore, we need to extend the agreements.

Savage: So that validates my concern. Thank you Mr. Terry. It is Department's policy that dollars do go hand-in-hand with time extensions at the time of the extension, is that correct?

Terry: Yes.

Savage: Okay. Thank you Mr. Terry, thank you Governor.

Sandoval: Please continue Mr. Nellis.

Nellis: Thank you Governor. There is one eminent domain settlement under Attachment C that can be found on Page 4 of 19 for the Board's information. This settlement provides for \$807,000 to be paid to Loch Lomond Trust for three properties on Loch Lomond way in Las Vegas for Project NEON. With that Governor, that concludes the items under Attachment—or, I'm sorry, Agenda Item No. 8. Mr. Gallagher can answer any questions regarding this settlement.

Sandoval: Any questions from Board Members with regard to Agenda Item No. 8? Thank you Mr. Nellis.

Nellis: Thank you sir.

Sandoval: Let's move to Agenda Item No. 9, why don't we take all of these.

Malfabon: Governor, if I may. Yes, there was 9, 10, 11, 12 and 13 are all inter-related public auctions. So, if I may, I'll address those together.

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Item No. 9 is per disposal of property on the northwest corner of Highway 50 and US-395. The land is appraised at a value of \$790,000. We're proposing to put it up for public auction.

Same for Item 10. The property is located at North Lompa Lane, north of Dori Way, in Carson City. The property is appraised at \$110,000 and we're requesting to proceed with public auction.

Item No. 11 is for property along a portion of North Lompa Lane and Carmine Street, in Carson City.

Terry: Can I interrupt on No. 11? There's a mistake in the summary. The 4.91 acres is correct, but 4.91 acres is not 21,000 square feet. It is 213,879 square feet. So, if I could just get that correction included within this one. Thank you.

Malfabon: Thank you John. The fair market value is appraised at \$30,000 for that parcel.

Item No. 12 is for disposal of NDOT right-of-way at Interstate 580 and US-395, east of Emerson Drive in Carson City. That parcel is appraised at \$40,000 fair market value.

The last of the requests for public auction is located at the northeast corner of North Carson Street and Arrowhead Drive with an appraised value of \$770,000.

These, we're requesting that the Board can take action on 9, 10, 11, 12 and 13 at one time.

Sandoval: Any questions from Board Members on Agenda Items No. 9-13?

Martin: I have one Governor. On Agenda Item No. 10, the same, Mr. Terry spoke of 11 having the acreage right but the square footage wrong. Agenda Item No. 10 has got that same—there's 3.4 acres and that's certainly more than 14,705 square feet.

Terry: Again, John Terry. I would propose just deleting the square footage and approving the Agenda Item based on the acreage, so that we can move forward.

Martin: Okay.

Malfabon: Good catch.

Sandoval: Thanks Frank. Any other questions or comments? The Chair will accept a motion then to approve the public auctions described in Agenda Items 9-13 with the corrections as noted during testimony.

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- Martin: So moved.
- Hutchison: Second.
- Sandoval: Member Martin has moved for approval. Is that a second by Lieutenant Governor?
- Hutchison: It is.
- Sandoval: All right, any discussions or questions on the motion? All in favor say aye. [ayes around] Oppose, no. That motion passes unanimously. Let's move to Agenda Item No. 14, Resolution of Abandonment. Nos. 14 and 15.
- Malfabon: Thank you Governor. 14 is for disposal of NDOT right-of-way located at US-50 at Lake Tahoe Golf Course Drive in Carson City. 0.92 acres. This is abandoning an easement. We don't own the property, we just abandon our easement interest. Similarly, Item No. 15 is for abandoning an easement for disposal of NDOT right-of-way parcel of land off North Durango Drive in the City of Las Vegas. There is a correction on this memo as well and I would ask that right-of-way staff do a better job at proof reading these documents before incorporation into the packet. It says, in the first paragraph of the summary, the parcel is currently right-of-way for US-95, not IR-15, but it is 0.79 acres of easement interest that we are abandoning and we request Board approval.
- Sandoval: So what are you substituting, I'm sorry, I didn't hear Rudy.
- Malfabon: I'm sorry Governor, so it says, the parcel is currently right-of-way for IR-15, it's actually US-95. This Durango Interchange is next to US-95 in Las Vegas, not I-15. But the other information is correct in the memo.
- Sandoval: Are you saying in the second sentence?
- Malfabon: Third sentence of the summary paragraph, where it says—the final sentence of that paragraph in the summary for Item 15, it says, the parcel is currently right-of-way for—
- Sandoval: Oh, I'm with you now.
- Malfabon: Yeah, it should be US-95.
- Sandoval: I was looking at the resolution itself. The resolution is correct.
- Malfabon: Oh, I'm sorry, yes.

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Sandoval: All right. Board Members, any questions with regard to the resolutions described in Agenda Items 14 and 15? If there are none, the Chair will accept a motion for approval of the resolutions in Agenda Items 14 and 15.

Skancke: So moved.

Sandoval: Member Skancke has moved, is there a second?

Savage: Second.

Sandoval: Second my Member Savage, any questions or discussion on the motion? Hearing none, all in favor say aye. [ayes around] Oppose, no. That motion passes unanimously. Let's move to Agenda Item 16, Direct Sale.

Malfabon: Thank you Governor and Board Members. This property is located just south of the intersection of US-50 and US-395, which will be the site of a future interchange for the termination of the Carson Freeway at US-395. What happened previously was, a previous Director approved the construction in the future of a decorative block wall that would run on the northerly and easterly property boundaries of the Comstock RV Property. We've been in discussions with the owners of the subject property and came to a determination that it was in the best interest of the Department to take the expense of the future block wall and just work on a tradeoff of property that was no longer determined to be of use to the Department. It was a win-win situation with the owners, the Lepires, I wanted to thank them and their Attorney, Mr. Pavlakis and their deliberations and coordination with NDOT to arrive at a good resolution. We abandon, basically trade our property interests to them.

As you can see on the attachments, on the aerial photograph, they are currently using part of that property for some of their trailers and RV storage. We felt that it was in the best interest of all parties if they continued to have a business purpose for the property that was no longer useful to the Department. And, it's a win-win, as I stated earlier.

We're requesting Board approval for the direct sale, basically a tradeoff of, we don't have to build a block wall. We'll record that against—if they ever sell this property, it's recorded against the parcel and we don't have to build that wall in the future and they obtain good use of the property for their business purpose.

Sandoval: Thank you Rudy, we like win-wins. We don't get many of those. I have no questions. Mr. Controller.

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- Knecht: I have no questions but I want to second everything Rudy said. Thanks to Mr. Pavlakis and the Lepires. This is a win-win. I'll move to approve it.
- Sandoval: The Controller has moved to approve the direct sale described in Agenda Item No. 16, is there a second?
- Skancke: Second.
- Sandoval: Second by Member Skancke, any questions or discussion on the motion? Hearing none, all in favor say aye. [ayes around] Oppose, no. That motion passes unanimously. Thank you.
- Malfabon: Thank you. We'll move on to Item 17 which is the—
- Sandoval: I was going to skip that one. [laughter] We need a little levity for this meeting, Mr. Lieutenant Governor. You didn't ask for my vote, so. [laughter]
- Hutchison: I failed at my lobbying efforts Governor.
- Martin: He didn't lobby me either.
- Hutchison: I'll let you all vote your conscious. [laughter]
- Sandoval: All right, go ahead Rudy.
- Malfabon: Thank you Governor. Pursuant to NRS 408.106, Paragraph 4, the Governor shall serve as the Chairman of the Board and the Members of the Board shall elect annually a Vice Chairman and historically the Lieutenant Governor has served, in a very good capacity as the Vice Chairman of the Transportation Board. We wish to continue that and offer this for Board action.
- Sandoval: Any speeches Mr. Lieutenant Governor?
- Hutchison: As I said, I'll let you vote your conscious, but I will remind you all that I have your addresses and home phone numbers. [laughter]
- Sandoval: I will say, I'm very supportive of this Agenda Item. I believe that the Lieutenant Governor has served admirably on this Board. I would be very proud to have him serve as the Vice Chairman of this Board. Mr. Controller.
- Hutchison: Thank you Governor. It's been an honor to serve on this Board with you and other members. It'd be an honor to continue to serve, thank you.

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Knecht: I so move your, Governor and by having our names, addresses and contact information, I presume you're not going to sue us, right?

Hutchison: No, but you will be getting campaign material.

Sandoval: The Controller has moved to elect the Lieutenant Governor to serve as the State Transportation Board Vice Chairman, is there a second?

Martin: Second.

Skancke: I'll second, only if I don't get any campaign material, how is that?

Sandoval: I'm going to give that one to Mr. Martin who is in Las Vegas. [laughter] So, check your mailbox, Mr. Skancke. Any questions or discussion on the motion? Hearing none, all in favor say aye. [ayes around]

Hutchison: Governor, I'm going to abstain from that vote.

Sandoval: All right. The motion passes unanimously. If you would mark the Lieutenant Governor as having abstained from the vote. Congratulations Mr. Lieutenant Governor.

Hutchison: Thank you very much Governor.

Sandoval: Let's move to Agenda Item No. 18, Review and Ratify the Selection—oh, we did that one, sorry. 19, Amendments and Administrative Modifications to the STIP.

Malfabon: Mr. Coy Peacock is in Las Vegas to present this item to the Board.

Peacock: For the record, Coy Peacock with Program Development under the Planning Division. I'm pleased to present the amendments and modifications to the Statewide Transportation Improvement Program. I'd also to give a brief update on our electronic STIP status.

Amendments are triggered when there's an air quality issue, if there's a project added or deleted, if there's a significant increase of over \$5M or over 40% of the overall project cost. Administrative modifications are triggered when there's less than \$5M or less than 40%. A project is moved from one fiscal year to the next and there's a change in the fund source. I'd also like to note that on Page 3, the very first project under the amendments, Attachment A, there is the Douglas County US-50 Cave Rock/Spooner Water Quality and Erosion Control Project. This particular project has only increased \$2M, but one of the things we like to do is, we like to take advantage of actions. We can do any action underneath an

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amendment. Rather than do these singularly as an administrative modification and amendment, we go ahead and add them all into an amendment.

I'd like to give a brief update on the status of the electronic STIP. We've been working with the MPOs. We've received, at no additional cost, from Eco Interactive a long range element that the MPOs and NDOT will utilize to do their 20-year plans or their regional transportation programs. We did training with the locals here in Las Vegas. It was very well received. We showed them the public site and now they have access to the secure site. They're actually entering the projects. It goes directly to the MPOs for their approval. Then it's submitted to us and then to FHWA and FTA for approval. That's minimized the duplication of effort.

Our staff at NDOT that does the betterments, those are the projects that are done by the District staff. They're actually going to be entering the projects directly, so that minimizes duplication of effort on our part.

Last but not least, we actually had a peer review with Minnesota. I believe there was a gentleman included from Wyoming. We did a webinar and basically showed them the same thing that we showed to the Clark County staff, as far as the secure site and how that overall process works. They're looking at the possibility of utilizing this system as well.

That's all I have Governor. If you have any questions, I'd be more than happy to answer them.

Sandoval: Questions from Board Members? All right, very clear. If there are no questions, is there any further presentation?

Peacock: That is all I have Governor.

Sandoval: All right. The Chair will accept a motion to approve the amendments and administrative modifications to the FFY 2016-2019 STIP.

Martin: So moved.

Skancke: So moved.

Sandoval: Member Martin has moved, Member Skancke has seconded the motion. Any questions or discussion? Hearing none, all in favor say aye. [ayes around] Oppose, no. That motion passes unanimously. Let's move to Agenda Item No. 20, Old Business.

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Malfabon: Thank you Governor. We have the standing items of the Report of Outside Counsel Costs on Open Matters and the Monthly Litigation Report. Our Chief Deputy Attorney General Dennis Gallagher, from the Attorney General's Office is prepared to answer any of your questions on Item A and B.

The Fatality Report, dated December 28th is attached. Unfortunately, as I mentioned, we have quite a challenge with driving down fatalities in our State and we hope to do better in 2016. Any questions?

Sandoval: Questions from Board Members, with regards...

Hutchison: Governor?

Sandoval: Mr. Lieutenant Governor and then the Controller.

Hutchison: Thank you. Mr. Gallagher, I just want to make sure that I'm reading the chart, as I always ask about each month, clearly, when it comes to outside counsel, the outside counsel attachment, I didn't see any new cases that were commenced since the last meeting, is that correct?

Gallagher: For the record, Dennis Gallagher, Counsel for the Board. Lieutenant Governor, that is correct.

Hutchison: Because that would be—those new cases would be in a different color, as they have been in the past, we're still doing it that way, right?

Gallagher: Yes sir.

Hutchison: Great. Thank you very much. And then I just would note that, I don't know if we anticipate additional condemnation proceedings. I assume we will have them giving the extent of our projects that we've been discussing over the last several meetings. If we could just, in the future, Mr. Gallagher, as I've discussed with you before, just understand whether or not the Attorney General's Office will be handling those or if those will be handled by outside counsel and what criteria we're going to use in the future to select outside counsel. I don't need to have a discussion about that at this meeting because there's no new cases that have come before us. I just wanted to give you a heads up as you've heard me in the past discuss that subject. Thank you.

Sandoval: Mr. Controller.

Knecht: Thank you Governor. I want to follow-up on that same matter. Specifically, I see that Laura Fitzsimmons Esquire has three lines in Attachment A. One which has

Transcript of Nevada Department of Transportation
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been condemnation line which has been through three amendments and then there's the risk management analysis for NEON. On the second page, another Project NEON eminent domain actions and the NEON projects are over \$2M. How much of the \$2.7M in the condemnation litigation consultation actions remains to go? That started out at \$300,000 and has ballooned up to \$2.7M over the few years. I'm sure a lot of that has been spent. I'm just wondering, how much remains to be spent?

Gallagher: For the record, Dennis Gallagher, Counsel to the Board. If you'll go to the right hand column, you'll note, that's contract authority remaining. Under this particular agreement, there's just under \$470,000 remaining as of the date of the report.

Knecht: Then on the Project NEON Risk Management, \$708,000 and on the next page, \$485,000 also remaining?

Gallagher: For the record, Dennis Gallagher. I would like to point out to the Board that the risk management analysis contract that Ms. Fitzsimmons has not charged at all. These are funds that are paid to subcontractors. As she has characterized it in the past, NDOT is her pro bono work. At least under this agreement.

Knecht: Okay, thank you for that clarification Mr. Gallagher.

Hutchison: Governor, this is Mark Hutchison.

Sandoval: Yes, please proceed.

Hutchison: Can I just follow-up on that? Mr. Gallagher, can you just—I don't understand that comment about NDOT being her pro bono project. I just don't understand that comment, can you explain that again?

Gallagher: For the record, Dennis Gallagher. Lieutenant Governor, under this particular agreement, Ms. Fitzsimmons has spent time and provided legal services to the Department, but at her election, she has not billed for any of her time and all the amounts that have been expended under that particular contract go to contractors who are providing risk analysis services, as well as software to the Department.

Hutchison: If I could follow-up on that Governor. The \$900,000, \$310,000, \$250,000, those are all to what, consultants? Those are not invoices that have been paid to Ms. Fitzsimmons?

Gallagher: Those are reimbursements to Ms. Fitzsimmons for consultant fees she's incurred pursuant to this particular agreement.

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- Hutchison: So there's been like \$1,460,000 in consulting fees that Ms. Fitzsimmons' counsel has retained on behalf of NDOT and that reflects simply reimbursements, pass-through costs, nothing that Ms. Fitzsimmons has billed.
- Gallagher: That is correct.
- Hutchison: Okay. If we go up to the condemnation litigation that is the first cell that the Controller was talking about, is that \$2.7M that she's billed NDOT?
- Gallagher: Yes, but it also includes other consultants, other lawyers that she's engaged. I believe that first contract is primarily related to the Boulder City Bypass Project. The third contract is related to Project NEON.
- Hutchison: Okay, the Boulder City Project, yeah that's the one, that first cell that we're looking at, that she's involved in. Okay. Thank you, that clarifies my questions. Thank you Governor.
- Sandoval: Thank you Mr. Lieutenant Governor, the Controller has a follow-up.
- Knecht: Yeah, thank you Governor and thank you Lieutenant Governor. Mr. Gallagher, when a lawyer manages the risk management analysis through contractors but doesn't bill us for any services rendered, do we have a contractual relationship with that person? What are our liabilities and how do we assure that the duties are done if we don't have a contract or if we're not paying her?
- Gallagher: For the record, Dennis Gallagher. There is a written contract to provide these services. I believe the contract is set to expire either the end of last year or perhaps the end of this month. That contract will probably be dropping off. The Department will continue to deal, or will start to deal directly with the risk management consultants.
- Knecht: That last part is very helpful. I don't want to be in any way ungrateful for the services rendered and the bills withheld, but it is good to know that our liabilities and our contracting position and so forth, our rights under the contract will be clarified. Thank you Governor.
- Gallagher: Excuse me, Mr. Controller. For purposes of disclosure, under this contract, on a number of occasions, I requested that the Department be billed and I believe the Director had made similar comments to Ms. Fitzsimmons. She chose otherwise and indicated she was not going to invoice the State for her time, under this agreement, understanding that she has the other two agreements.
- Hutchison: Governor?

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Sandoval: Yes, Mr. Lieutenant Governor.

Hutchison: I don't want to get too geeky on all this stuff but one of the reasons we may want to have Ms. Fitzsimmons and maybe she's been thinking about this is, often times you retain experts or consultants for risk analysis through counsel so that the attorney-work product doctrine can apply and those discussions can remain confidential and that work product can remain confidential. If it's being run through a lawyers firm and the contracts are being run through the lawyers firm, there are legal protections that would attach that would not otherwise attach if NDOT was to contract directly with those experts or those consultants. We ought to take a look at that on a case by case basis. It's not a good thing, it's not a bad thing whether she is contracting with these consultants. The question is, what do we want to accomplish? If we want to accomplish some privileged communications and protections so we can have frank and candid discussions about our risk analysis, it makes sense to go through counsel. If it's something other than that, that we can do this directly, then we can certainly do it that way. We got to understand what our goals are before we decide what we're going to do in a future situation. Thank you.

Sandoval: Any comments Mr. Gallagher?

Gallagher: The Lieutenant Governor identified why the contract was arranged with counsel, so that the work product would be privileged. The project is winding up, there may not be a need for any ongoing outside counsel in this role. However, should it be determined that the Department has future needs, we would contract with counsel in order for the work product to be privileged.

Sandoval: All right, thank you. Any other questions with regard to Agenda Item No. 20? We'll move to Agenda Item 21, Public Comment. Is there any member of the public here in Carson City that would like to provide comment to the Board? Hearing none, I'll move to Las Vegas. Anyone present for public comment in Las Vegas?

Hutchison: No one here Governor.

Sandoval: Agenda Item No. 22, Adjournment. Is there a motion to Adjourn?

Skanche: So moved.

Sandoval: Member Skanche has moved. We're actually early, compared to the last few months. [laughter] Did I hear a second by Member Savage?

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Savage: Yes, you did Governor, thank you.

Sandoval: All in favor, say aye. [ayes around] Motion passes unanimously. This meeting is adjourned. Thank you ladies and gentlemen.

Secretary to Board

Preparer of Minutes

Draft



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

February 1, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: February 8, 2016, Transportation Board of Directors Meeting
Item #4: Approval of Agreements Over \$300,000 - For Possible Action

Summary:

The purpose of this item is to provide the Board a list of agreements over \$300,000 for discussion and approval following the process approved at the July 11, 2011 Transportation Board meeting. This list consists of any design build contracts and all agreements (and amendments) for non-construction matters, such as consultants, service providers, etc. that obligate total funds of over \$300,000, during the period from December 16, 2015, through January 14, 2016.

Background:

The Department contracts for services relating to the development, construction, operation and maintenance of the State's multi-modal transportation system. The attached agreements constitute new agreements and amendments which take the total agreement above \$300,000 during the period from December 16, 2015, through January 14, 2016.

Analysis:

These agreements have been prepared following the Code of Federal Regulations, Nevada Revised Statutes, Nevada Administrative Code, State Administrative Manual, and/or Department policies and procedures. They represent the necessary support services needed to deliver the State of Nevada's multi-modal transportation system.

List of Attachments:

- A) State of Nevada Department of Transportation Agreements for Approval, December 16, 2015, through January 14, 2016.

Recommendation for Board Action:

Approval of all agreements listed on Attachment A

Prepared by: Administrative Services Division

Attachment

A

**State of Nevada Department of Transportation
Agreements for Approval
December 16, 2015, through January 14, 2016**

Line No	Agreement No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Dept. Project Manager	Notes
1	02315	01	STANLEY CONSULTANTS, INC.	INDEPENDENT COST ESTIMATOR	Y	235,019.00	71,185.00	306,204.00	-	6/19/2015	12/31/2017	2/8/2016	Service Provider	JENICA KELLER	AMD 1 02-08-16: INCREASE AUTHORITY \$71,185.00 FROM \$235,019.00 TO \$306,204.00 AS THE ORIGINAL BUDGET DID NOT CONTEMPLATE TWO SEPARATE CONSTRUCTION CONTRACTS. IN ADDITION THERE ARE SENSITIVE ENVIRONMENTAL FACTORS, EXTENSIVE COORDINATION REQUIRED WITH SEVERAL REGULATORY AGENCIES, AND MORE TEAM MEETINGS THAN ORIGINALLY SCOPED. 06-19-15: PERFORM INDEPENDENT COST ESTIMATOR (ICE) SERVICES FOR THE I-80 AT TRUCKEE RIVER NEAR VERDI CONSTRUCTION MANAGER AT RISK (CMAR) PROJECT, CARSON CITY AND WASHOE COUNTY. NV B/L#: NVF19931032584-R PROPOSALS SUBMITTED: AMERICOST INFRASTRUCTURE ESTIMATORS, CA GROUP, CONSULTANT ENGINEERING, STANLEY CONSULTANTS, AND URS CORPORATION
2	32715	00	STANTEC CONSULTING SERVICES, INC.	LANDSCAPE ARCHITECTURE	N	329,285.00	-	329,285.00	-	2/8/2016	12/31/2019	-	Service Provider	RICH SHOCK	02-08-16: PROJECT MANAGEMENT, LANDSCAPE AND AESTHETICS DESIGN, CONSTRUCTION ADMINISTRATION SUPPORT, AND CONSTRUCTION SUPPORT FOR THE I-580 AND DAMONTE RANCH PARKWAY AND I-580 AND SOUTH MEADOWS PARKWAY INTERCHANGES. WASHOE COUNTY. NV B/L#: NVF20101021081-R PROPOSALS SUBMITTED: STANTEC CONSULTING, AND THE WLB GROUP
3	29715	00	TETRA TECH, INC.	NATURALLY OCCURRING ASBESTOS (NOA)	N	907,610.43	-	907,610.43	-	2/8/2016	6/30/2019	-	Service Provider	DANIEL HARMS	02-08-16: NATURALLY OCCURRING ASBESTOS (NOA) AND ERIONITE ASSESSMENT SERVICES FOR DEPARTMENT RIGHT-OF-WAY, EASEMENTS, MATERIAL SITES, ANTICIPATED PROJECT CONSTRUCTION LIMITS, AND OTHER AREAS USED BY THE DEPARTMENT WHICH MAY DISTURB SUSPECT OR KNOWN MATERIAL CONTAINING NOA AND/OR ERIONITE. STATEWIDE. NV B/L#: NVF19921063769-R PROPOSALS SUBMITTED: NINYO AND MOORE, CDM SMITH, CONVERSE CONSULTANTS, NORTHGATE ENVIRONMENTAL, AND TETRA TECH
4	06916	00	CH2M	ENGINEERING SERVICES	Y	4,750,670.00	-	4,750,670.00	-	2/8/2016	12/31/2018	-	Service Provider	NICK JOHNSON	02-08-16: PROJECT MANAGEMENT SUPPORT, FINAL DESIGN FOR ALL FOUR PHASES, LANDSCAPE AND AESTHETIC DESIGN, PUBLIC INVOLVEMENT, ENVIRONMENTAL, AND CONSTRUCTION SUPPORT SERVICES FOR THE SR 28 FEDERAL LANDS ACCESS PROGRAM (FLAP) BIKE PATH FROM TUNNEL CREEK ROAD TO US 50. NV B/L#: NVF19931065492-S

Line Item 1

**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

Request to Solicit Services and Budget Approval (2A)

Initial Budget Request or Request for × Amendment # 1 or Task Order # 1

If Amendment or Task Order, name of Company: Stanley Consultants

Agreement #: P023-15-015 Project ID #(s): 73799 (1)

Type of Services: Independent Cost Estimator (ICE)

Originated by: Jenica Keller Division: Project Mgmt Date Originated: 12/31/2015

Division Head/District Engineer: Amir Soltani

Budget Category #: 06-BLDG LND IMP Object #: 8142 Organization #: B015

Estimated Cost: \$306,204 Type of Funding: Federal/State % of Fund: 95%

Funding Notes: State Fiscal Year(s): 2015-2017

“Budget by Organization” Report (Report No. NBDM30) attached here:

Purpose of, and Justification for, Budget Request:

The agreement has a current budget of \$235,019, and an increase via amendment of \$71,185 is requested. This brings the new total agreement to \$306,204. The original budget didn't contemplate breaking the project into two separate Guaranteed Maximum Price (GMP) construction contracts. Also, because of the sensitive environmental nature of the project and the extensive coordination required with several regulatory agencies, more team meetings have been needed than originally scoped. The requested additional budget will be enough to complete the project barring any unforeseen changes in the project schedule and scope.

Scope of Services:

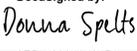
EA 73799 (1): I-80 at Truckee River near Verdi; MP WA 5.53; Construct scour countermeasures for Structures G-772 E/W.

Continue providing ICE services per agreement P023-15-015.

Additional Information Attached ×

*Amendments for time extensions (time only) do not require a form 2a

**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

Signed: DocuSigned by:

0E3A12007A72831
 _____ 1/4/2016
 Financial Management Date Approve

Approval of this form by the Financial Management Division, Budget Section, provides funding authority for the services described. Actual availability of funds and the monitoring of actual expenditures must be determined by the Division Head.

Financial Management Comments:

Per Jenica Keller the entire increase of \$71,185 will be paid in FY16.

Signed: DocuSigned by:

6C14DA73AF7640F
 _____ 1/11/2016
 Project Accounting Date Approve

Project Accounting Comments:

Signed: DocuSigned by:

C4C7CE8CD38443...
 _____ 1/11/2016
 Director Date Approve

Director Comments:

- Requires Transportation Board presentation
- Does not require Transportation Board presentation

Since this amendment makes the agreement amount over \$300k, the Transportation Board must approve this amendment before this work can proceed. Ensure it is on the Transportation Board agenda for February 8, 2016 - RM

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

January 15, 2016

TO: John Terry, Assistant Director

FROM: Jenica Keller, Project Manager

SUBJECT: Negotiation Summary for Amendment 1 for 023-15-015 Independent Cost Estimator (ICE) for the I-80 at Truckee River near Verdi as part of the CMAR Program

Negotiation meetings were held via phone call on December 23, 2015, with Dan Bender of Stanley Consultants and Jenica Keller of NDOT in attendance.

The DBE goal for this agreement has been established at zero percent (0%).

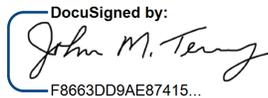
The additional fee is required to provide budget needed to complete the project. The original budget did not contemplate multiple GMP contracts nor the extensive meetings required with regulatory agencies due to the sensitive environmental nature of the project.

The SERVICE PROVIDER's original estimate for this extra work was \$61,389. This estimate was reviewed by the DEPARTMENT and found to be lacking in travel funds for the scheduled meetings. Additionally, man-hours were not included for a second and final GMP for the second construction contract should one be needed. This negotiation increased the estimate by \$9,796.

The overhead rate of 168.32% and the fee of 9% remain unchanged.

The amendment will increase the budget by \$71,185 bringing the new total negotiated cost for this agreement, including direct labor, overhead, fee and direct expenses to \$306,204.

Reviewed and Approved:

DocuSigned by:

F8663DD9AE87415...

Assistant Director

Attachment A Scope of Services

The ICE shall work with and become a part of the Project Team, which also consists of the DEPARTMENT's Program and Project Managers, the DEPARTMENT's Design Service Provider(s), the Construction Manager, and the DEPARTMENT's Construction Engineering Service Provider(s) (if applicable). The scope of services for this Project that is to be provided by the ICE shall include, but is not limited to, the following items.

A. CONSTRUCTION COST ESTIMATING

1. Provide independent cost estimates advancing through intermediate and final design and into construction. Utilize contractor-style (production-based) methodologies and production-based heavy civil estimating software platforms and assist in line item quantity verification.
2. Provide negotiation and conflict management support, including the ability to confer with others to reach an agreement on terms, conditions, and costs.
3. Provide risk management support to the DEPARTMENT, including risk identification, assessment, and cost quantification together with assignment of the probability of occurrence of each identified risk.
4. Provide summary and detailed cost breakdowns, translate production-based estimates into the DEPARTMENT's unit price estimate format, and submit independent bids. Utilize DEPARTMENT standards with a demonstrated familiarity of Nevada labor laws and the local labor union environment.
5. Provide assistance to the Project Team with respect to determining cost impacts of package breakdown (project phasing), risk, labor availability, mobilization, site access, sequence of design and construction, availability and procurement of equipment and materials, and maintainability.
6. Since SERVICE PROVIDER has no control over cost of labor, materials, equipment or services furnished by others, over contractors' methods of determining prices, or over competitive bidding or market conditions, its estimates of costs will be made on the basis of its employees' experience and qualifications and will represent their best judgment as experienced and qualified professionals, familiar with the construction industry. SERVICE PROVIDER does not guarantee that proposals, bids, or actual construction cost will not vary from its estimates of project cost."

B. SCHEDULING

1. Prepare an independent construction schedule identifying the sequence of construction, major tasks and durations, high-risk activities, interdependencies between such tasks, risks, and the critical path. This construction schedule shall form the approach to preparation of the ICE's first independent cost estimate.
2. Following review of the Construction Manager's initial construction schedule, review subsequent construction schedules provided by the Construction Manager and provide written analysis and recommendations to improve their usefulness to the Project Team. Demonstrate practicality in approach and concentrate remarks and discussions on critical path and high-risk activities.

C. PROJECT MANAGEMENT

1. Participate in development and improvement of a Project Management Plan for the assigned Project following the DEPARTMENT's Project Management Guidelines. A working draft of the guidelines can be found at:

<ftp://ftp.dot.state.nv.us/Public/RFP%20023-15-015%201%2080%20near%20Verdi/>

2. Provide financial management and accounting experience to prepare Project costs and bids as well as the ability to develop and track scope, schedule, and budget.
3. Interact with members of the Project Team as well as other utilities, regulatory agencies, and local governments associated with the Project. Utilize an understanding and familiarity with partnering on the Project and facilitate constructive dialogue within the Project Team.
4. Assist in administering value engineering and probabilistic cost estimating processes to create alternate methods of delivering on Project goals and applying construction methods/approaches to improve design, manage and mitigate risk, lower Project construction cost, and/or reduce Project delivery schedule.

D. CONSTRUCTABILITY REVIEW

1. Review Construction Contract documents for adequate quality for bidding and construction purposes and to eliminate conflicts and ambiguities in the documents that could lead to change orders or disputes.
2. Integrate construction scheduling knowledge and experience into the pre-construction (design) process.

E. PARTNERING

Actively participate in the partnering process alongside all members of the Project Team. The ICE is required to participate in all scheduled partnering meetings, which is anticipated to be three (3) meetings. The partnering process will commence during the pre-construction phase and continue throughout the construction phase. A partnering facilitator will be selected by the DEPARTMENT.

F. PROJECT TEAM KICKOFF WORKSHOP

Actively participate as a member of the Project Team kickoff meeting to be led by the DEPARTMENT. The Project Team kickoff workshop may include discussion of the following topics:

1. Introduction to the Project, the CMAR project delivery method, the partnering process, and the Project stakeholders
2. Presentation of Project elements and the Project scope
 - a. Project status, goals, objectives, etc.
 - b. Project information, including relevant plans, specifications, studies, and reports
3. Project schedule and major milestones
 - a. Project Team meetings
 - b. Major Project activities
4. Identification of roles and responsibilities for the Project Team
 - a. Owner(s)
 - b. Designer
 - c. Construction Manager
 - d. ICE
5. Process for design input
 - a. Innovation
 - b. Alternative design analysis
 - c. Designer's needs
6. Communications protocol and plan
7. Identification of change order management process

8. Initial discussions on
 - a. Cost/pricing development
 - b. Project risks identification
9. Questions / Answers
10. Project Tour/Field Visits

G. OTHER PROJECT MEETINGS AND TASKS

Attend, actively participate in, and provide written comments related to the items listed above at the following milestone meetings:

1. Initial Approach to Cost Meeting
2. Preliminary Design Review Meeting (Design Milestone No. 1)
3. Intermediate Design Review Meeting (Design Milestone No. 2)
4. Final Design Review Meeting (Design Review No. 3)
5. Risk identification and resolution meetings: These meetings focus on identifying and documenting Project-specific risk, which includes risk definition, probability of occurrence, potential mitigation strategies (including consideration of NEPA issues and mitigation strategies with the goal of an improved FHWA NEPA document), magnitude of cost and quantity impacts, and schedule impacts. This meeting(s) shall assign risk ownership and document resolution. The ICE shall attend at least two (2) formal risk analysis meetings.
6. Project cost model and schedule development meeting(s): This meeting(s) focuses on establishing, modifying, and maintaining the production-based cost model so that assumptions, contingency, risk, and approach to the estimate are fully understood by the Project Team. The ICE shall plan to develop up to three (3) Opinion of Probable Construction Cost (OPCC) estimates and attend up to three (3) corresponding resolution meetings.

The ICE may be given Project assignments and tasks for follow-up during the workshops and/or meetings, as well as a schedule for performing and completing such assignments and tasks. The ICE shall be responsible to timely meet the commitments for response in a format acceptable to the DEPARTMENT and within the time period directed by the DEPARTMENT, which, in determining such schedule, shall consider a deliverable's size and complexity. The Project Team shall establish these expectations, assignments, and commitments at the Project Team kickoff workshop and shall update and discuss the same regularly during Project meetings.

Line Item 2

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

Request to Solicit Services and Budget Approval (2A)

X Initial Budget Request or Request for Amendment # or Task Order #

If Amendment or Task Order, name of Company:

Agreement #: Project ID #(s): 73812E1P

Type of Services: Landscape Architecture Design Services

Originated by: Rich Shock Division: Design Date Originated: 5/19/2015

^{DS}
 Division Head/District Engineer: Kristena Shigenaga

Budget Category #: 06 Object #: 814D Organization #: C010

Estimated Cost: \$355,000 Type of Funding: State % of Fund: 100%

Funding Notes: State Fiscal Year(s): FY16 thru FY19

FY16 - \$195,000 (55%), FY17 - 127,800 (36%), FY18 - \$24,800 (7%), FY19 - \$7,100 (2%)

“Budget by Organization” Report (Report No. NBDM30) attached here:

Purpose of, and Justification for, Budget Request:

Due to the workload on in-house staff, the Roadway Design Division will be contracting for landscape architecture design consulting services.



Scope of Services:

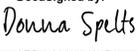
The Scope of Services will be for Landscape and Aesthetics design and construction support services.

Additional Information Attached X

*Amendments for time extensions (time only) do not require a form 2a



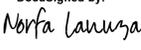
**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

Signed:  5/29/2015 Approve
Financial Management Date

Approval of this form by the Financial Management Division, Budget Section, provides funding authority for the services described. Actual availability of funds and the monitoring of actual expenditures must be determined by the Division Head.

Financial Management Comments:

FY16 = \$195,250 and FY 18 = \$24,850

Signed:  6/1/2015 Approve
Project Accounting Date

Project Accounting Comments:

Requires scope budget change form to revise project amount and funding. Current funding of project 73812 is \$311,882.00 current expenditures are \$335,364.74

Signed:  6/1/2015 Approve
Director Date

Director Comments:

- Requires Transportation Board presentation
- Does not require Transportation Board presentation

Transportation Board approval is required for a service contract over \$300,000. Plan on preparing a few PowerPoint slides explaining the need for these services and what projects require these services.

Landscape Architecture Design Services RFP
for the:
I-580/Damonte Ranch Parkway and
I-580/South Meadows Parkway Interchanges
Supplemental Information for Form 2A

1. With the implementation of the Landscape and Aesthetics Master Plan, landscape and aesthetics are applied to every new construction or capacity improvement project. The Landscape Architecture (LA) Section has targeted \$5M in stand alone projects per year. This project is to fulfill one on those targets. We have a staff of four people to manage projects, write agreements, review projects, design smaller projects and provide construction supervision/support. Additionally, the section provides re-vegetation design and/or guidance for slope flattening and other ancillary projects as well as reviews of encroachment permits that impact or contain landscape or aesthetic elements. Due to the current workload, outside resources are required to keep the project on schedule. Length of time required will be from the beginning of design (completed to 30% by prior contract), to construction closeout. Each of these projects are anticipated to span 3 years, they will be staggered one year apart. Proposed project advertising for I-580/Damonte Ranch Parkway to occur in federal fiscal year 2016, construction in FY17 and the first year of the plant establishment period (post construction) in FY18. I-580/South Meadows Parkway schedule will follow with a one year stagger, advertise in FY17, construction in FY18 and post construction in FY19
2. These are a landscape and aesthetics stand alone projects with the construction cost for I-580/Damonte Ranch Parkway Interchange estimated at \$2.3 M and the construction cost for I-580/South Meadows Parkway estimated at \$1.25 M. The landscape architecture professional services cost for final design and construction support services will be approximately 10% of the estimated L&A construction cost. For these two projects the consultant fees are estimated at \$355,000.
3. The Scope of Services for these projects will include design services, coordination with HQ and District personnel, including maintenance, to develop the L&A design beyond the current 30% (concept) level, as well as construction period services.
4. For this consultant contract, it is our intent to reserve the option to add to the Scope of Services for the completion of final design and construction period services for two additional Intersections originally included for conceptual design (thru 30% design and including stakeholder meetings and public information meeting) in the previous contract #337-12-0210. Those additional Intersections would include I-580 @ South Virginia Street/Patriot Boulevard and I-580 @ Neil Avenue.

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

January 11, 2016

TO: John Terry, Assistant Director
FROM: Rich Shock, Project Manager
SUBJECT: Negotiation Summary for P327-15-010

A negotiation meeting was held at NDOT Headquarters in Carson City on December 8, 2015 with Barb Santner, Stantec Senior Associate, Rich Shock and Lucy Joyce, Landscape Architects with the Nevada Department of Transportation (DEPARTMENT) in attendance.

The DBE goal for this agreement has been established at 1 percent (1 %).

The scope of services that are to be provided by the SERVICE PROVIDER was reaffirmed by both parties at the outset.

The following schedule was agreed to by both parties:

December 31, 2019 - Scope of Service Items to be completed.

Key personnel dedicated to this project are as follows:

Barb Santner – Stantec Senior Associate

The SERVICE PROVIDER's original estimate was \$329,285.00, including direct labor (1361 man-hours of work by the SERVICE PROVIDER), overhead rate of 1.75%, an 8% fee, and direct expenses at \$39,564.00 (including sub-consultant expenses).

The overhead rate of 1.75% was provided by the Internal Audit Division.

The negotiations yielded the following:

1. There will be 2106 total man-hours allotted throughout the course of this agreement at a direct labor cost of \$97,549, including a prorated amount for anticipated raises, which will take effect over the term of the agreement.
2. Based upon the direct labor costs and an overhead rate of 1.75%, the overhead amount will be \$170,711.00
3. A fee of 8% was agreed to by both parties, and will be \$21,461 for this agreement based upon direct labor costs and an overhead rate of 1.75%.
4. The direct expenses agreed to total \$39,564 for sub-consultants, reproduction, communication, travel and per diem. There will be no direct compensation for computer time.
5. The total negotiated cost for this agreement, including direct labor, overhead, fee and direct expenses will be \$329,285.00.

Reviewed and Approved:


Assistant Director

This scope of services covers four (4) tasks for the I-580/Damonte Ranch Parkway and I-580/South Meadows Parkway Interchanges. The four (4) tasks include the following:

- Project Management
- Landscape and Aesthetics design
- Landscape and Aesthetics construction administration support
- Landscape and Aesthetics construction support

1. PROJECT MANAGEMENT

The SERVICE PROVIDER will coordinate with the DEPARTMENT’s Project Manager and the DEPARTMENT’s Public Information Officer for all public relations tasks described below.

All electronic files (meeting minutes, design files, cost estimates, notes to specifications, etc.) will be exchanged using the DEPARTMENT’s ftp site under the folder designated by the DEPARTMENT’s Project Manager or by using the SERVICE PROVIDER’s ftp site if agreed with the DEPARTMENT’s Project Manager. Smaller files may be emailed to the DEPARTMENT’s Project Manager.

SCHEDULE

The SERVICE PROVIDER will provide a detailed project design schedule, using Microsoft Project, to the DEPARTMENT within fourteen (14) calendar days of the Notice to Proceed. The schedule will include milestone dates required by the DEPARTMENT and the SERVICE PROVIDER to achieve project completion.

Updates to the project schedule will be submitted whenever a significant change occurs that would affect project completion within the scheduled time period.

MILESTONES

Milestone Description	Finish
Notice to Proceed	Upon Execution o
I-580/Damonte Ranch/S. Meadows Pkways NDOT Meeting	TBD
I-580/Damonte Ranch Pkway Individual Stakeholder Meeting -	TBD
I-580/Damonte Ranch/S. Meadows Pkways Refine Project Alternatives (Landscape and Aesthetics)	TBD
I-580/Damonte Ranch Pkway Intermediate Design (60%) Submittal	TBD
I-580/Damonte Ranch Pkway QA Design (90%) Submittal	TBD
I-580/Damonte Ranch Pkway P,S& E Review (95%) Submittal	TBD
I-580/Damonte Ranch Pkway Final Design (100%) Submittal	TBD
I-580/Damonte Ranch Pkway Final Bid Document Submittal and	TBD
I-580/Damonte Ranch Pkway Doc Date	August 2016
I-580/Damonte Ranch Pkway Advertise	TBD
I-580/Damonte Ranch Pkway Construction Period	May-Aug 2017
I-580/South Meadows Pkway Intermediate Design (60%) Submittal	TBD

I-580/ South Meadows Pkway QA Design (90%) Submittal	TBD
I-580/ South Meadows Pkway P,S& E Review (95%) Submittal	TBD
I-580/South Meadows Pkway Final Design (100%) Submittal	TBD
I-580/South Meadows /Pkway Final Bid Document Submittal and	TBD
I-580/ South Meadows Pkway Doc Date	June 2017
I-580/ South Meadows Pkway Advertise	TBD
I-580/ South Meadows Pkway Construction Period	May-Aug 2018
Contract Completion Date	FY 2019

PROJECT MANAGEMENT DESIGN MEETINGS

The SERVICE PROVIDER shall prepare all meeting minutes for formal review meetings using the DEPARTMENT's Project Management standards, and forward a draft copy to the DEPARTMENT's Project Manager within one (1) week of the meeting.

Kickoff Meeting: The SERVICE PROVIDER shall prepare agenda for and attend a project kick-off meeting in Carson City with DEPARTMENT and DISTRICT 2 staff present to discuss project goals, objectives, and program elements to be met, and develop final public outreach and tasks to be completed with the DEPARTMENT's Team and Public Information Officer for implementation. Final public outreach is anticipated to include one meeting with the key stakeholder at the I-580/Damonte Ranch Parkway interchange to determine their interest and commitment in providing a long term maintenance agreement.

Intermediate Review Meeting (60%): The SERVICE PROVIDER shall attend a meeting in Carson City, to discuss and respond to all comments made by the DEPARTMENT on the Intermediate design submittal. The meetings for I-580/Damonte Ranch Parkway and I-580/South Meadows Parkway Interchanges will be held separately. The DEPARTMENT shall provide the SERVICE PROVIDER with a list of review meeting attendees two (2) weeks prior to the meeting. The SERVICE PROVIDER will prepare, distribute, and collect electronic comment forms to and from reviewers prior to the review meeting. The SERVICE PROVIDER will provide responses to all comments using the forms and redistribute to the DEPARTMENT's project manager for distribution to the reviewers.

Plans, Specifications and Estimate (P, S & E) Review: The SERVICE PROVIDER shall attend a review meeting in Carson City, to discuss and respond to all comments made by the DEPARTMENT and other project stakeholders on the P, S & E review submittal. The meetings for I-580/Damonte Ranch Parkway and I-580/South Meadows Parkway Interchanges will be held separately. SERVICE PROVIDER shall review the DEPARTMENT's developed special provisions prior to this meeting for consistency with the construction drawings and to ensure the SERVICE PROVIDER notes to the Specifications Division are included.

PROGRESS REPORTS

The SERVICE PROVIDER shall submit a brief monthly progress report to the DEPARTMENT's Project Manager updating the status of the project. The progress report shall be provided with the associated monthly invoice. The report shall be an overall progress summary of tasks completed to date with respect to schedule, submittal milestones and design level cost estimates. The report shall also indicate tasks that were performed during the month and include objectives for the next month of work. Any changes or conflicts in scheduling, scope, or budget should be noted in the report. Hours are based on a two and three quarters year (2015-2018) project schedule.

Progress reports shall include, but not be limited to:

- Work or tasks completed since the last report,
- Justification for any delay, and proposals for getting back on schedule,
- Task budget status.
- Objectives for the next month, including work or tasks planned for that reporting period,
- Changes or conflicts in scheduling, scope, and/or budget.

Correspondence: Copies of all formal correspondence shall be provided to the DEPARTMENT's

Project Manager within one week during the performance of services. All information shall be logically categorized chronologically in a project file to be submitted to the DEPARTMENT upon project completion by the SERVICE PROVIDER.

QUALITY ASSURANCE/QUALITY CONTROL (QA/QC)

The SERVICE PROVIDER is responsible for the accuracy and completeness of the plans and related design prepared under this contract and shall check all such material accordingly. The SERVICE PROVIDER shall have a quality control plan in effect during the entire time work is being performed under this contract. The plan shall establish a process whereby plans, calculations and documents submitted for review shall be clearly marked as being fully checked by a qualified individual other than the originator. Non-compliance will be sufficient cause for rejection of the submittal. The DEPARTMENT's Project Manager may perform periodic Quality Control audits. The Quality Assurance check set will be submitted to the DEPARTMENT's Project Manager prior to submitting the Intermediate (60%) plans to the DEPARTMENT for independent checking. The check set will contain all elements defined in the approved Quality Control Plan.

THE SERVICE PROVIDER PLAN

The SERVICE PROVIDER shall provide a copy of their QA/QC plan to the DEPARTMENT's Project Manager for approval within fourteen (14) days after the Notice to Proceed. The plan will address as a minimum:

- Checking procedures, including all drawings and design calculations back checked by the SERVICE PROVIDER QC Team members, none of whom will otherwise be directly involved with the project
- Orientation of employees in quality requirements
- Methods of monitoring
- Documenting quality control activities

The QC process will ensure that all documents produced, including, but not limited to plans, reports, calculations, specifications, special provisions, estimates, and schedules, are thoroughly checked by an individual at least equally competent to the originator of the document to verify accuracy. The process will address resolution of conflict and assure agreement of computer programs and procedures for checking computer input and output. Checking shall not only confirm the accuracy of calculations, but shall include a thorough review of the proper use of Standard Drawings, Drafting Guide, Project Design Guidelines, and other manuals and documents referenced in this task order. For drainage related QA/QC, the QA/QC guidelines included in the DEPARTMENT's Drainage Manual shall be incorporated as a minimum.

The accepted Quality Control Plan will be implemented as the primary duty of the SERVICE PROVIDER QA/QC Manager, who will be responsible for independently documenting the SERVICE PROVIDER adherence to its guidelines.

The SERVICE PROVIDER shall make all necessary revisions or corrections resulting from errors and omissions on the part of the SERVICE PROVIDER without additional compensation. Acceptance of the professional services by the DEPARTMENT shall not relieve the SERVICE PROVIDER of the responsibility for subsequent correction of any such errors and the clarification of any ambiguities. The SERVICE PROVIDER shall be held responsible for additional costs in subsequent related construction resulting from errors or omissions that are a result of negligence.

PROJECT CLOSEOUT

When requested by the DEPARTMENT's Project Manager, the SERVICE PROVIDER shall provide the DEPARTMENT's Project Manager with a thumb drive, each containing project documentation which includes, but is not limited to, correspondence, design criteria, design calculations, CADD files, final cost estimate and bid addenda. The SERVICE PROVIDER shall also provide a hard copy of all documentation.

DELIVERABLES

The following items will be provided throughout the project as requested by the DEPARTMENT's Project Manager, unless otherwise stated below:

- Monthly Schedule Updates
- Meeting minutes for formal review meetings
- Monthly Progress Reports
- Contact Log/Correspondence
- QA/QC Plan
- Three (3) electronic copies of CADD files

2. LANDSCAPE AND AESTHETICS DESIGN

The purpose of this section of this task order is to provide an aesthetic & practical solution for the enhancement and beautification of the areas at the I-580/Damonte Ranch Parkway and I-580/South Meadows Parkway Interchanges, and along the corridor while preserving the safety (clear zones) and sight line aspects. The area to be designed includes all areas within the DEPARTMENT's right-of-way as reviewed with and accepted by the DEPARTMENT's Project Manager.

The SERVICE PROVIDER will coordinate with all necessary DEPARTMENT technical disciplines, including but not limited to, Structural, Environmental, Storm water, Right of Way (Utilities), and Hydraulics. Coordinate with the DEPARTMENT's Hydraulics Section to understand the existing overall drainage design and to identify methodology for all design aspects and erosion control, such as low impact development, water harvesting and detention as it relates to the landscape improvements.

The scope of the SERVICE PROVIDER services for this task order shall include services to prepare construction documents in English Units and provide support services during construction. The SERVICE PROVIDER shall provide the DEPARTMENT with plans, cost estimates, specifications and reports where noted within this description of services.

Designs and drawings shall be prepared in English units using MicroStation V8i (Select Series2), AutoCAD R14 for detailing and InRoads (Select Series2) software. All existing features shall be shown in green and all new and/or modified features shall be shown in black. Electronic CAD files shall be provided to NDOT at the Doc date for use in bidding.

Text for specification notes shall be prepared using Microsoft Word 2007 or 2010. These notes shall be written in the active, imperative tense using English units.

Design for this project and preparation of contract documents shall be guided by the design references shown below, by Design Memoranda and by reports prepared by the SERVICE

PROVIDER and approved by the DEPARTMENT. If conflicts arise between County or City and State criteria, the State criteria shall prevail. If conflicts arise between County, City, State and Federal criteria, discuss such conflicts with the DEPARTMENT's Project Manager.

PROJECT DESIGN REFERENCES

The following documents are design references developed and published by the DEPARTMENT and other agencies and adopted for use in the design of this project. In this listing are current standards, specifications, manuals, policies, guides, procedures, and environmental regulations that shall be applied to the various aspects of the project. The DEPARTMENT may add additional documents as needed. The most current DEPARTMENT adopted edition of each document shall be the one followed for this project. If the current edition used by the DEPARTMENT changes during the course of this project, the DEPARTMENT shall inform the SERVICE PROVIDER of the new adopted edition to be used.

DEPARTMENT Publications

Standard Drawings (English)

Standard Plans for Road and Bridge Construction, (English)
Standard Construction Plan Symbols and Design Drafting Guide
CADD Standards (standards/workspace obtained from the DEPARTMENT website)

Specifications

Standard Specifications for Road and Bridge Construction

Manuals

Project Design Development Manual
Storm Water Manual (s)
Drainage Manual
Policies, Guides, and Procedures
Nevada Work Zone Traffic Control Handbook
Sign Supplement to the Standard Highway Signs Manual,
(English) Engineer's Estimate of Reasonable Unit Prices
Access Management System and Standards
Pattern and Palette of Place: A Landscape and Aesthetics Master Plan for the Nevada State
Highway System
Landscape and Aesthetics Corridor Plan for US 395
Geotechnical Policies and Procedures Manual
Mapping Ecosystems along Nevada Highways and Development of Specifications for
Vegetation Remediation (UNR)

AASHTO Publications

A Policy on Geometric Design of Highways and Streets, "Green Book"
Standard Specifications for Structural Supports for Highway Signs, Luminaries, and Traffic Signals
Roadside Design Guide
An Information Guide for Roadway Lighting
Manual on Subsurface Investigations, Publication No. S99-MSI
Guide for the Development of Bicycle Facilities
A Guide for Transportation Landscape and Environmental
Design NCHRP Report 554: Aesthetic Concrete Barrier Design
Guide Specifications for the Structural Design of Sound Barriers

FHWA Publications

Manual on Uniform Traffic Control Devices

Traffic Control Devices Handbook

Standards and Guides for Traffic Control for Street and Highway Construction, Maintenance, Utility, and Incident Management Operation

Standard Highway Signs, with Revisions Project Management Plan Guidance

Federal Registrar

OSHA Construction Standard (29 CFR Part 1926), Occupational Safety and Health Administration

Illuminating Engineering Society of North America

TRB Special Report 209 – Highway Capacity Manual, American National Standard Practice for Roadway Lighting (EIS RP8)

Environmental Regulation and Policies

National Environmental Policy Act of 1969

36 CFR 800 Protection of Historical and Cultural

Properties 23 CFR 771 – Environmental Impact and

Related Procedures

FHPM 7-7-3 – Procedures for the Abatement of Highway Traffic Noise and Construction Noise

PROJECT COORDINATION

Miscellaneous Meetings: The SERVICE PROVIDER shall attend up to two (2) additional meetings as scheduled by the DEPARTMENT's Project Manager. These meetings include, but are not limited to, coordination with and addressing concerns of various agencies, citizens, or special interest groups. The SERVICE PROVIDER shall be responsible for coordinating, attending and preparing meeting minutes for those meetings.

It is anticipated that two (2) meetings shall be held in Carson City.

Coordination with Other Agencies: The DEPARTMENT's Project Manager will communicate expected needs for coordination with other agencies and stakeholders. The SERVICE PROVIDER shall coordinate design activities with such identified project stakeholders. The DEPARTMENT's Project Manager shall be invited to all such meetings. The SERVICE PROVIDER shall be responsible for coordinating, attending, and preparing meeting minutes for those meetings when required. It is anticipated that up to two (2) meetings will be required for coordination, to be held in Northern Nevada.

Coordination with DEPARTMENT Divisions: The SERVICE PROVIDER through the DEPARTMENT's project manager will meet with all applicable divisions of the DEPARTMENT during the course of this project, for example Roadway Design, Structures, Hydraulics, Environmental, Stormwater, Right of Way, Safety, Traffic and Materials Division to discuss initial design parameters/limitations and seek input/review of all design solutions proposed to insure designs will meet the DEPARTMENT's criteria. Meeting(s) will occur in Carson City.

An additional meeting may be required with the local governing agency, such as City of Reno or Washoe County, to discuss maintenance participation for design alternatives.

Coordination with District 2: The SERVICE PROVIDER shall interview key DEPARTMENT staff at District Two, as identified by the DEPARTMENT's Project Manager, to gain an understanding

about the following as it relates to the District. Topics are not limited to but shall include:

- General maintenance concerns and resources,
- Site specific maintenance issues and concerns to address,
- Current maintenance costs to assist with developing maintenance plan for project,
- Existing maintenance practices applied to existing L&A improvements along the corridor,
- Discuss Landscape and Aesthetics ideas considered for this interchange

PUBLIC RELATIONS

Stakeholder Meeting: The SERVICE PROVIDER shall conduct, with NDOT, one meeting with the key stakeholder at the I-580/Damonte Ranch Parkway interchange to determine their interest and commitment in providing a long term maintenance agreement.

The SERVICE PROVIDER shall provide a summary report of stakeholder group proceedings, including conclusions and recommendations.

DESIGN REPORT

The design report prepared for the I-580/Damonte Ranch Parkway interchange will provide documentation of actions taken, decisions made and information obtained during the final design stage and through construction activities. Cost estimates will be included to support recommendations.

Design Intent: The SERVICE PROVIDER shall prepare an updated design intent report for the I-580/Damonte Ranch Parkway interchange that documents the basis for aesthetic treatments and the context in which the design was prepared. Subject matter shall include, but is not limited to:

- Climatic/Environmental Context,
- Social/Historical/Cultural Context,
- Geological Context,
- Low Impact Design and Landscape Sustainability principles and practices,
- Identify opportunities for Biodiversity including: providing habitat for beneficial species, plant selection to provide for cover & food sources and use of plant pollinators,
- Visual Context,
- Corridor relationships,
- Special design considerations and conditions,
- Landscape and Aesthetics- Interchange Design Context.

Maintenance Plan

The SERVICE PROVIDER shall prepare a one-year cycle maintenance plan and estimate that details the maintenance requirements for each element of landscape and aesthetics treatments. The maintenance plan shall include, but is not limited to the following subjects:

- Soils conditioning and testing
- Maintenance requirements of all plant materials, including revegetation, natives and salvaged plants
- Weed management recommendations
- Pruning, trimming, and fertilization

- Replacement of diseased, failing, and plant material not in a healthy thriving condition, including an extension of warranty
- Decorative land graphics and mulches
- Ornamental fencing
- Monumentation and structures
- Painting and finishing
- Irrigation and utilities(if needed)
- Inspection and reporting
- Other landscape and aesthetic treatments and features
- Manpower and equipment required for standard maintenance

FIELD REVIEWS AND DATA COLLECTION

Pre-Design Site Visits: It is anticipated that the SERVICE PROVIDER will attend up to three (3) site visits to obtain additional field information as needed. Site reconnaissance to verify previously collected data, provide design team with in-depth knowledge of site characteristics and provide on-site visual assessment of existing slopes. Both sites currently contain noxious and invasive weeds. A weed survey will be conducted which will include existing condition survey, weed identification and identification of areas designated for non-disturbance. Both sites contain large areas of inland saltgrass that is prevalent in low areas which will be mapped. Preservation and management of this species will be reviewed.

Deliverables:

- Site Visit Memo with photographs taken and brief description.

During Design: The SERVICE PROVIDER shall attend site visits as directed by the DEPARTMENT's Project Manager. It is assumed that up to three (3) site visits will be required.

Data Collection: The SERVICE PROVIDER shall obtain from the DEPARTMENT an un-field verified MicroStation file containing a plot plan illustrating geometric data, project limits, rights-of-way, topography, easements, utilities, and other improvements and information required for plan development. The SERVICE PROVIDER will be informed of any proposed project construction changes not accounted for in the design information to be supplied to them.

The SERVICE PROVIDER shall verify the information supplied by the DEPARTMENT, including drainage and lighting features, coordinate with utility providers for existing facilities, develop and add additional information to the dimensioned base-map suitable for development of illustrations, alternative treatments and landscape construction documents.

CONSTRUCTION COST ESTIMATES

Developing and Maintaining: The SERVICE PROVIDER shall develop preliminary construction and maintenance cost estimates for the updated preferred alternative of the preliminary design submittal (30%) phase conducted in the previous contract.

The SERVICE PROVIDER shall provide the DEPARTMENT's Project Manager with a construction cost estimate, including DEPARTMENT bid item numbers and descriptions at Intermediate Design (60%) and Final Design submittals. Unit prices shall be based on the current DEPARTMENT Reasonable Bid Price Database and the DEPARTMENT's Project Estimation Guide, to be obtained from the DEPARTMENT's Project Manager. The DEPARTMENT shall use the SERVICE PROVIDER estimates to track project costs and to develop the Special Provisions. Each estimate

submittal shall contain a summary of which bid items were added or deleted from the previous submittal. Quantities may be rough at the Intermediate design levels, but all anticipated bid item numbers should be identified at the PS&E submittal to cover all known work involved. The SERVICE PROVIDER shall notify the DEPARTMENT's Project Manager immediately of any significant changes to the construction cost estimate.

UPDATED PRELIMINARY DESIGN (30%)

The SERVICE PROVIDER shall update the preferred design resulting from the Public Meeting conducted during the earlier phase of work using the information developed during the Field Review and Data Collection. One updated preferred landscape plan for each interchange will be developed.

Soils Analysis: The SERVICE PROVIDER shall perform agronomy soils testing for existing and landscape borrow soils taken at representative locations within project limits. These tests shall also incorporate recommendations into plans to reflect soil characteristics within project limits (porosity, Ph, boron, salinity, electrical conductivity, sulfates, tilth, organic matter, fertility, texture, etc.) derived from soils analysis. Soil testing will also include an analysis to determine if soil sterilants are present in the soil and offer remediation recommendations (if available) to support new plant materials.

Slopes, Decorative Walls, Bridge Aesthetics: The bridge and slope paving aesthetics developed during the earlier phase of work are not anticipated to change.

Drainage: The SERVICE PROVIDER shall provide information to the DEPARTMENT that illustrates preliminary grading design within existing drainage patterns associated with the project. The DEPARTMENT will review adjustments needed to accommodate the existing drainage systems. The SERVICE PROVIDER shall coordinate with the DEPARTMENT's Hydraulics Section for erosion control and material requirements.

Landscape Plans: The updated preferred landscape plans shall be based on the existing preferred landscape plans with aesthetic treatments including: regionally applicable, low water use/low maintenance plantings, water harvesting; earth graphics with delineated patterns of naturally colored rock; rock mulch; mounding, sculptural elements and fencing aesthetics, existing vegetation to remain, drainage and slope treatments addressing critical grading associated with existing DEPARTMENT structural systems.

Right of Way: The SERVICE PROVIDER shall coordinate with the DEPARTMENT for source of water for meter taps, plantings, power and telephone or radio control for irrigation control system and related location of utilities, if needed.

Maintenance: The SERVICE PROVIDER shall coordinate with the DEPARTMENT for access, and other maintenance related concerns, as needed.

Cost estimates for the preferred aesthetic alternative will be updated along with long term maintenance costs.

One (1) meeting will be held with DEPARTMENT to review preferred design update, and a submittal will be made to the DEPARTMENT at the Preliminary Design Review.

Deliverables: Provide the following:

- Preferred Landscape and Aesthetics Plan with support graphics that show enhancements to existing areas, slope pavements and other existing or new structures proposed and proposed screening of areas, - or other roadside enhancements.
- Four (4) soil tests from each quadrant of each interchange for eight (8) total with proposed plantings or revegetation of the project site
- Soils fertility and chemical composition report and recommendations for amendments, etc. based on soil tests to provide sustainable success for planned plantings and/or revegetation
- Preliminary construction costs for the preferred design alternative and maintenance cost estimate.

INTERMEDIATE DESIGN (60%)

The Intermediate Submittal shall include a draft of ALL construction drawings, a construction cost estimate (with the DEPARTMENT's bid items) showing preliminary quantities, and preliminary specifications notes. Each interchange will be developed as a separate package.

The DEPARTMENT will use the plans and cost estimates submitted by the SERVICE PROVIDER when compiling the entire project's plans and estimates.

The SERVICE PROVIDER shall make necessary changes to the preliminary design drawings to include comments from the DEPARTMENT.

Updated cost estimates for the preferred alternative will be prepared. Graphic and descriptions will be prepared to support public information website.

Retaining, Decorative Walls, Bridge, Sound Walls, and/or Freestanding Aesthetic Structures: The SERVICE PROVIDER shall revise designs as necessary including an updated cost estimate only as directed by the DEPARTMENT's project manager. All structural design shall conform to the current and applicable codes in accordance with the DEPARTMENT's standards and policies.

The SERVICE PROVIDER shall meet with the DEPARTMENT's Landscape Architect to discuss aesthetic alternatives. The coordination efforts will be associated with the early identification of cost effective implementation strategies for potential aesthetic design features that may be added to the final design plans.

This task includes general coordination and attendance at one aesthetic meeting prior to the Intermediate design submittal.

Drainage: The SERVICE PROVIDER shall coordinate with the DEPARTMENT to review existing drainage systems and aesthetic treatments proposed to insure existing drainage systems design parameters are maintained if modified.

Traffic: The SERVICE PROVIDER shall coordinate with the DEPARTMENT to determine traffic considerations that will be required for installation of landscape and aesthetics.

Safety: The SERVICE PROVIDER shall coordinate with the DEPARTMENT to review safety aspects related to the final design.

Right of Way: Service provider shall coordinate with NDOT to ensure there are no utility conflicts

with proposed design.

Environmental: The SERVICE PROVIDER shall coordinate with the DEPARTMENT to address exposed soil areas within the Right of Way will be designed to meet the permanent erosion control requirements of NDEP Phase 2 permit.

Specifications: The SERVICE PROVIDER shall provide Special Provisions Notes to the DEPARTMENT's Project Manager. The final Special Provisions shall be written by the DEPARTMENT. The Special Provisions Notes shall be written in the imperative mood (see page 1 of the Standard Specifications) and in a format identical to the current edition of the DEPARTMENT's Standard Specifications for Road and Bridge Construction. The Special Provisions Notes shall be created and delivered in Microsoft Word, using Universal font size 11 (use font size 9 for tables and footnotes).

The Special Provisions Notes shall only include information that is not covered in the Standard Specifications or current Specifications Pull Sheets. Copies of product brochures or product specifications are not acceptable. If it is necessary to specify materials by brand or trade name, a minimum of two brands must be provided and followed by the words "or approved equal." Where an individual product or trade name requires "sole source" use, a written justification must be provided. The justification to "sole source" requires review and approval by the DEPARTMENT's Chief Road Design Engineer.

The SERVICE PROVIDER shall assist the DEPARTMENT in the preparation of a draft of Subsection 108.04, Limitation of Operations, which includes operational limits, phasing limits, working hour limits, traffic impact limits, restricted work limits, and construction milestones based on the construction sequencing and traffic control meetings.

Deliverables: Provide the following:

- **Intermediate Design Plan Submittal- five (5) sets in color**

A draft of every anticipated sheet will be included in the Intermediate submittal.

On each sheet of the Intermediate Design Submittal set, the text "Preliminary – subject to revision" shall be shown across the Professional Landscape Architect's seal and the BOLD note "Intermediate Design Submittal (submittal date)" shall be clearly shown on each sheet. The back sheet facing outward will be prepared showing the Project Number, Project Description, Project ID number and the DEPARTMENT's Project Manager's name and phone number.

- **Notes to Specifications**

The SERVICE PROVIDER shall submit two (2) copies one week prior to Intermediate Plan Submittal date.

- **Estimate with DEPARTMENT Bid Items**

The SERVICE PROVIDER shall submit two (2) copies one week prior to Intermediate plan submittal date. The DEPARTMENT's Project Manager may request an updated Estimate by the Intermediate Plan Submittal date when deemed appropriate.

FINAL DESIGN

The SERVICE PROVIDER shall develop final design construction plans. The plans shall be

prepared on the DEPARTMENT's standard sheets. Plan sheets for the Final Design Submittals shall be 11-inch by 17-inch size drawings using standard the DEPARTMENT's borders. Each interchange will be developed as a separate package.

DEPARTMENT will use the plans and cost estimates submitted by the SERVICE PROVIDER when compiling the entire project's plans and estimates.

The SERVICE PROVIDER shall provide complete design of aesthetic treatments and landscaping for the project. An aesthetics plan will be developed as well as a maintenance plan and cost estimate. The aesthetic treatments and landscaping will follow the guidelines of the Landscape and Aesthetics Master Plan and the US 395 Landscape and Aesthetics Corridor Plan. The work involved will include, but not be limited to, preparing final plans, illustrations and reports and preparing contract documents.

The final design plans shall include, but is not limited to planting plans, grading/drainage plans, wall plans with structural details, sculptural elements with structural details, aesthetic treatment plans and lighting plans as they apply.

Drainage: The SERVICE PROVIDER shall meet with the DEPARTMENT to review landscape and aesthetic design for drainage systems conformance.

Safety: The SERVICE PROVIDER shall meet with the DEPARTMENT to confirm safety aspects are addressed.

Traffic: The SERVICE PROVIDER shall meet with the DEPARTMENT to determine traffic considerations that will be required for installation of landscape plans.

Specifications: The SERVICE PROVIDER shall update the Special Provisions Notes from the Intermediate Design Submittal and provide a copy to the DEPARTMENT's Project Manager.

The SERVICE PROVIDER will obtain a Quality Assurance schedule from the DEPARTMENT's Project Manager. The SERVICE PROVIDER shall fill out the QA schedule and submit it to the DEPARTMENT with the Final QA submittal.

DELIVERABLES: Provide the following:

- **Quality Assurance Submittal**
The SERVICE PROVIDER shall incorporate all comments from the Intermediate review for verification in the QA submittal.
- **QA Review Plans**
The SERVICE PROVIDER shall submit five (5) sets of plans in color and electronic PDF's. Each plan sheet of the QA Review submittal shall be clearly marked with the text "Advance Print – not for construction" shown across the professional landscape architect's seal and the BOLD note "QA Design Submittal (submittal date)". A back sheet facing outward shall be prepared showing the Project Number, Project Description, Project ID Number and the DEPARTMENT's Project Manager's name and phone number.
- **QA Review Estimate with DEPARTMENT Bid Items**
The SERVICE PROVIDER shall provide one (1) copy of the revised construction estimate with the DEPARTMENT bid items. The list shall include the DEPARTMENT bid item numbers, descriptions, quantities, unit prices, and total costs.

- **Notes to Specifications**
The SERVICE PROVIDER shall provide two (2) copies of the specification notes to the Project Manager.
- **Plans, Specifications & Estimates (P, S & E) Review Submittal**
The SERVICE PROVIDER shall incorporate all QA Submittal comments for verification in the P, S & E Review Plans.
- **P, S & E Review Plans**
The SERVICE PROVIDER shall submit five (5) sets of plans in color and electronic PDF's. Each plan sheet of the PS&E Review submittal shall be clearly marked with the text "Advance Print – not for construction" shown across the professional landscape architect's seal and the BOLD note "PS&E Design Submittal (submittal date)". A back sheet facing outward shall be prepared showing the Project Number, Project Description, Project ID Number and the DEPARTMENT's Project Manager's name and phone number.
- **P, S & E Review Estimate with DEPARTMENT Bid Items**
The SERVICE PROVIDER shall provide one (1) copy of the revised construction estimate with DEPARTMENT bid items. The list shall include the DEPARTMENT's bid item numbers, descriptions, quantities, unit prices, and total costs.
- **P, S & E Notes to Specifications**
The SERVICE PROVIDER shall provide two (2) copies of revised additional specification notes.
- **Final Plans**
The SERVICE PROVIDER shall submit five (5) sets of plans in color and electronic PDF's. Each plan sheet shall be clearly marked with the text "Advance Print – not for construction" across the Professional Landscape Architect's seal, and the BOLD note "Quality Assurance Design Submittal (submittal date)". The back sheet facing outward shall be prepared showing the Project Number, Project Description, Project ID Number, and the DEPARTMENT's Project Manager's name and phone number.
- **Final Plans with DEPARTMENT Bid Items**
The SERVICE PROVIDER shall provide two (2) copies two (2) working days prior to plan submittal of the construction cost estimate (in an Excel spreadsheet) to the Project Manager. The estimate shall include bid item numbers, descriptions, quantities, unit prices, and total costs.
- **Final Estimate with DEPARTMENT Bid Items**
The SERVICE PROVIDER shall provide two (2) copies of the construction estimate (in an Excel spreadsheet) two (2) days prior to plan submittal to the DEPARTMENT's Project Manager. The construction estimate shall include bid item numbers, descriptions, quantities, unit prices, and total costs, with changes highlighted. Final Estimate with DEPARTMENT bid items.

The SERVICE PROVIDER shall provide two (2) copies of the construction estimate (in an Excel spreadsheet) to the Project Manager. The construction estimate shall include bid item numbers, descriptions, quantities, unit prices, and total costs.

- **Final Plan Submittal**

The SERVICE PROVIDER shall incorporate all P, S & E Review comments for verification in the Final Submittal. The SERVICE PROVIDER shall prepare and provide a matrix to show all comments were addressed.

Each sheet produced by the SERVICE PROVIDER of the Final plans shall show a wet or electronic stamp of a Nevada-registered Landscape Architect or other Nevada-registered professional performing services with an original signature and date in blue ink.

- **Final Maintenance Cost Estimate**

The SERVICE PROVIDER shall submit the final maintenance cost estimate for the preferred Landscape and Aesthetic alternative.

- **List of Anticipated Sheet Types**

Landscape Plan Sheets shall include but are not be limited to: Planting plans, Lighting plans; as they apply, Wall plans and Aesthetic treatment plans, Grading/Drainage plans; as they apply, Special Details, Landscape Details, Irrigation Details; as they apply, Lighting Details; as they apply, and Structure List.

Bid Document Plan Submittal

- The SERVICE PROVIDER shall incorporate all Final Submittal Review comments for verification in the Final Submittal for use in bidding. Submit corrected final plans in PDF format at Doc date.

3. LANDSCAPE AND AESTHETICS CONSTRUCTION ADMINISTRATION SUPPORT

Construction Administration Support will be provided for each interchange at separate times.

Supplemental Notices: The SERVICE PROVIDER shall provide additional drawings, cost estimates, quantities, and specifications as required by the DEPARTMENT for Supplemental Notices. One (1) Supplemental Notice, not related to the SERVICE PROVIDER errors/omissions, is included in scope. The SERVICE PROVIDER shall be responsible for the design costs when Supplemental Notices result from the SERVICE PROVIDER errors and/or omissions.

Pre-Bid Conference: The SERVICE PROVIDER shall attend a Pre-Construction Conference held in Carson City and respond to questions or concerns relating to the SERVICE PROVIDER drawings.

Bid Analysis: The SERVICE PROVIDER shall provide a bid analysis after bid opening as requested by the DEPARTMENT's Project Manager.

Pre-Construction Activities: The SERVICE PROVIDER shall attend the Pre-Construction Conference in Carson City and respond to questions or concerns relating to the SERVICE PROVIDER plans, specifications, and estimate.

4. LANDSCAPE AND AESTHETICS CONSTRUCTION SUPPORT

Construction Support will be provided for each interchange at separate times.

Construction Submittals and Site Evaluations: The SERVICE PROVIDER (project manager, quality control coordinator or principal) shall visit the site and local construction fabrication shops (up to 60 visits) to become generally familiar with the progress and quality of work completed and

to determine in general if the work is being performed in a manner indicating that the work when completed will be in accordance with the contract documents. A substantial and Final walk-through with punch lists will be conducted.

The SERVICE PROVIDER shall provide a timely response to RFI's provided to the SERVICE PROVIDER by the DEPARTMENT's Project Manager. The SERVICE PROVIDER shall refer any questions from the Contractor to the DEPARTMENT's Resident Engineer.

The SERVICE PROVIDER shall review shop drawings and submittals as requested by the DEPARTMENT's Project Manager. The SERVICE PROVIDER shall have no more than fifteen (15) working days from receipt of the drawings to return comments to the DEPARTMENT's Project Manager.

The SERVICE PROVIDER shall provide revegetation and landscape site evaluation services for three (3) years during the maintenance period including preliminary and final punchlists.

Change Orders: The SERVICE PROVIDER shall assist the DEPARTMENT in reviewing any Change Orders submitted for the project and make recommendations. The SERVICE PROVIDER shall produce plans and estimates for any necessary design related change orders. The SERVICE PROVIDER shall be responsible for the design costs when change order(s) result from the SERVICE PROVIDER errors and omissions. Two (2) design-related change orders are anticipated. The SERVICE PROVIDER shall provide assistance as requested by the DEPARTMENT's Project Manager for change orders.

Post Construction Review: The SERVICE PROVIDER shall attend the Post-Construction Review in Carson City and prepare a summary of the discussions per the DEPARTMENT's format.

Additional Information to be Provided:

- Site and Location Map
- The SERVICE PROVIDER Team Member List
- Standard Cost Proposal Spread Sheet
- Project Design Schedule

ASSUMPTIONS

The Scope of Services assumes the following items are excluded and/or provided by NDOT.

- Permanent irrigation design is not included.
- Traffic control plans are by NDOT.
- No geotechnical report is provided.
- NDOT will provide all plans needed for existing structures.
- NDOT will provide right of way drawings
- Hydrology and hydraulic design/verification of existing drainage system is not included. It is assumed existing drainage design is adequate to serve facilities.
- No wetland delineation is included.
- Assumes a three (3) year plant establishment period.

Line Item 3

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

Request to Solicit Services and Budget Approval (2A)

X Initial Budget Request or Request for Amendment # or Task Order #

If Amendment or Task Order, name of Company:

Agreement #: Project ID #(s):

Type of Services: Consultant

Originated by: Daniel Harms Division: Environmental Date Originated: 5/8/2015

Division Head/District Engineer: Steve Cooke

Budget Category #: 06 Object #: 814F Organization #: B013

Estimated Cost: 1,000,000.00 Type of Funding: State % of Fund: 100

Funding Notes: State Fiscal Year(s): 2016, 2017, 2018, 2019

25% in FY16, 25% in FY17, 25% in FY18 and 25% in FY19

“Budget by Organization” Report (Report No. NBDM30) attached here:

Purpose of, and Justification for, Budget Request:

See attached



Scope of Services:

See attached

Additional Information Attached X

*Amendments for time extensions (time only) do not require a form 2a



**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

Signed: DocuSigned by:
Donna Spelts 5/11/2015 Approve
0E3A12007A722831 Financial Management 2B4B63AE02084DA Date

Approval of this form by the Financial Management Division, Budget Section, provides funding authority for the services described. Actual availability of funds and the monitoring of actual expenditures must be determined by the Division Head.

Financial Management Comments:

Signed: DocuSigned by:
Norfa Lanuza 5/11/2015 Approve
2B4B63AE02084DA Project Accounting 2B4B63AE02084DA Date

Project Accounting Comments:

Signed: DocuSigned by:
Lady Mayson 5/12/2015 Approve
C4C7CE3CD38443... Director 2B4B63AE02084DA Date

Director Comments:

- Requires Transportation Board presentation
- Does not require Transportation Board presentation

The May 2015 NOA presentation briefed the Transportation Board to anticipate this agreement. Board approval will be required since it is over \$300,000.

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

January 12, 2016

TO: John Terry, Assistant Director - Engineering

FROM: Daniel Harms, Project Manager

SUBJECT: Negotiation Summary for RFP 297-15-013 Naturally Occurring Asbestos (NOA) and Erionite Services

A negotiation meeting was held by telephone conference call on January 4, 2016, with Ed Surbrugg, Steve Delhomme, and Sandy McCann of Tetra Tech, Inc. (Tetra Tech) and Steve Cooke and Daniel Harms of the Nevada Department of Transportation (DEPARTMENT) in attendance.

The DBE goal for this agreement has been established at zero percent (0%). The overhead rate of 125.50% was provided by the Internal Audit Division.

The scope of services that are to be provided by Tetra Tech were reaffirmed by both parties. Individual task orders will use the cost plus fixed fee method and be issued as needed to accomplish the various tasks outlined in the scope-of-services, for fiscal years 2016, 2017, 2018, and 2019.

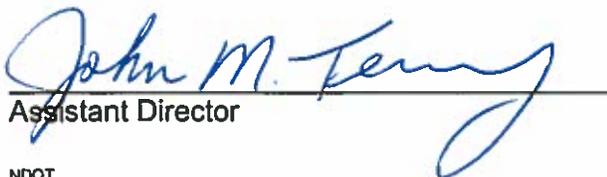
Tetra Tech has agreed to provide Naturally Occurring Asbestos (NOA) and Erionite Services by schedules that will be defined in each Task Order as issued over the length of this agreement. Key personnel dedicated to this project are as set forth in Tetra Tech's scope-of-services and cost estimate.

The DEPARTMENT's original estimate was \$1,000,000.00, including direct labor, an overhead rate of 125.50%, a 13% fee, and direct expenses at \$400,000.00 (including sub-consultant expenses).

Tetra Tech's estimate was \$907,888.73, including direct labor, an overhead rate of 125.50%, a 13% fee, and direct expenses at \$367,771.55 (including sub-consultant expenses). The negotiations yielded the following:

1. There will be 5100 total man-hours allotted throughout the course of this agreement at a direct labor cost of \$211,855.22.
2. Based upon the direct labor costs and an overhead rate of 125.50%, the overhead amount will be \$265,878.30.
3. A fee of 13% was agreed to by both parties, and will be \$62,105.36 for this agreement based upon direct labor costs and the overhead rate.
4. The direct expenses agreed to total \$367,771.55 for sub-consultants, reproduction, electronic/computer, copying/printing/shipping, communication, field sampling supplies and equipment, rental equipment, travel, and per diem.
5. The total negotiated cost for this agreement, including direct labor, overhead, fee and direct expenses will be \$907,610.43.

Reviewed and Approved:


Assistant Director

1/12/16
Date

**ATTACHMENT A
SCOPE OF SERVICES**

**Naturally Occurring Asbestos (NOA) and Erionite
Statewide
Agreement Number 297-15-013**

The Scope of Services will address NOA and erionite concerns statewide for DEPARTMENT rights-of-way, easements, material sites, anticipated project construction limits, and other areas used by DEPARTMENT. These locations will be referred to as DEPARTMENT properties. This will include, but not be limited to, future construction projects, maintenance and other activities, effect of occupancy and encroachment permits, and activities which may disturb suspect or known material containing NOA and/or erionite.

The proposer will develop a scientifically-based, statistically valid approach for assessing NOA and erionite, both before and during disturbance activities; and assessing health risk to workers, neighboring community impacts and the public at large.

TASK NO. 1 PROVIDE STATEWIDE NOA AND ERIONITE MAPPING

Tetra Tech will complete statewide NOA and erionite mapping for all State of Nevada roads and rights-of-way, including mapping up to a maximum of 100 feet beyond the rights-of-way boundaries. Completing this task will involve (A) an initial desktop graphical information system (GIS) data review and analysis; (B) data and field verification; and (C) the delivery of the GIS geodatabase (in ArcGIS 10.3 format) to NDOT. These subtasks would include:

- A. A kick-off meeting in Carson City, NV to define the details, work tasks, personnel, and schedule to successfully complete the mapping effort.
- B. An Initial Desktop GIS Data Review and Analysis
 - o Evaluate available statewide geologic GIS datasets for high level geologic analysis. Select the most applicable dataset with appropriate geologic attributes. All available sources of information will be utilized to create a consistent Statewide 1:250,000-scale map that would facilitate regional geologic interpretation and be a foundation for spatial analyses of digital data.
 - o Obtain the most current statewide GIS dataset of NDOT Roads
 - o Update and buffer the existing Nevada roads using the "System" descriptions with standard rights-of-way widths based on detail and information provided by NDOT.
 - o Ensure the Nevada Roads GIS dataset is marked as "Approximate Rights-of-Way" boundaries.
 - o Perform geospatial analyses of geologic and NDOT datasets to determine initial areas of concern for the presence of NOA statewide.
 - o Prioritize the areas of concern by anticipated construction date and other NDOT metrics.
 - o Store all GIS boundaries and geologic data in an ArcGIS 10.3 geodatabase and for delivery to NDOT.
- C. Data and Field Verification
 - o Review the prioritized areas of concern with NDOT, refine boundaries and information, and prepare GIS maps for NDOT road projects at appropriate scales (e.g. 1 inch = 1,000 feet) along with geologic formations and proposed sample locations to be field verified.
 - o Schedule field verification observations and sampling at selected areas statewide and for prioritized projects. Utilize the desktop NOA and erionite mapping results to

- assist with the sampling. Use handheld field global positioning system (GPS) units to survey and mark sample locations and boundaries to be incorporated into the GIS geodatabase. Provide online GIS access to NDOT and other cooperative agencies, as needed.
- Use field verification results to refine boundaries of geologic materials and soil types that may potentially contain NOA and erionite, and sample locations with detected NOA or erionite results. Use the field verification results to update the ArcGIS geodatabase.

Tetra Tech deliverables for Task No. 1:

- Draft ArcGIS geodatabase and features in ArcGIS 10.3 format within 9 months of starting project
- Final ArcGIS geodatabase and features in ArcGIS 10.3 format within 2 weeks after receipt of NDOT comments on Draft
- Provide biannual updates of the NOA and erionite mapping data for the duration of the Agreement to incorporate new data and information from the field verifications and other site characterization efforts for NDOT road construction projects or maintenance activities.

Assumptions for Task No. 1:

- Existing geologic and infrastructure information will either be available in ArcGIS format or will be in a format that can be converted to ArcGIS.
- Location information for several documented Nevada NOA and erionite deposits (e.g., Reese River deposit, Pine Valley tuff, and Jersey Valley tuff) will be available during the desktop mapping exercises.
- Tetra Tech GIS specialists will work closely with NDOT, the Nevada Bureau of Mines and Geology (NBMG), and other agencies to get access to the best available GIS data and information.
- The data and field verification efforts will be focused and prioritized based on information and directions from NDOT.
- Potential NOA and erionite areas of concern will be regularly updated and refined as more definitive information becomes available.

TASK NO. 2 COMPLETE SAMPLING AND ANALYSIS PLAN (SAP), QUALITY ASSURANCE PLAN (QAP), AND HEALTH AND SAFETY PLAN (HASP)

Tetra Tech will develop and prepare work plans to guide field and analytical activities for NDOT road construction and maintenance projects. An inclusive sampling and analysis plan (Master SAP), quality assurance plan (QAP), and generic health and safety plan (HASP) will be prepared at the beginning of the project for the anticipated Tetra Tech field activities. The Master SAP will clearly define the data quality objectives, proposed air, soil, and rock material sampling methods and analytical procedures, and quality control procedures. After being directed by NDOT to support a specific project, Tetra Tech will prepare a brief site-specific SAP (Project SAP) for each new field project (e.g., trenching, boring, coring, sampling, laboratory analysis, construction oversight). Projects may be large (statewide NOA and erionite field verifications) or small (the Laughlin Bridge widening and roundabout). Tetra Tech anticipates providing NDOT with NOA and erionite characterizations and oversight activities for multiple road construction and maintenance projects across the state. Projects may include sampling and analyses of concrete; asphalt; other materials suspected to contain NOA or erionite; soils;

rock; other construction materials; roads and bridges within NDOT's rights-of-way and easements; material source sites; or any other areas or materials designated by NDOT. The completed Master SAP and Project SAPs will guide the collection and analysis of concrete, asphalt, surface and subsurface soil, bedrock and landscape materials, potential off-NDOT property source materials, personal air monitoring on individuals and equipment, and any activity-based sampling needed for risk assessments. The Project SAPs (including the QAP and HASP) will include a list of all required field sampling elements, sampling objectives, data quality objectives (DQO), typical sample locations, typical frequency of samples per area or type of material, and analysis methods and procedures. The sampling and analytical strategy (number and types of samples and recommended analyses) will be developed specifically for each project and site. Most likely, additional samples will be collected and lower analytical detection limits recommended for road and maintenance projects through areas with known or suspected NOA or erionite in soil and rock materials. Additional characterization and oversight will also be recommended for projects through areas in close proximity to communities and residences. The practices and procedures for road construction projects through areas with known NOA (e.g., Boulder City Bypass Phase 1 and 2 project), developed by a national group of NOA experts (including the Volpe Institute, National Institute of Health, California Geological Society, EPA, laboratories, and consultants), will be incorporated into the Project SAPs as appropriate.

Tetra Tech deliverables for Task No. 2:

- Draft Master SAP (including the SAP, QAP, and HASP) within 1 month of executing the NDOT Agreement. The document will be provided in electronic (MS Word and PDF) and hardcopy (1 bound copy) format.
- Final Master SAP, QAP, HASP within 2 weeks after receipt of NDOT comments on the Draft Master SAP. The document will be provided in electronic (MS Word and PDF) and hardcopy (1 bound copy) format.
- Draft Project SAPs within 1 week of receiving notice to proceed from NDOT. The document will be provided in electronic (MS Word and PDF) and hardcopy (1 bound copy) format.
- Final Project SAPs within 3 business days of receipt of NDOT comments on the Draft SAP Addendum. The document will be provided in electronic (MS Word and PDF) and hardcopy (1 bound copy) format.

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Assumptions for Task No. 2:

- Tetra Tech anticipates completing one (1) Master SAP for all anticipated projects under this NDOT Agreement and up to ten (10) Project SAPs for potential NDOT projects under these categories:
 - Major/Capacity Projects (SR 160)
 - Roadway Projects
 - Bridge/Structures Projects (Laughlin Bridge Widening)
 - Safety Projects
 - Pedestrian Safety Projects
 - Traffic Operations Projects (Install ITS infrastructure)
 - Hydraulics Projects
 - Stormwater Projects
 - Landscape and Aesthetic Projects
 - Miscellaneous Projects
- Tetra Tech will develop a standardized format for the Project SAPs (also includes the QAP and HASP) to streamline the time and effort to complete this deliverable.

- The standardized Project SAP format will be provided to NDOT in electronic format for their modification and use on other similar NDOT projects.
- The number and types of samples, laboratory analyses, and health and safety requirements will be updated for each Project SAP.
- Tetra Tech will provide NDOT with an electronic (MS Word and PDF) and 1 bound hardcopy of all Project SAPs.
- The Master SAP (includes the QAP and HASP) will be reviewed and signed by Tetra Tech's Project Manager, Health and Safety Manager, and Nevada Certified Environmental Manager (CEM).

TASK NO. 3 TESTING AND ANALYSIS PROCEDURES FOR NOA AND ERIONITE

Procedures and experience gained from working with NOA on the Boulder City Bypass Phase 1 and 2 project for NOA will be applied and incorporated as appropriate. However, specific sampling and analytical procedures will be developed for each project setting and location based on the likelihood for encountering NOA or erionite and the risks for exposures to the workers and the community. Sampling for erionite in soils, rocks, and air will use similar procedures as for NOA, but the analytical methods will differ. Research in North Dakota (Triplett, Saini-Eidukat, Feit, and Dolezal 2010) and Nevada has shown erionite can be identified in soils and rocks with special preparation techniques and the use of a scanning electron microscope and energy dispersive spectroscopy (SEM/EDS), X-ray diffraction (XRD), and TEM methods. The quantification of erionite in soils is not as precise. Tetra Tech's soil scientists, geologists, and chemists will reach out to the erionite experts from North Dakota State University, the U.S. Geological Survey, the Nevada Bureau of Mines and Geology, and other soil and geology experts to duplicate the communication and informational exchange process used for NOA for the BCB Phase 1 and 2 projects to define the best testing and analytical methods identify and quantify erionite.

Tetra Tech will submit all soil, rock, and air samples to an off-site, asbestos-certified, laboratory for all soil sample preparation and analyses. Testing and analytical methods will be described in the Project SAP/QAP. The laboratory analytical data will be received in electronic data deliverables (EDDs) and transferred or uploaded to provide a NDOT project database. Where required for decision-making, the data will be verified by a chemist through review of the original laboratory bench sheets, methods and counting rules, and EDDs.

Tetra Tech deliverables for Task No. 3:

- Draft procedures will be prepared for sample preparation and laboratory analysis for erionite after discussions with erionite experts from the universities and State and Federal agencies (estimated to be within 3 months of executing the Agreement). The draft procedures will be provided in electronic format (MS Word and PDF) only.
- Final procedures will be prepared for sample preparation and laboratory analysis for erionite and incorporated into the Master SAP within 2 weeks of receipt of comments on the Draft procedures. The final procedure will be provided to the participating erionite experts from the universities and State and Federal agencies in electronic format (MS Word and PDF).

Assumptions for Task No. 3:

- Tetra Tech will submit up to 500 solid matrix (soil and rock) samples for determination of NOA content and erionite by PLM (EPA 600 with milling to 250 microns, 0.25% by mass [400 point count] level of detection).
- Tetra Tech will have up to 100 of the 500 solid matrix samples analyzed by TEM for NOA and erionite determinations.

- Tetra Tech will have up to 100 of the 500 solid matrix samples analyzed by XRD for determination of erionite
- Tetra Tech will submit up to 100 air samples for TEM determination of asbestos fibers (ISO-10312).
- Tetra Tech will submit up to 20 air samples for health and safety determinations (NIOSH 7400)

TASK NO. 4 ASSESSMENT, ANALYSIS, MITIGATION, MATERIAL MANAGEMENT, OVERSIGHT, AND TRAINING

As directed by NDOT and on an as-needed basis, Tetra Tech will provide pre-construction, construction, and post-construction sampling, technical support, and “third-party” oversight of contractors to NDOT for projects with potential for exposure to NOA or erionite materials. Tetra Tech anticipates providing NDOT with the sampling, technical support, and oversight for up to ten projects in the categories listed in the Assumptions for Task No. 2. Each NDOT project will require a varying number of samples and analytical determinations based on the size, complexity, types of materials, and degree of mitigations. Tetra Tech will work closely with NDOT to provide the level of assessment, analysis, technical support, and oversight to ensure the project activities are in compliance with regulatory requirements and performed in manner that is protective of the health and safety of workers and the public at large. We will identify necessary mitigation measures, evaluate material management options, and identify construction personnel requirements and safety needs for the different phases of the projects.

At NDOT’s request, Tetra Tech will develop and prepare general and technical specifications for material testing, material management, and health and safety aspects for projects. Tetra Tech will develop a general specification (pull-sheet) for characterizing, working, and handling materials that potentially contain NOA or erionite minerals. The general specification sheet could be used on multiple individual road construction or maintenance projects. Tetra Tech will provide oversight for construction projects to help ensure NOA-contaminated materials are not brought onto the project and that the projects adhere to the technical specifications for material management and mitigation measures. Also, Tetra Tech will provide air monitoring, risk assessments, and general asbestos awareness training for health and safety requirements.

Tetra Tech will continue to provide NDOT with detailed reviews of the Statewide NOA and erionite mapping results and evaluations of potential risks, mitigation measures, safety requirements, and special training needs as related to specific NDOT field efforts (e.g. mowing, rock removal, or other shoulder work). NOA and erionite sampling and testing results, along with potential mitigation measures, will be used in consultation with NDOT to help prioritize future usage and any limitations and restrictions. The Statewide NOA and erionite mapping results will help determine the appropriate safety and mitigation measures for NDOT and their contractors to use to avoid exposures of NOA and erionite during construction and maintenance activities. Tetra Tech will be very responsive to complete sampling and testing of projects so as to not impact road construction project schedules.

Tetra Tech will provide NDOT with human health risk assessments and risk estimates as part of the potential for inhalation of airborne NOA and erionite. Inhalation is the primary exposure route and Tetra Tech is experienced in providing scientifically-based measurements and assessments for NOA and other asbestos-form minerals. Tetra Tech will use our experience and knowledge working with NOA on other environmental projects to support NDOT with any risk assessment needs. For NDOT projects in close proximity to communities and the public-at-large, Tetra Tech will develop a conceptual site model to identify the potential NOA or erionite releases, transport mechanisms, human inhalation exposure pathways, and exposed receptors.

The potential for soil disturbance and airborne dust generation will be used in conjunction with specific construction and community activities for risk estimates. Inhalation exposure pathways for NOA and erionite could be evaluated for residents, industrial workers, construction workers, and recreational receptors, depending on the nature of the construction and surrounding land uses.

Tetra Tech will provide NDOT with a general NOA and erionite awareness training by offering a course designed for NDOT and their contractor employees. The course will be suited for NDOT construction and maintenance personnel who could come in contact with NOA or erionite contaminated materials on NDOT projects. The anticipated 2 to 3 hour course would likely cover the following topics:

- General asbestos awareness including types of exposures, asbestos-related diseases, routes of exposure, and known dose-response relationships
- Physical characteristics of NOA and erionite minerals including fiber size, aerodynamic properties, appearance, and where the minerals may be found in Nevada.
- General types of work practices for NOA- and erionite-related activities, transportation and handling of soils and rock, worker and equipment decontamination, warning signage, engineering controls, dust mitigation, and other procedures.
- Personal protective equipment (PPE) including the types of respirator, proper selection, use and storage, qualitative and quantitative fit-testing, and other factors that affect respirator fit (e.g., facial hair).
- Air monitoring procedures and requirements for a project with NOA or erionite contaminated materials, reasons for monitoring, and types of samples and analyses.

Tetra Tech deliverables for Task No. 4:

- Draft project summary reports (including letter reports, memorandums, technical support, field oversight, or training deliveries), will be prepared for every NDOT project and delivered within 1 month of receiving all analytical data or within 1 month after the project has finished. The draft project summary reports will be provided to NDOT in electronic format (MS Word and PDF) only.
- Final project summary report will be delivered within 2 weeks of receipt of comments on the Draft project summary reports. The final project summary reports will be provided in electronic (MS Word and PDF) and hardcopy formats (1 bound document).
- Tetra Tech anticipates developing and delivering up to five (5) conceptual site models for NDOT projects in close proximity to communities with the potential for human exposure to NOA or erionite. The conceptual site models will be delivered in electronic format (PDF).

Assumptions for Task No. 4:

- Tetra Tech will provide additional air sampling (activity-based, ambient, or perimeter) and soil, rock, concrete, other materials sampling and analyses (PLM, TEM, SEM, XRD, fluidized-bed) in support of one risk estimate for a major NDOT project; assume 20 total air samples collected and 20 total solid matrix samples collected.
- Tetra Tech will complete one focused risk estimate for a NDOT construction project.
- Tetra Tech will develop five conceptual site models.
- Tetra Tech will lead and facilitate a small group of consulting scientists, laboratory personnel, agency staff, and other NOA and erionite specialists to discuss and define good practical sampling and analytical procedures and methods for qualitative and quantitative determinations of erionite. This focus group will be similar to the group assembled for the BCB Phase I and II project.

- Tetra Tech will evaluate plans and specifications for 3 construction-related projects (i.e., Intelligent Traffic System [ITS] infrastructure, Laughlin Bridge, Phase II of SR 160 widening) and provide material management suggestions and mitigation measures to help minimize potential exposures to NOA or erionite to the construction workers or the nearby communities.
- Tetra Tech will provide a knowledgeable instructor and all training materials and logistics for up to eight NOA and erionite awareness training classes at NDOT offices (or other designated locations) across Nevada. At a minimum, the instructor will have experience as an industrial hygienist and a background in environmental safety and health hazards for working with asbestos. Each NOA and erionite awareness class is anticipated to last 2 to 3 hours and cover the relevant topics described above.

TASK NO. 5 REPORTING, MEETINGS, AND PROJECT MANAGEMENT

Tetra Tech will work closely with NDOT's Environmental Services Section to develop the level and detail of reporting needed by NDOT to thoroughly document each project's site conditions; purpose and objectives; planned activities; field efforts, sampling, testing and analytical data; and results and recommendations. At NDOT's Environmental Services direction, Tetra Tech will revise and modify the level and detail of report when working with other NDOT Divisions and Sections, such as the Engineering Design, Engineering Rights-of-Ways, Operations Maintenance and Asset Management, and the Operations Materials Section. The goal of all Tetra Tech reporting will be to prepare concise, easy to understand, and technically-sound documents and deliverables (brief reports, maps, tables, photograph logs, etc.). To ensure NDOT receives the highest quality work products, Tetra Tech will employ a three-tier quality control (QC) process that includes an editorial review, technical review, and final QC review. The editorial reviewer verifies document clarity, grammar, readability, organization, and overall presentation. The technical reviewer focuses on technical validity, regulatory consistency, legal implications, and standards of industry practice. The purpose of the final QC review will be to ensure a high-quality, consistent work product is delivered to NDOT.

Tetra Tech will complete monthly status reporting using the NDOT Consultant Services, Consultant Monthly Invoice and Progress Report format provided by NDOT. Tetra Tech will typically maintain a minimum of one weekly status telephone call or email to update NDOT on any active projects and will coordinate at least one monthly telephone call during other times.

Tetra Tech deliverables for Task No. 5:

- Tetra Tech will submit a monthly invoice and progress report for every month technical services were completed.

Assumptions for Task No. 5:

- Tetra Tech will communicate with NDOT at least once per week (during active projects) and once per month during other times.
- Tetra Tech will require 2 hours per month for the Project Manager, the Principal Engineering Geologist, and the Financial Manager to complete the monthly invoice, progress report, and maintain communications.

Line Item 4

**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

Request to Solicit Services and Budget Approval (2A)

X Initial Budget Request or Request for Amendment # or Task Order #

If Amendment or Task Order, name of Company:

Agreement #: Project ID #(s):

Type of Services: Environmental, Design, Public Outreach, PM, Partnering, and ROW Services for SR 28 FLAP project.

Originated by: Angela Tanner Division: Project Mgmt Date Originated: 1/26/2016

Division Head/District Engineer: Amir Soltani

Budget Category #: 466006 Object #: 8143 Organization #: C015

Estimated Cost: \$5,000,000 Type of Funding: Federal % of Fund: 95

Funding Notes: State Fiscal Year(s): 2016, 2017, 2018

\$500,000 in FFY 2016, \$4,200,000 in FFY 2017, and \$300,000 in FFY 2018

“Budget by Organization” Report (Report No. NBDM30) attached here:

Purpose of, and Justification for, Budget Request:

In order to meet the delivery goals of the Department for this project, the Project Management Division is requesting authority to enter into an agreement for Engineering Services for SR 28 FLAP Bike Path.



CH2M was hired by Central Federal Lands under a competitive procurement that met federal guidelines and is currently under contract with Central Federal Lands to perform Engineering Services for the project. NDOT has recently taken over this project from Central Federal Lands and in order to allow NDOT to manage and direct the Engineering Services, it is necessary for NDOT to enter into an agreement with CH2M. A sole source request to contract with CH2M has been approved by the Director. The purpose of this agreement will be to finish the scope of work they have started under Central Federal Lands and to complete scope of work listed above.

Scope of Services:

The scope includes, but is not limited to, environmental services, technical development of plans, specifications and estimates, public outreach, partnering, and ROW acquisition if necessary.

Additional Information Attached X

*Amendments for time extensions (time only) do not require a form 2a





MEMORANDUM

January 27, 2016

To: Bill Hoffman, Deputy Director
From: Nick Johnson, Senior Project Manager
Subject: SR 28 FLAP Project; Negotiation Summary for Agreement 069-16-015 CH2M

A negotiation meeting was held on January 20, 2016, with Ken Gilbreth from CH2M and Nick Johnson of the Nevada Department of Transportation in attendance. In addition, numerous discussions on the scope and fee estimate for the Project were performed by email. NDOT technical personnel assisted in the scope negotiations for the specific disciplines. NDOT Chief and Assistant Chief of Project Management, assisted with and reviewed both the scope and the fee estimates.

The scope of services that is to be provided by CH2M was reaffirmed by both parties at the outset. The consultant will not be responsible for construction crew augmentation.

1. Project Management Support including coordinating consultant activities, assisting with communication with stakeholders, schedules, management plans, assistance with CMAR and ICE activities, document control, and risk management.
2. Final design for all four phases identified in the project, including survey, geotechnical explorations, design reports, estimates, specifications, etc.
3. Landscape and Aesthetic designs.
4. Public involvement including public hearing and meetings, public notifications, presentations, displays, reports, and simulations.
5. Environmental studies, documents, and reports to support the completion of required permitting and NEPA approvals.
6. Weekly/Bi-weekly coordination meetings with NDOT and Construction Manager.
7. Construction support activities related to the design of the project

The following schedule was agreed to by both parties:

February 2016	Notice to Proceed (NTP)
June 2016	60% plans
August 2016	Final Design Completion/GMP #1
August 2016	NEPA Completion for NDT (Phase 1 and 2), Water Quality, Safety Improvements
June 2017	Final Design Completion/GMP #2
June 2017	NEPA Completion for Parking Areas, Safety Improvements
May 2018	Final Design Completion/GMP #3 (If applicable)

Key personnel and their sub-consultant personnel who will be dedicated to this project are as follows:

CH2M staff include the following for the project:

- Project Manager – (1 FTE)
- Design leads and Senior Engineers– (2 FTE through completion of Final Designs)
- Civil Engineer – (5 FTEs through Final Design)
- Environmental Specialists – (3 FTEs through completion of NEPA)
- Admin/Document Controller – (1 FTEs)

Sub-Consultants include the following for the project:

- Public Outreach
- Risk Management
- Subsurface Utility Explorations (SUE), if applicable
- Geotechnical
- Survey
- Right-of-Way, if applicable
- Simulations

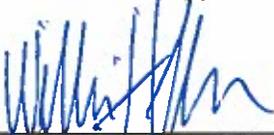
The proposal was reviewed by task. NDOT's original estimate was roughly \$5,000,000.00 and 30,000 man hours to complete the scope of work. The estimate included direct labor, overhead rate, fee, direct expenses, and sub-consultant expenses.

The negotiations yielded the following:

1. The total man-hours allotted to agree to for the contract was 27,960 man-hours. This was a reduction of approximately 2,000 hours.
2. The Parties agreed that it is difficult to estimate the level of consultant effort for this phase of the work. As such, as part of this approval, we request your approval to change the method of payment from "Cost plus Fixed Fee" to "Specific Rate of Compensation." With this method, the Department will not be responsible for payment of a "Fixed Fee" if the actual work performed by the consultant is less than anticipated.
3. The total cost of services to be performed by the Service Provider was negotiated and agreed to not exceed \$4,750,670.00. This is reduction in \$249,330.00.
4. The scope of services is through December 2018.

I recommend approval of the negotiated scope and budget for this important project.

Reviewed and Approved:



Deputy Director

SCOPE OF SERVICES Final Design Services for SR 28, North Demonstration Project

Project Information

SR 28, North Demonstration Project Phase 1 and 2 consists of a three mile long shared use path from Incline Village to Sand Harbor within the SR 28 corridor. The three mile route is located within a major tourist destination along the east shore and within the USFS - Lake Tahoe Basin Unit. In addition to the shared use path, the project will also include the numerous safety and water quality improvements, and additional parking areas along the SR 28 corridor from Incline Village to US 50.

The project is broken down into four phases, as describe below, and may delivered in multiple construction contracts or GMPs.

Phase 1 - NV FLAP SR 28, North Demonstration Project Phase 1:

Phase 1 consists of constructing the first mile of the 3 mile “North Demonstration Project” shared use path, from Incline Village to Hidden Beach. The path includes a 10-foot wide paved path with 2-foot should on each side, and will require multiple retaining walls and structures along the path. This Phase will also include construction of the Flume Trail Trailhead Parking Lot, Tunnel Creek Parking Lot, and tunnel crossing under SR 28 at Hidden Beach.

Phase 2 - NV FLAP SR 28, North Demonstration Project Phase 2:

Phase 2 consists of constructing the remaining 2 miles of the “North Demonstration Project” shared use path from Hidden Beach to Sand Harbor. Like the first phase, the path will include a 10-foot wide paved path with 2-foot shoulder on each side, and will require multiple retaining walls and structures along the path.

Phase 3 - SR 28 Safety and Corridor Improvements:

Phase 3 consists of a number of proposed safety and operational improvements, including installation of centerline rumble strips, potential addition of guardrail and/or barrier on the lake side of SR 28 in select locations, and modifications to emergency/maintenance turnouts and scenic viewpoint turnouts. Additionally, new parking areas will be constructed at the Chimney Beach Trailhead, Secret Harbor Trailhead, and the South Corridor US 50 Park-n-ride.

Phase 4 - NV FLAP SR 28, NDOT EIP and Water Quality Improvements

Phase 4 will consists of water quality and erosion control improvements along SR 28 from Sand Harbor to Washoe County Line that includes riprap slopes, re-vegetated slopes, and paved shoulders.

GENERAL SERVICES

The general scope of services for the Service Provider includes developing a final design, public outreach, and performing the necessary studies, documentation, and outreach required for an Environmental Assessment document that meets the National Environmental Policy Act (NEPA) for all four phases described above. The anticipated task areas for this RFP includes, but is not limited to, the following items:

- Project management documentation, coordination, workshops, and services in support of CMAR and overall delivery of the project.
- Final design/engineering services for all four phases.
- Costs estimates.
- Field Survey.
- Landscape and Aesthetic design,
- Environmental studies, documentation, and services to support NEPA approval.
- Preparation of Permits and Applications.
- Stakeholder partnering and outreach.
- Subsurface utility explorations and utility coordination.
- Public relations, outreach, and meetings,
- Right of Way services (if applicable),
- Construction Support Services.
- QA/QC.



MEMORANDUM

February 1, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: February 8, 2016, Transportation Board of Directors Meeting
Item #5: Contracts, Agreements, and Settlements – Informational Item Only

Summary:

The purpose of this item is to inform the Board of the following:

- Construction contracts under \$5,000,000 awarded December 16, 2015, through January 14, 2016.
- Agreements under \$300,000 executed December 16, 2015, through January 14, 2016.

Any emergency agreements authorized by statute will be presented here as an informational item.

Background:

Pursuant to NRS 408.131(5), the Transportation Board has authority to “[e]xecute or approve all instruments and documents in the name of the State or Department necessary to carry out the provisions of the chapter”. Additionally, the Director may execute all contracts necessary to carry out the provisions of Chapter 408 of NRS with the approval of the board, except those construction contracts that must be executed by the chairman of the board. Other contracts or agreements not related to the construction, reconstruction, improvement and maintenance of highways must be presented to and approved by the Board of Examiners. This item is intended to inform the Board of various matters relating to the Department of Transportation but which do not require any formal action by the Board.

The Department contracts for services relating to the construction, operation and maintenance of the State’s multi-modal transportation system. Contracts listed in this item are all low-bid per statute and executed by the Governor in his capacity as Board Chairman. The projects are part of the STIP document approved by the Board. In addition, the Department negotiates settlements with contractors, property owners, and other parties to resolve disputes. These proposed settlements are presented to the Board of Examiners, with the support and advisement of the Attorney General’s Office, for approval. Other matters included in this item would be any emergency agreements entered into by the Department during the reporting period.

The attached construction contracts, settlements and agreements constitute all that were awarded for construction from December 16, 2015, through January 14, 2016, and agreements executed by the Department from December 16, 2015, through January 14, 2016. There were no settlements during the reporting period.

Analysis:

These contracts have been executed following the Code of Federal Regulations, Nevada Revised Statutes, Nevada Administrative Code, State Administrative Manual, and/or Department policies and procedures.

List of Attachments:

- A) State of Nevada Department of Transportation Contracts Awarded - Under \$5,000,000, December 16, 2015, through January 14, 2016
- B) State of Nevada Department of Transportation Executed Agreements – Under \$300,000, December 16, 2015, through January 14, 2016

Recommendation for Board Action: Informational item only

Prepared by: Administrative Services Division

Attachment

A

**STATE OF NEVADA DEPARTMENT OF TRANSPORTATION
CONTRACTS AWARDED - INFORMATIONAL
December 16, 2015 to January 14, 2016**

1. December 10, 2015, at 2:00 PM the following bids were opened for Contract 811-15, Project No. SP-HQ-0702-(067), NDOT Headquarters Lab Building, Carson City County, for replacement of existing chilled water cooling systems.

D & D Plumbing, Inc.	\$538,350.00
Gardner Engineering, Inc.	\$562,925.00
Original Engineer's Estimate.....	\$358,000.00
Estimate Adjusted by Addenda	\$518,000.00

The Director awarded the contract December 18, 2015, to D & D Plumbing, Inc. for \$538,350.00.



Line Item #1: Contract 811-15

Project Manager: Gary Hourt

Proceed Date: February 1, 2016

Estimate Completion: Summer 2016

Attachment B

**State of Nevada Department of Transportation
Executed Agreements - Informational
December 16, 2015, through January 14, 2016**

Line No	Agreement No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Dept. Project Manager	Notes
1	00316	00	ALOHA DEVELOPMENT LLC	ACQUISITION OF PARCEL	Y	2,900.00	-	2,900.00	-	1/11/2016	5/30/2019	-	Acquisition	TINA KRAMER	01-12-16: ACQUISITION OF PARCEL S-372-NY-007.308TE, NYE COUNTY. NV B/L#: NVD2006148631
2	76215	00	CAPRI VILLAGE CORPORATION	PROTECTIVE RENT AGREEMENT	Y	2,915.00	-	2,915.00	-	12/22/2015	8/31/2017	-	Acquisition	TINA KRAMER	12-29-15: ACQUISITION OF PARCEL I-015-CL-041.995, UNIT G, FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NVD20051306881
3	76315	00	CAPRI VILLAGE CORPORATION	PROTECTIVE RENT AGREEMENT	Y	2,756.00	-	2,756.00	-	12/22/2015	8/13/2017	-	Acquisition	TINA KRAMER	12-29-15: ACQUISITION OF PARCEL I-015-CL-041.995, UNIT V, FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NVD20051306881
4	76415	00	CARSON VALLEY MOVERS	COST OF COMMERCIAL MOVER	N	7,590.59	-	7,590.59	-	1/5/2016	7/31/2016	-	Acquisition	TINA KRAMER	01-07-16: COST OF COMMERCIAL MOVER FOR PARCEL S-439-LY-000.176 FOR THE USA PARKWAY DESIGN BUILD PROJECT, LYON COUNTY. NV B/L#: NVD20101285215
5	75915	00	COMSTOCK MINING INC.	DONATION OF PROPERTY	N	-	-	-	-	12/17/2015	12/31/2018	-	Acquisition	TINA KRAMER	12-22-15: NO COST AGREEMENT TO DONATE AND CONVEY ONE PERMANENT EASEMENT FOR REALIGNMENT OF SR 342, STOREY COUNTY. NV B/L#: NVD20081651346
6	75815	00	LYON COUNTY	DONATION OF PROPERTY	N	-	-	-	-	12/17/2015	12/16/2016	-	Acquisition	TINA KRAMER	12-22-15: NO COST AGREEMENT FOR DONATION OF PARCEL S-439-LY-000.002 FOR THE USA PARKWAY DESIGN BUILD PROJECT, LYON COUNTY. NV B/L#: EXEMPT
7	76015	00	LYON COUNTY	DONATION OF PROPERTY	N	-	-	-	-	12/17/2015	12/31/2017	-	Acquisition	TINA KRAMER	12-22-15: NO COST AGREEMENT FOR PROPERTY DONATIONS OF PARCELS; S-439-LY-000.030, S-439-LY-000.298, S-439-LY-000.298TE, S-439-LY-000.300TE AND TEMPORARY EASEMENT FOR USA PARKWAY DESIGN BUILD PROJECT, LYON COUNTY. NV B/L#: EXEMPT
8	76515	00	MP2 ENTERPRISE, LLC	ACQUISITION OF PARCEL	Y	22,500.00	-	22,500.00	-	1/5/2016	6/30/2017	-	Acquisition	TINA KRAMER	01-07-16: ACQUISITION OF PARCEL S-372-NY-007.329 AND PARCEL S-372-NY-007.329TE, TO CONSTRUCT A ROUNDABOUT AT SR 372 AT PAHRUMP VALLEY ROAD. NYE COUNTY. NV B/L#:NVD19951135191
9	76115	00	MVR CORP.	ACQUISITION OF PARCEL	Y	6,066,000.00	-	6,066,000.00	-	12/22/2015	8/31/2017	-	Acquisition	TINA KRAMER	12-29-15: ACQUISITION OF A 2.2 ACRE, 95,653 SQUARE FOOT PARCEL I-015-CL-041.236 AT 1602 AND 1604 WEST OAKLEY BLVD., FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NVD20051306881
10	00216	00	RANCH PROPERTIES, LLC	ACQUISITION OF PARCEL	Y	15,985.00	-	15,985.00	-	1/6/2016	9/30/2017	-	Acquisition	TINA KRAMER	01-11-16: PROTECTIVE RENT AGREEMENT FOR I-015-CL-041.935, 830 MARTIN LUTHER KING BLVD. UNIT 1 FOR PROJECT NEON, CLARK COUNTY. NV B/L#NVD20041124752
11	75515	00	STAS HOLDINGS, LLC	ACQUISITION OF PARCEL	Y	24,800.00	-	24,800.00	-	12/15/2015	12/8/2016	-	Acquisition	TINA KRAMER	12-21-15: ACQUISITION OF PARCELS S-372-NY-007.373 AND S-372-NY-007.373TE, TO CONSTRUCT A ROUNDABOUT AT SR 372 AT PAHRUMP VALLEY ROAD. NYE COUNTY. NV B/L#: NVD20071716680

Line No	Agreement No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Dept. Project Manager	Notes
12	15611	05	WASHOE RTC	IMPROVE PYRAMID HWY AT MCCARRAN	Y	1,157,895.00	-	2,472,895.00	-	4/11/2011	12/31/2016	12/18/2015	Cooperative	KIRSTEN KEHE	AMD 5 12-18-15: EXTEND TERMINATION DATE FROM 12-31-15 TO 12-31-16 DUE TO DELAYS IN COMPLETING THE HARDSHIP ACQUISITION. AMD 4 12-18-14: EXTEND TERMINATION DATE FROM 12-31-14 TO 12-31-15 DUE TO DELAYS IN OBTAINING THE ENVIRONMENTAL IMPACT STATEMENT. AMD 3 02-05-14: INCREASE AUTHORITY BY \$1,200,000.00 FROM \$1,272,895.00 TO \$2,472,895.00, AND EXTEND TERMINATION DATE FROM 12-31-13 TO 12-31-14 TO ALLOW COMPLETION OF PROJECT. AMD 2 12-10-12: EXTEND TERMINATION DATE FROM 12-31-12 TO 12-31-13 TO ALLOW COMPLETION OF PROJECT. AMD 1 10-12-11: INCREASE AUTHORITY BY \$115,000.00 FROM \$1,157,895.00 TO \$1,272,895.00 TO ADJUST SCOPE OF WORK, TO AUTHORIZE RTC TO COMPLETE HARDSHIP ACQUISITION, AND TO ASSIST RTC WITH RIGHT OF WAY ACQUISITION AND ENGINEERING. 04-11-11: OBLIGATE FEDERAL CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS, AND AUTHORIZE RTC TO DESIGN PLANS FOR IMPROVEMENTS TO PYRAMID HIGHWAY SR 445 AT NORTH MCCARRAN BOULEVARD, WASHOE COUNTY. NV B/L#: EXEMPT
13	76615	00	AT&T	MANHOLE ADJUSTMENT AGREEMENT	Y	2,200.00	-	-	2,200.00	1/11/2016	12/31/2016	-	Facility	TINA KRAMER	01-12-16: CONSTRUCTION OF A NEW ROUNDABOUT AT THE INTERSECTION OF SR 372 AND PAHRUMP VALLEY BLVD WILL REQUIRE ADJUSTMENT OR RELOCATION OF ONE MANHOLE AND ONE PULL BOX, CLARK COUNTY. NV B/L#: NVF19281000088
14	75715	00	INCLINE VILLAGE IMPROVEMENT DIST.	MANHOLE ADJUSTMENT AGREEMENT	N	1,100.00	-	1,100.00	-	12/17/2015	2/28/2018	-	Facility	TINA KRAMER	12-22-15: CONSTRUCTION OF TRUCK ESCAPE RAMP ON SR 431 WILL REQUIRE ADJUSTMENT OR RELOCATION OF ONE MANHOLE, WASHOE COUNTY. NV B/L#: EXEMPT
15	75615	00	NV ENERGY	DESIGN APPROVAL AGREEMENT	N	-	-	-	-	12/15/2015	2/28/2018	-	Facility	TINA KRAMER	12-21-15: NO COST AGREEMENT FOR DESIGN APPROVAL FOR THE DEPARTMENTS PROJECT TO ADD AN AUXILIARY LANE ON US 95, NV ENERGY #3001149330, CLARK COUNTY. NV B/L#:NVD19831015840
16	00116	00	UNION PACIFIC RAILROAD	FLAGGING	N	19,500.00	-	19,500.00	-	1/6/2016	5/30/2019	-	Facility	TINA KRAMER	01-13-16: FLAGGING FOR PROJECT SPSR-0317(006), WHICH CALLS FOR CONSTRUCTION OF ROADWAY AND DRAINAGE REPAIRS AT SPECIFIC LOCATIONS ON SR 317. WORK WILL OCCUR NEAR AND AROUND RAILROAD BRIDGE G-1334. LINCOLN COUNTY. NV B/L#: NVF19691003146
17	75015	00	UNION PACIFIC RAILROAD	PRELIMINARY ENGINEERING	Y	7,000.00	-	7,000.00	-	11/17/2015	6/30/2017	-	Facility	BRANDON HENNING	12-29-15: PRELIMINARY ENGINEERING TO REMOVE EXISTING CROSSING SURFACE AND REPLACE WITH CONCRETE CROSSING SURFACE AT FLANNIGAN ROAD MAIN CROSSING, DOT #833401B, WASHOE COUNTY. NV B/L#: EXEMPT-S

Line No	Agreement No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Dept. Project Manager	Notes
18	08015	01	RTC OF SOUTHERN NEVADA	COMMUNITY OUTREACH	N	24,000.00	24,000.00	48,000.00	-	1/1/2015	12/31/2016	12/21/2015	Interlocal	PAULINE BEIGIL	AMD 1 12-21-15: INCREASE AUTHORITY BY \$24,000.00 FROM \$24,000.00 TO \$48,000.00 FOR CONTINUATION OF SERVICES. 01-01-15: PARTICIPATION WITH RTC OF SOUTHERN NEVADA TO PROVIDE COMMUNITY OUTREACH SERVICES TO HELP DEVELOP SMALL BUSINESS AND DISADVANTAGED BUSINESS ENTITIES IN TRANSPORTATION, CLARK COUNTY. NV B/L#: EXEMPT
19	66715	00	UNIVERSITY OF NEVADA, RENO	RESEARCH	Y	184,802.00	-	184,802.00	-	1/5/2016	2/28/2018	-	Interlocal	MANJU KUMAR	01-05-16: CONDUCT RESEARCH PROJECT ENTITLED "ANALYSIS OF LATERALLY-LOADED LARGE-DIAMETER DRILLED SHAFTS," STATEWIDE. NV B/L#: EXEMPT
20	71515	00	UNIVERSITY OF NEVADA, RENO	RESEARCH	Y	150,000.00	-	150,000.00	-	1/13/2016	12/31/2017	-	Interlocal	GREG MINDRUM	01-13-16: RESEARCH FOR THE IDENTIFICATION OF BEST PRACTICE FACTORS FACILITATING CONSTRUCTION QUALITY ASSURANCE FOR MICRO SURFACING, SLURRY SEALS, AND CHIP SEALS, FOCUSING ON FIELD PRACTICES, SPECIFICATIONS, AND CONSTRUCTION PHASE TOPICS, STATEWIDE. NV B/L#: EXEMPT
21	65415	00	BBC RESEARCH & CONSULTING	DBE/SBE DISPARITY STUDY	N	287,550.00	-	287,550.00	-	12/29/2015	12/31/2016	-	Service Provider	SONNIE BRAIH	12-29-15: CONDUCT A COMPREHENSIVE DISPARITY STUDY TO EVALUATE PARTICIPATION IN DBE/SBE PROGRAMS, STATEWIDE. NV B/L#: NVF20121204375-S
22	56214	02	DECISION LENS INC.	FIVE YEAR CAPITAL PLAN	N	290,366.00	-	290,366.00	-	12/18/2014	5/31/2016	12/22/2015	Service Provider	ED MIRANDA	AMD 2 12-22-15: EXTEND TERMINATION DATE FROM 12-31-15 TO 05-31-16 FOR COMPLETION OF PROJECT. AMD 1 08-10-15: INCREASE THE SCOPE OF SERVICES TO INCLUDE ADDITIONAL INFORMATION INPUT AREAS, AND INCLUDE VISUAL GRAPHICS. 01-26-15: WEB BASED SERVICES TO FACILITATE THE CREATION/PREPARATION OF A FIVE YEAR CAPITAL PLAN, STATEWIDE. NV B/L#: NVF20141782146-S
23	73915	00	GREAT BASIN PAINTING AND DECORATING	PAINTING	N	49,965.00	-	49,965.00	-	12/16/2015	6/30/2016	-	Service Provider	ANNETTE BALLEW	12-16-15: PAINTING OUTSIDE OF BUILDINGS AT THE CARSON CITY MAINTENANCE YARD, CARSON CITY. NV B/L#: NVD19961250559-Q

Line No	Agreement No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Dept. Project Manager	Notes
24	38211	03	KIMLEY-HORN & ASSOCIATES INC.	SAFETY BUILDING CAPACITY	Y	384,764.00	-	668,988.00	-	2/21/2012	6/30/2016	12/16/2015	Service Provider	JAIME TUDDAO	AMD 3 12-16-15: EXTEND TERMINATION DATE FROM 02-20-16 TO 06-30-16 FOR THE CONTINUED IMPLEMENTATION OF HIGHWAY SAFETY MANUAL AND FOR THE COMPLETION OF THE REMAINING TASKS. AMD 2 09-09-14: INCREASE AUTHORITY \$240,990.00 FROM \$427,998.00 TO \$668,988.00 AND EXTEND TERMINATION DATE FROM 12-31-14 TO 02-20-16 FOR CONTINUED HIGHWAY SAFETY MANUAL IMPLEMENTATION. AMD 1 02-24-14: INCREASE AUTHORITY BY \$43,234 FROM \$384,764 TO \$427,998 AND EXTEND TERMINATION DATE FROM 03-02-14 TO 12-31-14 TO ACCOMMODATE INCREASE IN SCOPE OF WORK. 02-21-12: PURPOSE IS TO: (1) PROVIDE ADDITIONAL SAFETY RESOURCES TO NDOT SAFETY PROGRAMS, (2) BROADEN THE SAFETY DISCIPLINE BEYOND NDOT SAFETY ENGINEERING, (3) ENCOURAGE THE DEVELOPMENT OF A SAFETY CURRICULUM IN NEVADA'S UNIVERSITIES, (4) IMPLEMENT A STATE-OF-THE-ART SAFETY PROCESS AND ANALYSES, (5) CODIFY SAFETY TRAINING PROGRAMS WITHIN THE DEPARTMENT, STATEWIDE. NV B/L#: NV19911015458-R
25	30712	03	KIMLEY-HORN AND ASSOCIATES	DEVELOP BICYCLE PLANS	N	214,957.00	60,235.00	299,497.00	-	4/30/2013	12/31/2016	12/18/2015	Service Provider	BILL STORY	AMD 3 12-21-15: INCREASE AUTHORITY \$60,235.00 FROM \$239,497.00 TO \$299,732.00 AND EXTEND TERMINATION DATE FROM 12-31-15 TO 12-31-16 DUE TO AN ADDITIONAL TASK BEING ADDED TO PROVIDE FIELD REVIEW, COORDINATION, AND THE PREPARATION OF MAPS FOR THREE GRAVEL ROAD TRAIL AREAS: ASH SPRINGS AREA, AUSTIN AREA, AND THE LAMOILLE CANYON AREA. AMD 2 06-24-15: EXTEND TERMINATION DATE FROM 6-30-15 TO 12-31-15 FOR ADDITIONAL TIME TO FINALIZE THE DEVELOPMENT OF THE 14 BICYCLE PLANS. AMD 1 12-18-14: INCREASE AUTHORITY BY \$24,540.00 FROM \$214,957.00 TO \$239,497.00 AND EXTEND TERMINATION DATE FROM 12-31-14 TO 06-30-15 TO COMPENSATE FOR ADDITIONAL EFFORTS NEEDED TO NEGOTIATE AND ARRIVE AT LOCAL CONSENSUS ON THE CONTENT OF THE PLANS. 04-30-13: DEVELOPMENT OF 14 REGIONAL BICYCLE PLANS FOR COUNTIES OUTSIDE OF MPO AREAS, STATEWIDE. NV B/L#: NVF19911015458-R
26	00416	00	R. SCOTT DUGAN APPRAISAL INC.	EXPERT WITNESS SERVICES	Y	12,000.00	-	12,000.00	-	11/23/2015	10/31/2016	-	Service Provider	TINA KRAMER	01-11-16: PREPARATION OF THREE REAL ESTATE APPRAISALS AND TO PROVIDE EXPERT WITNESS SERVICES TO ASSIST IN THE DETERMINATION OF JUST COMPENSATION FOR THREE PROPERTIES NECESSARY FOR THE PREPARATION FOR TRIAL IN A CONDEMNATION ACTION COMMONLY KNOWN AS THE STATE OF NEVADA VS. LOCH LOMOND TRUST. FOR THE PROJECT NEON DESIGN BUILD PROJECT. CLARK COUNTY. NV B/L#NVD19861014643-S
27	78615	00	PAR ELECTRICAL	DYNAMIC MESSAGE SIGNS	N	182,427.00	-	182,427.00	-	1/11/2016	12/31/2016	-	Service Provider	ROD SCHILLING	01-11-16: INSTALLATION OF DYNAMIC MESSAGE SIGNS (DMS) ON US 50 NEAR SCHECKLER ROAD, CHURCHILL COUNTY. NV B/L#: NV19931031312-Q



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

February 8, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: February 8, 2016 Transportation Board of Directors Meeting
Item # 6 : Disposal of NDOT right-of-way located at SR-659 (McCarran Blvd.), formerly known as SR-650, at Glendale Ave., in the City of Sparks, County of Washoe, State of Nevada

SUR 04-29 – For Board Approval

Summary:

Approval is requested from the Department of Transportation Board of Directors to dispose of the above referenced right-of-way by Public Auction. The right-of-way parcel to be sold is located at SR-659 (McCarran Blvd.), formerly known as SR-650, at Glendale Ave., in the City of Sparks, County of Washoe, State of Nevada. The parcel is commercial land, improved with a 14,074 sf. Industrial flex building, rectangular in shape, and is .75 acres (32,716 sq. ft.) as depicted on the attached sketch map marked Exhibit "A".

Background:

On December 3, 1999, the Department originally acquired .88 acres (38,332 sq. ft.) in fee for the widening of McCarran Blvd. from Greg St. to I-80 Sparks. The Department has received public interest to purchase this property. As the Department no longer needs this surplus property it now has the opportunity to sell at Public Auction.

The Department currently leases one of the three units for \$2,047.00 on a month to month basis. The sale will be completed subject to the current leasehold interest.

Analysis:

The Department has completed an appraisal of the surplus property, to obtain fair market value, in the amount of \$1,000,000.00 as required by N.R.S. 408.533. A public auction will benefit the State in potential revenue and the elimination of liability and maintenance responsibilities. The release of NDOT's interest in this parcel is being made in accordance with N.R.S. 408.533.

List of Attachments:

1. Location Map
2. Sketch Map Marked Exhibit "A"
3. Copy of Proof and Affidavit of Publication
4. Environmental Approval
5. FHWA Approval
6. N.R.S. 408.533

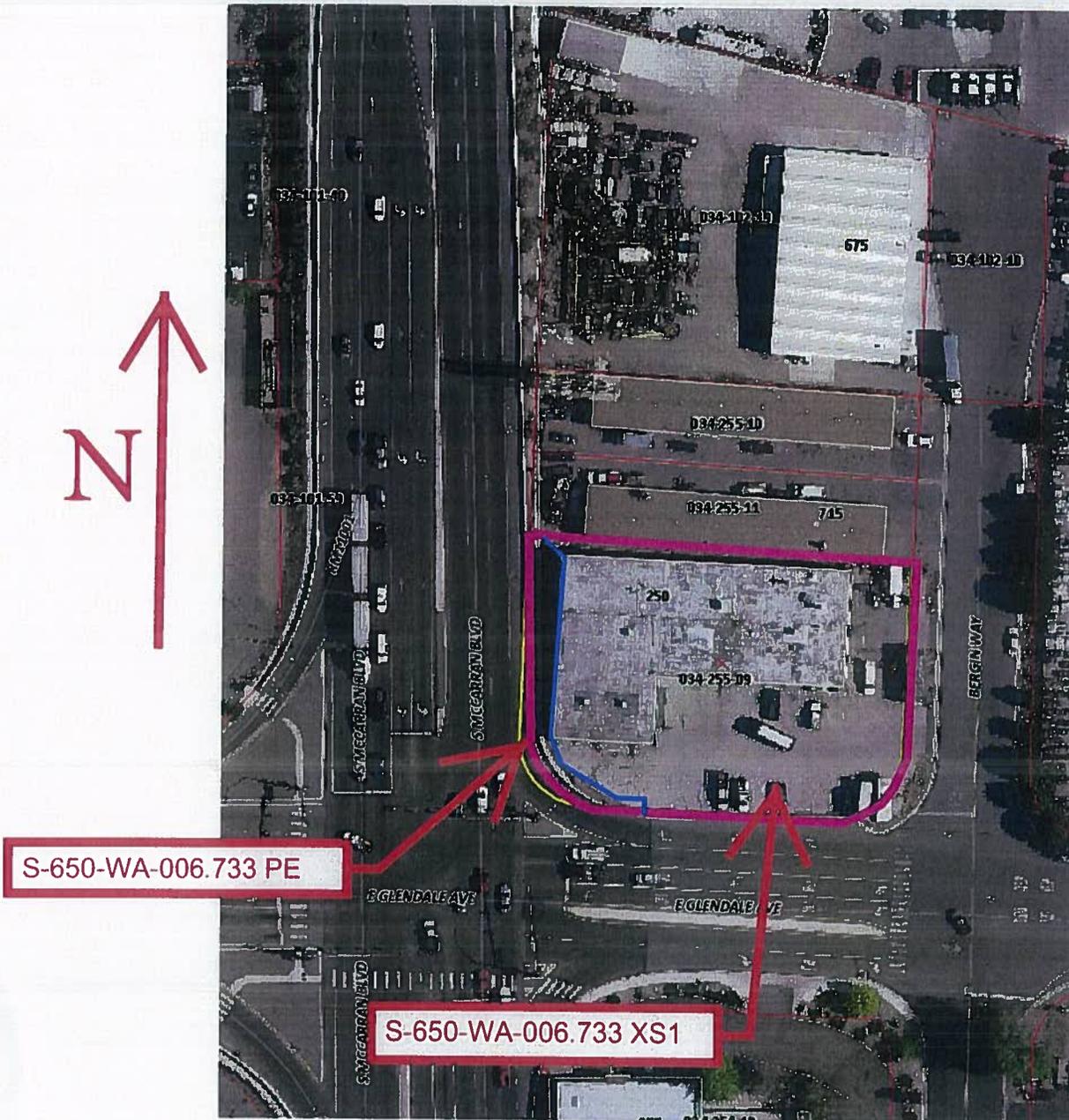
Recommendation for Board Action:

Approval of disposal of NDOT right-of-way located at SR-659 (McCarran Blvd.), formerly known as SR-650, at Glendale Ave., in the City of Sparks, County of Washoe, State of Nevada.

Prepared by: Ruth Borrelli, Chief Right-of-Way Agent 

rb/dtc/

LOCATION MAP



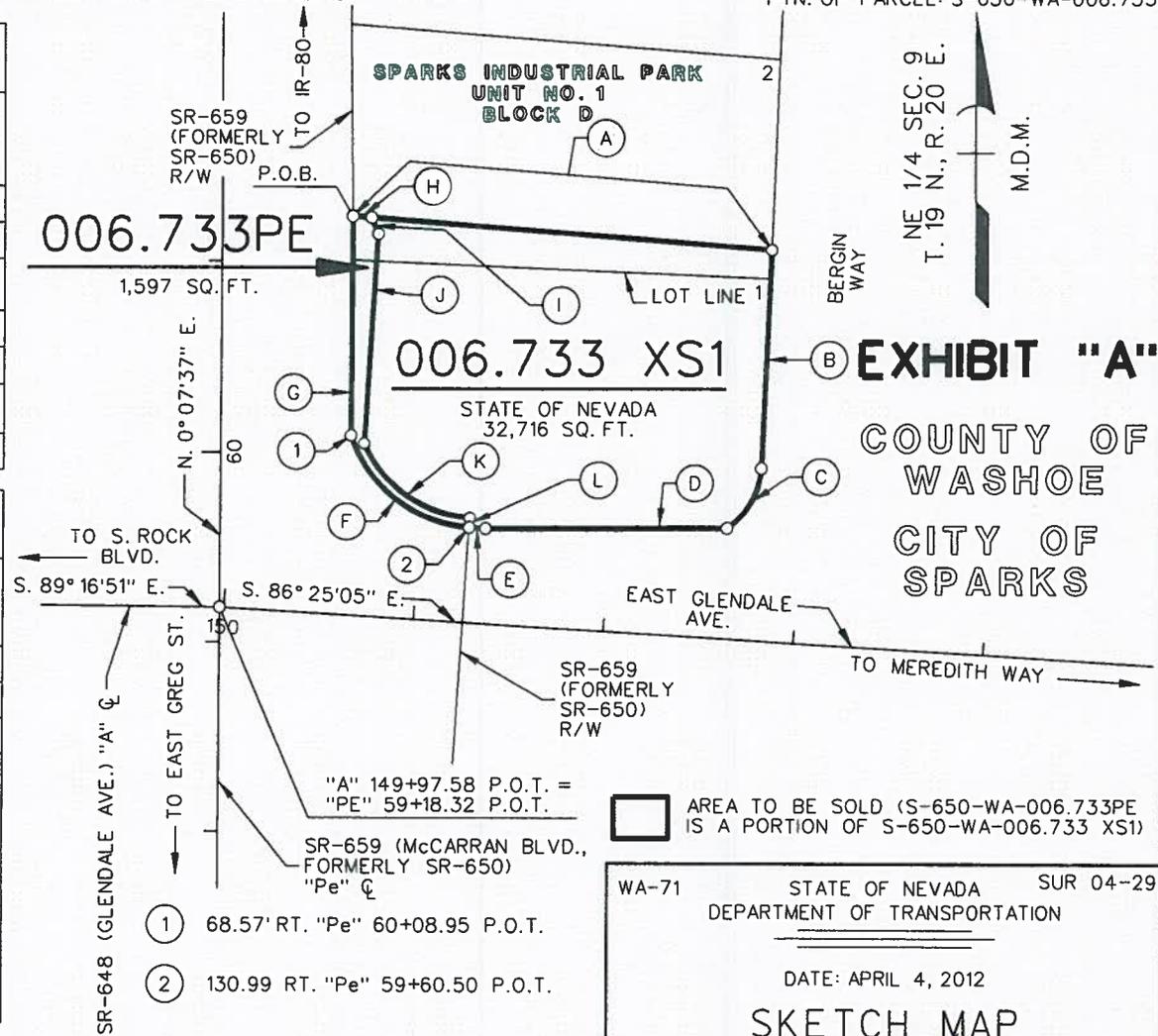
SUR 04-29
DESCRIPTION: SR-659 (McCarran Blvd.), formerly known as SR-650,
at Glendale Ave.,
in the City of Sparks, County of Washoe, State of Nevada

PARCEL NUMBER PREFIX: S-650-WA-

PROJECT: STP-650(7)
E.A. 72024
PTN. OF PARCEL: S-650-WA-006.733

006.733 XS1	
P.O.B. = 68.54' RT. "Pe" 61+23.67 P.O.T. TIE: N. 80° 02' 28" W. - 1,604.84' FROM THE E 1/4 CORNER SEC. 9, T. 19 N., R. 20 E., M.D.M.	
(A)	S. 85° 29' 45" E. - 221.19'
(B)	S. 2° 25' 42" W. - 114.77'
(C)	Δ = 53° 52' 22" R = 40.00' L = 37.61'
(D)	S. 89° 53' 48" W. - 127.15'
(E)	N. 86° 25' 05" W. - 8.64'
(F)	Δ = 68° 43' 47" R = 70.00' L = 83.97'
(G)	N. 0° 06' 49" E. - 114.72'

006.733PE	
P.O.B. = 68.54' RT. "Pe" 61+23.67 P.O.T. TIE: N. 80° 02' 28" W. - 1,604.84' FROM THE E 1/4 CORNER SEC. 9, T. 19 N., R. 20 E., M.D.M.	
(H)	S. 85° 29' 45" E. - 9.87'
(I)	S. 22° 59' 47" E. - 9.22'
(J)	S. 3° 30' 52" W. - 109.96'
(K)	Δ = 63° 15' 32" R = 65.00' L = 71.76' T.B. = S. 23° 09' 33" E.
(L)	S. 3° 34' 55" W. - 5.00'
(F)	Δ = 68° 43' 47" R = 70.00' L = 83.97' T.B. = N. 86° 25' 05" W.
(G)	N. 0° 06' 49" E. - 114.72'



AREA TO BE SOLD (S-650-WA-006.733PE IS A PORTION OF S-650-WA-006.733 XS1)

WA-71 STATE OF NEVADA SUR 04-29
DEPARTMENT OF TRANSPORTATION

DATE: APRIL 4, 2012
SKETCH MAP

APPROVED: *[Signature]*
MANAGER, R/W ENGINEERING

SCALE 1"=100'
SHEET 1 OF 1

MAP ID NO. 56163
\\Surplus\Washoe\SUR 04-29.dgn

NEVADA DOT	TRACED	CLT
	CHECKED	JOE
	DATE OF LAST REVISION: 05/10/2015	

ATTACHMENT 2

10/1/15

ATTACHMENT 3

RENO NEWSPAPERS INC
Publishers of
Reno Gazette-Journal

955 Kuenzli St • P.O. Box 22,000 • Reno, NV 89520 • 775.788.6200
Legal Advertising Office 775.788.6394

NV DEPT OF TRANSPORTATION/ADM
1263 S STEWART ST # 101
CARSON CITY NV 89712-0000

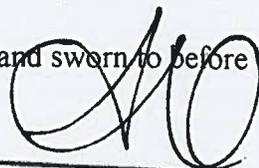
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PO# N OF INTENT DISP
Ad# 2000064782
Legal Ad Cost \$376.00

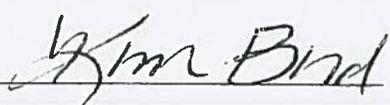
OKAY TO PAY
CSB

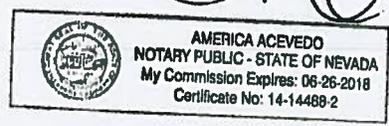
OK TO PAY
AJB 12/11/15

STATE OF NEVADA
COUNTY OF WASHOE

Being first duly sworn, deposes and says: That as the legal clerk of the Reno Gazette-Journal, a daily newspaper of general circulation published in Reno, Washoe County, State of Nevada, that the notice referenced below has published in each regular and entire issue of said newspaper between the dates: **11/4/2015 - 11/15/2015**, for exact publication dates please see last line of Proof of Publication below.

Subscribed and sworn to before me


Signed: 



Proof of Publication

NOTICE OF INTENT TO DISPOSE OF REAL PROPERTY Pursuant to Nevada Revised Statute 408.533, the State of Nevada Department of Transportation (Department) hereby gives notice that it intends to dispose of the following property, subject to final approval of the Transportation Board of Directors. SUR 04-29 250/252/254 East Glendale Avenue, Sparks, NV; Commercial/Industrial property; 32,716 square foot parcel; 14,277 square foot building containing three units; 2 units currently leased; Located at the corner of East Glendale Avenue and McCarran Boulevard Y2 mile south of 1-80; Assessor's Parcel Number 034-255-09; NDOT Parcel S-650-WA-006.733 XS1. The Department's appraisal of fair market value is \$1,000,000 as established by a certified appraiser. Any person from whom the property was originally purchased by the Department or their heir or grantee may purchase the property at its fair market value by direct sale. Any person or entity who believes that they have the right to directly purchase and who desires to exercise their right must respond in writing within sixty (60) calendar days from the last publication of this notice. If no written responses are received, all rights pursuant to NRS 408.533 (1)(d) shall be extinguished and the property will be sold by public auction with sealed bids accepted. Please submit all written responses to: Nevada Department of Transportation Right-of-Way Division Attn: Jessica Biggin, Supervisory Right-

of-Way Agent 1263 S. Stewart St., Carson City, NV 89712 For more information, please refer to NRS 408.533 and/or contact Jessica Biggin at (775) 888-7384 or by email atjbiggin@dot.state.nv.us Rev. 12/ No 64782 Nov 4, 8, 11, 15, 2015

**NOTICE OF INTENT
TO DISPOSE OF REAL PROPERTY**

Pursuant to Nevada Revised Statute 408.533, the State of Nevada Department of Transportation (Department) hereby gives notice that it intends to dispose of the following property, subject to final approval of the Transportation Board of Directors: SUR 04-29 250/252/254 East Glendale Avenue, Sparks, NV; Commercial/Industrial property; 32,716 square foot parcel; 14,277 square foot building containing three units; 2 units currently leased; Located at the corner of East Glendale Avenue and McCarran Boulevard 2 mile south of I-80; Assessor's Parcel Number 034-255-09; NDOT Parcel S-650-WA-006733 X61. The Department's appraisal of fair market value is \$1,000,000 as established by a certified appraiser. Any person from whom the property was originally purchased by the Department or their heir or grantee may purchase the property at its fair market value by direct sale. Any person or entity who believes that they have the right to directly purchase and who desires to exercise their right must respond in writing within sixty (60) calendar days from the last publication of this notice. If no written responses are received, all rights pursuant to NRS 408.533 (1)(d) shall be extinguished and the property will be sold by public auction with sealed bids accepted. Please submit all written responses to:

Nevada Department of Transportation
Right-of-Way Division
Attn: Jessica Biggin, Supervisory Right-of-Way Agent
1263 S. Stewart St., Carson City, NV 89712

For more information, please refer to NRS 408.533 and/or contact Jessica Biggin at (775) 888-7384 or by email atjbiggin@dot.state.nv.us Rev. 12/

No. 64782 Nov. 4, 8, 11, 15, 2015



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7013
Fax: (775) 888-7104

MEMORANDUM

Environmental Services Division

May 18, 2015

To: Diana Callahan, Staff Specialist, Acquisitions, Right-of-Way

From: Steve M. Cooke, PE, Chief, Environmental Services 

Subject: Environmental Clearance for Transportation Board
Surplus No.: SUR 04-29
Project No.: STP-650(7)
EA: 72024
SR659 (McCarran Blvd) at Glendale Ave, Sparks, Washoe County, NV
Parcel: S-650-WA-006.733 XS1
Disposal of excess right-of-way

The Environmental Services Division reviewed the requested action and found it clear of any documented environmental concern. The Categorical Exclusion for disposal was approved by the Federal Highway Administration on May 18, 2015.

EC: R. Borrelli, Surplus Property Committee, Chair
M. Orci, Asst Chief Right-of-Way Agent
H. Salazar, Surplus Property Committee, Vice-Chair
Project E-File

ATTACHMENT 4



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 S. Stewart Street
Carson City, Nevada 89712

BRIAN SANDOVAL
Governor

August 30, 2010

RUDY MALFABON, P.E., Director

In Reply, Refer to:

FEDERAL HIGHWAY ADMINISTRATION
SUSAN KLEKAR DIVISION ADMINISTRATOR
ATTN HUGH HADSOCK R-W PROGRAM MGR
705 NORTH PLAZA STREET SUITE 220
CARSON CITY NV 89701

Disposal by Public Auction

Surplus No.: SUR 04-29
Project: STP-650(7)
E.A.: 72024
Parcel: S-650-WA-006.733 XS1
Location: SR-659 (McCarran Blvd.),
formerly known as SR-650, at
Glendale Ave.

Dear Ms. Klekar:

Enclosed is Exhibit "A" (sketch map) and a location map depicting the area of surplus property, proposed to be sold at public auction, pursuant to N.R.S. 408.533. It has been determined that the surplus property is no longer needed by NDOT. The aforementioned property is located in Reno, Nevada.

The proposal has been reviewed and it has been determined that:

1. The subject property right will not be needed for Federal-aid Highway purposes in the foreseeable future;
2. The release will not adversely affect the Federal-aid Highway facility or the traffic thereon;
3. The property to be sold is not suitable for retention in order to restore, preserve, or improve the scenic beauty adjacent to the highway consonant with the intent of 23 U.S.C. 319 and PL 89-285, Title III, Section 302-305 (Highway Beautification Act of 1965);
4. The property to be sold does require clearance through the Environmental Division in accordance with CEQ regulations 40 CFR 1508.4 and 23 CFR 771.117(d);
5. The public auction of the property is being made in accordance with N.R.S. 408.533.

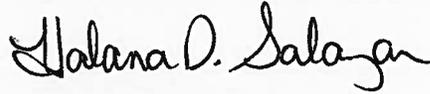
ATTACHMENT 5



SUSAN KLEKAR, DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION
August 30, 2010

Your concurrence in this proposal is requested.

Sincerely,



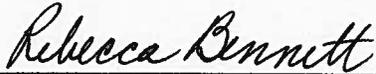
for Paul A. Saucedo
Chief Right-of-Way Agent

pas/meo/tz

Enclosures

cc: H. Salazar, Manager, Right-of-Way Engineering
M. Orci, Right-of-Way Staff Specialist

CONCUR:



Rebecca Bennett, Right-of-Way Program Manager

9/9/10

Date

NRS 408.533 Disposal of property.

1. All real property, interests therein or improvements thereon and personal property acquired before, on or after April 1, 1957, in accordance with the provisions of NRS 408.487 and 408.489 must, after approval by the Board and if no longer needed for highway purposes, be disposed of by the Director in accordance with the provisions of subsection 2, except that:

(a) When the property was originally donated to the State, no charge may be made if it is returned to the original owner or to the holder of the reversionary right.

(b) When the property has been wholly or partially paid for by towns, cities or counties, disposal of the property and of money received therefor must be agreed upon by the governing bodies of the towns, cities and counties and the Department.

(c) When the title to the real property has been acquired in fee pursuant to NRS 408.487 and 408.489 and, in the opinion of the Board, a sale by means of a public auction or sealed bids is uneconomical or impractical because:

(1) There is no access to the property;

(2) The property has value or an increased value only to a single adjoining property owner; or

(3) Such a sale would work an undue hardship upon a property owner as a result of a severance of the property of that owner or a denial of access to a public highway,

the Board may enter into a direct sale of the property with such an owner or any other person for its fair market value.

(d) When the property has been acquired and the property or any portion of the property is no longer needed for highway purposes, the Department shall give notice of its intention to dispose of the property by publication in a newspaper of general circulation in the county where the property is situated. The notice must include the Department's appraisal of the fair market value of the property. Any person from whom the property was purchased or his heir or grantee may purchase the property at its fair market value by direct sale from the Department within 60 days after the notice is published. If more than one person qualified to purchase the property by direct sale pursuant to this paragraph so requests, the person with the superior claim, as determined by the Department in its sole discretion, is entitled to purchase the property by direct sale. If a person who is entitled to purchase the property by direct sale pursuant to this paragraph reasonably believes that the Department's appraisal of the property is greater than the fair market value of the property, the person may file an objection to the appraisal with the Department. The Department shall set forth the procedure for filing an objection and the process under which a final determination will be made of the fair market value of the property for which an objection is filed. The Department shall sell the property in the manner provided in subsection 2 if:

(1) No person requests to purchase the property by direct sale within 60 days after the notice is published pursuant to this paragraph; or

(2) A person who files an objection pursuant to this paragraph fails, within 10 business days after he receives a written notice of the final determination of the fair market value of the property, to notify the Department in writing that he wishes to purchase the property at the fair market value set forth in the notice.

(e) When the property is sought by another public agency for a reasonable public use, the Department may first offer the property to the public agency at its fair market value.

2. All property, interests or improvements not included within the provisions of subsection 1 must first be offered for sale by the Department singly or in combination at public auction or by sealed bids. If the highest bid received is 90 percent or more of the Department's appraisal of the fair market value of the property, the property may be sold to the highest bidder. The notice and the terms of the sale must be published in a newspaper of general circulation in the county where the property is situated. The auctions and openings of bids must be conducted by the Department. If the property cannot be sold for 90 percent or more of its fair market value, the Department may enter into a written listing agreement with a person licensed pursuant to chapter 645 of NRS to sell or lease the property for 90 percent or more of its fair market value.

3. It is conclusively presumed in favor of the Department and any purchaser for value that the Department acted within its lawful authority in acquiring and disposing of the property, and that the Director acted within his lawful authority in executing any conveyance vesting title in the purchaser. All such conveyances must be quitclaim in nature and the Department shall not warrant title, furnish title insurance or pay the tax on transfer of real property.

4. No person has a right of action against the Department or its employees for a violation of this section. This subsection does not prevent an action by the Attorney General on behalf of the State of Nevada or any aggrieved person.

5. All sums of money received by the Department for the sale of real and personal property must be deposited with the State Treasurer to be credited to the State Highway Fund, unless the Federal Highway Administration participated in acquisition of the property, in which case a pro rata share of the money obtained by disposal of the property must be paid to the Federal Highway Administration.

6. The Department may reserve and except easements, rights or interests from the conveyance of any real property disposed of in accordance with this section or exchanged pursuant to subsection 5 of NRS 408.489. The easements, rights or interests include, but are not limited to:

(a) Abutter's rights of light, view or air.

(b) Easements of access to and from abutting land.

(c) Covenants prohibiting the use of signs, structures or devices advertising activities not conducted, services not rendered or goods not produced or available on the real property.

(Added to NRS by 1957, 693; A 1959, 599; 1963, 978; 1967, 1743; 1971, 140; 1979, 1781; 1985, 707; 1987, 1812; 1989, 1308; 1991, 1691; 1995, 1140; 2001, 2132)

ATTACHMENT 6



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

January 27, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: February 8, 2016 Transportation Board of Directors Meeting
Item #7: Receive Quarterly Report on the Status of Project NEON – *Informational Item Only*

Summary:

At the November 2015 Department of Transportation Board of Directors Meeting, the Board awarded Project Neon Design-Build contract to Kiewit Infrastructure West Co. (“Kiewit”). To prepare for the upcoming construction on Project Neon, Kiewit has started to mobilize the Project Office, established a partnering plan, continued with the demolition of existing structures, submitted components of the Project Management Plan, and began early design work.

Background:

The Nevada Department of Transportation’s Project Neon Design-Build involves the design and construction of the busiest section of highway in Nevada. This 3.7-mile corridor along I-15 in Las Vegas hosts 300,000 vehicles daily and sees 25,000 lane changes each hour, and traffic in the project area is expected to double by 2035.

Nearly twenty years in the making, Project Neon aims to reduce travel delays, improve air quality and increase public safety. The project includes improvements to the I-15 mainline, a new HOV direct connect between I-15 and U.S 95, major improvements to MLK Boulevard, and improved downtown circulation and access.

Analysis:

Project Office:

- Currently under construction located behind Holsum Lofts
- Project Team to move in late February
- Public Information Office to be in same location opening in March

Preparing for Construction:

- Drilling/potholing in December, January, and early February
- 12 ATM signs will be constructed early to facilitate traffic movement during construction
- Preparing Project Management Plan and Baseline Schedule

Local Roads First:

- Construction to start in late spring
- Includes realignment of MLK with Charleston flyover, and Extension of Grand Central Parkway to Western Avenue.

Engaging the Community:

- Proactive communication with stakeholders
 - o Welcoming ourselves to the neighborhood
 - o Full-time Community Liaison/outreach staff
- New project Website: Coming Soon!
- Mobile App: Coming Soon!
 - o With push notifications for Project updates
- Social Media
 - o Follow us on: Facebook / Twitter / Instagram

Groundbreaking:

- SAVE THE DATE: Thurs., April 7th | 10:00am | Symphony Park, Downtown Las Vegas

List of Attachments:

- A. Project Neon Fact Sheet – February 2016
- B. Groundbreaking SAVE THE DATE Flyer

Recommendation for Board Action:

Informational item only.

Prepared by:

Dale Keller, Senior Project Manager

**FEBRUARY 2016****PROJECT OVERVIEW**

- \$559.4M design-build project is largest and most expensive transportation project in Nevada's history
- \$900M total investment
- Covers 3.7-mile stretch of I-15 between Sahara Avenue and the Spaghetti Bowl interchange
 - Busiest stretch of roadway in Nevada
 - 300,000 vehicles per day, 25,000 lane changes per hour, 3 crashes per day
 - Traffic expected to double by 2035

PROJECT HIGHLIGHTS

- New Charleston interchange
 - Full diamond interchange for improved mobility in the downtown corridor, including the Medical District and Symphony Park
- HOV System Expansion
 - HOV flyover through Spaghetti Bowl
 - Conversion of Express Lanes on I-15 into one general purpose and one HOV lane, creating more than 20 consecutive miles of carpool lanes between US 95 and I-15
 - Neon Gateway interchange off I-15 between Sahara and Alta
- MLK Boulevard
 - Major overhaul
 - Will become a feeder-like roadway that shuttles drivers from US 95 south to I-15 south on a route built over Charleston
 - MLK exit onto Charleston
- Landscape & Aesthetics
 - Partnership between City and State
 - Gateway sculptures
 - Painting existing structures in Spaghetti Bowl
- Active Traffic Management (ATM) System
 - More signage along freeway system to better manage flow and warn motorists of crashes/lane closures
- Southbound Ramp Braiding
 - Between the Spaghetti Bowl and Sahara Avenue
 - Similar to west leg of Spaghetti Bowl on US 95

PROJECT BENEFITS

- Improved safety and air quality
- Reduced congestion and travel delays on freeway operations
- New jobs for Nevada – 4,000+ direct, indirect, and induced local jobs
- Better surface street connections and access to/from downtown
- Provide transportation options for commuters (carpool, HOV interchange, downtown accessibility)

SCHEDULE

- Project Office
 - Currently under construction
 - Located behind Holsum Lofts
 - Project team to move in late February
 - Public information office to be in same location, opening in March
- Getting Ready
 - Drilling/potholing in December, January, and early February
 - 12 ATM signs will be constructed early to facilitate traffic movement during construction
 - I-515 Viaduct Emergency Repair – westbound 515 between Casino Center and Eastern
- Local Roads First!
 - Construction to start in late spring
 - Includes realignment of MLK with Charleston flyover, and Extension of Grand Central Parkway to Western Avenue
- No construction lane closures on US 95 until 2017
 - Except for viaduct repair and ATMs
- No construction lane closures on I-15 until 2018
 - Except for ATMs
- Substantial completion by summer 2019

ENGAGING THE COMMUNITY

- Proactive communication with stakeholders
 - Welcoming ourselves to the neighborhood
 - Full-time Community Liaison/outreach staff
- New project website: Coming Soon!
- Mobile App: Coming Soon!
 - With push notifications for project updates
- Social Media
 - Facebook and Twitter



SAVE THE DATE

COME BE A PART OF NEVADA'S FUTURE
NEARLY TWO DECADES IN THE MAKING, PROJECT NEON IS BREAKING GROUND

Don't miss your chance to join in this huge celebration as we kick off Project NEON—the largest construction project in Nevada history. Improvements to the busiest stretch of highway in the state will greatly improve mobility, safety and access for hundreds of thousands of Nevadans every day.

THURSDAY, APRIL 7 | 10:00 A.M. | SYMPHONY PARK, DOWNTOWN LAS VEGAS
RSVP | TONY ILLIA, NDOT PIO | 702-385-6509 | TILLIA@DOT.STATE.NV.US



U.S. Department of Transportation
Federal Highway Administration



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

January 27, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: February 8, 2016 Transportation Board of Directors Meeting
Item #8: Receive a Report on the Nevada Electric Highway on US 95 –
Informational item only

Purpose:

The purpose of this agenda item is to provide an overview of the Nevada Electric Highway on US 95 and present possible next steps to provide a network of electric vehicle charging stations on other major routes throughout Nevada.

Summary:

The Nevada Electric Highway is a joint initiative between the Governor's Office of Energy (GOE) and NV Energy to provide electric vehicle owners the ability to drive and charge their vehicles between Reno and Las Vegas. The GOE is utilizing grant funds to leverage funding available through NV Energy's successful electric vehicle charging station shared investment program, and also through Valley Electric Association (VEA) to install electric vehicle charging stations in strategic locations along U.S. Route 95 within both utilities' service territories.

Working with the GOE, NV Energy has identified businesses and government entities interested in hosting the charging stations along the portion of U.S. Route 95 within their service territory. Since a portion of U.S. Route 95 is outside of NV Energy's service territory, the GOE is working with VEA separately to install a charging station at a business located within VEA's service territory.

Each site will include a direct-current fast charger that can charge a vehicle in less than an hour as well as two Level 2 chargers which require several hours to charge.

Shared Investment Agreements are currently being negotiated with private owners in Fallon and Tonopah and the site within VEA's service territory is being developed with a private owner. Then Nevada Department of Transportation (NDOT) is assisting with a site in the town of Hawthorne which doubles as a rest area and a local park.

The GOE will develop and administer a five year program to offset any host site electricity demand charges associated with the DC Fast Chargers for the host sites located within NV Energy's service territory; however, because GOE's budget available for this program is restricted to customers of NV Energy, pursuant to NRS 701A.450, the host site located within VEA's service territory is not eligible for this incentive.

NDOT will work with the GOE as the program expands to other highways in the state. NDOT anticipates assisting on I-80, U.S. 50 and U.S. 93

Recommendation for Board Action:

For information purposes only

Prepared by:

Rudy Malfabon, NDOT Director

Angela Dykema, Director of the Governor's Office of Energy



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

January 29, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: February 8, 2016 Transportation Board of Directors Meeting
Item #9: Old Business

Summary:

This item is to provide follow up and ongoing information brought up at previous Board Meetings.

Analysis:

- a. Report of Outside Counsel Costs on Open Matters - *Informational item only.*
Please see Attachment A.
- b. Monthly Litigation Report - *Informational item only.*
Please see Attachment B.
- c. Fatality Report dated January 25, 2016 - *Informational item only.*
Please see Attachment C.
- d. Annual Crash and Fatal Comparison Between 2014 and 2015 – *Informational item only*
Please see Attachment D.
- e. Annual Report on the Freeway Service Patrol – *Informational item only*
Please see Attachment E.

List of Attachments:

- a. Report of Outside Counsel Costs on Open Matters - *Informational item only.*
- b. Monthly Litigation Report - *Informational item only.*
- c. Fatality Report dated January 25, 2016 - *Informational item only.*
- d. Annual Crash and Fatal Comparison Between 2014 and 2015 – *Informational item only.*
- e. Annual Report on Freeway Service Patrol – *Informational item only.*

Recommendation for Board Action:

Informational item only.

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF JANUARY 22, 2016						
Vendor	Case/Project Name	Contract Period	Contract and Amendment Date	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
Nossaman, LLP	Project Neon Legal and Financial Planning NDOT Agmt No. P014-13-015	3/11/13 - 12/31/17 Amendment #1 Amendment #2	3/11/13 1/14/14 12/15/15	\$ 1,400,000.00 \$ 2,000,000.00 \$ 300,000.00	\$ 3,700,000.00	\$ 339,789.11
Chapman Law Firm	NDOT vs. Roberts 1981 Decedents Trust 8th JD - 12-665880-C Project Neon - Las Vegas NDOT Agmt No. P452-12-004	10/23/12 - 9/30/16 Amendment #1 Amendment #2	10/23/12 9/12/14 8/12/14	475725 Extension of Time Expansion of Scope	\$ 475,725.00	\$ 243,192.97
Laura FitzSimmons, Esq.	Condemnation Litigation Consultation NDOT Agmt No. P510-12-004	12/16/12 - 12/30/17 Amendment #1 Amendment #2 Amendment #3	12/16/12 8/12/13 1/22/14 5/12/14	\$ 300,000.00 \$ 850,000.00 \$ 750,000.00 \$ 800,000.00	\$ 2,700,000.00	\$ 469,286.08
Lemons, Grundy, Eisenberg	NDOT vs. Ad America (Appeal) 8th JD - A-11-640157-C Project Neon - Las Vegas NDOT Agmt No. P037-13-004	1/22/13 - 1/31/16 Amendment #1	1/22/13 1/22/15	\$205,250.00 Extension of Time	\$ 205,250.00	\$ 41,197.82
Sylvester & Polednak, Ltd.	NDOT vs. Wykoff 8th JD - A-12-656578-C Warms Springs Project - Las Vegas NDOT Agmt No. P071-13-004	2/27/13 - 1/31/17 Amendment #1 Amendment #2	2/27/13 1/23/15 5/13/15	\$275,000.00 Extension of Time \$ 150,000.00	\$ 425,000.00	\$ 23,259.54
Sylvester & Polednak, Ltd.	NDOT vs. K & L Dirt 8th JD - A-12-666050-C Boulder City Bypass Project NDOT Agmt No. P073-13-004	2/27/13 - 1/31/17 Amendment #1	2/27/13 1/23/15	\$ 275,000.00 Extension of Time	\$ 275,000.00	\$ 100,653.38
Sylvester & Polednak, Ltd.	NDOT vs. I-15 & Cactus Cactus Project - Las Vegas 8th JD - A-12-664403-C NDOT Agmt No. P074-13-004	2/27/13 - 2/28/17 Amendment #1	2/27/13 2/17/15	\$ 200,000.00 Extension of Time	\$ 200,000.00	\$ 22,857.44
** Varela, Lee, Metz & Guarina, LLP - Novation Agreement 2/28/14 from Watt, Tieder, Hoffar & Fitzgerald	Pacific Coast Steel vs. NDOT K3292 - I-580 2nd JD CV12-02093 NDOT Agmt No. P160-13-004	4/30/13 - 4/30/17	4/30/13	\$ 275,000.00	\$ 275,000.00	\$ 59,870.66
Kemp, Jones, Coulthard	Nassiri vs. NDOT 8th JD A672841 NDOT Agmt No. P290-13-004	7/17/13 - 2/28/17 Amendment #1 Amendment #2	7/17/13 2/12/15 8/12/15	\$ 280,000.00 \$ 475,000.00 \$ 375,000.00	\$ 1,130,000.00	\$ 177,980.96
Chapman Law Firm	Ad America vs. NDOT (Project Neon) 8th JD A640157 NDOT Agmt No. P291-13-004	7/25/13 - 7/30/17 Amendment #1 Amendment #2	7/25/13 4/28/14 5/15/15	\$ 200,000.00 \$ 250,000.00 Extension of Time	\$ 450,000.00	\$ 704.00
Chapman Law Firm	McCarran Widening 2nd JD - Various Temporary Easements NDOT Agmt No. P142-14-004	5/14/14 - 5/30/16 Amendment #1	5/14/14 12/8/15	\$ 200,000.00 \$ 30,000.00	\$ 230,000.00	\$ 7,880.05
*** Downey Brand, LLP Novation Agreement 2/12/15 from Armstrong Teasdale, LLP	Legal Support for utility matters relating to Project Neon and Boulder City Bypass NDOT Agmt No. P210-14-004	5/14/14 - 5/30/16	5/14/14	\$ 250,000.00	\$ 250,000.00	\$ 245,570.00
Sylvester & Polednak	First Presbyterian Church vs. NDOT 8th JD A-14-698783-C Project Neon NDOT Agmt No. P327-14-004	7/17/14 - 7/30/16	7/17/14	\$ 280,000.00	\$ 280,000.00	\$ 215,423.73
Carbajal & McNutt, LLP	Las Vegas Golf & Country Club 8th JD A-14-705477-C Project Neon NDOT Agmt No. P362-14-004	9/8/14 - 8/30/16	9/8/14	\$ 375,000.00	\$ 375,000.00	\$ 302,707.86

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF JANUARY 22, 2016						
Vendor	Case/Project Name	Contract Period	Contract and Amendment Date	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
Kemp, Jones & Coulthard	Custom Landco. (Walker Furniture) Project Neon NDOT Agmt No. P431-14-004	10/13/14 - 11/30/16	10/13/14	\$ 350,000.00	\$ 350,000.00	\$ 38,584.41
Lambrose Brown	Grant Properties Project Neon NDOT Agmt No. P433-14-004	10/14/14 - 10/30/16	10/14/14	\$ 275,000.00	\$ 275,000.00	\$ 257,362.79
Lambrose Brown	Sharples Project Neon NDOT Agmt No. P434-14-004	10/16/14 - 10/30/16	10/16/14	\$ 275,000.00	\$ 275,000.00	\$ 259,826.00
Varela, Lee, Metz & Guarino	Sequoia Electric K3409 NDOT Agmt No. P526-14-004	10/16/14 - 10/30/16	10/16/14	\$ 250,000.00	\$ 250,000.00	\$ 250,000.00
Lambrose Brown	Paralegal Services - Project Neon NDOT Agmt No. P547-14-004	11/20/14 - 11/30/16 Amendment #1	11/20/14 2/12/15	\$ 250,000.00	\$ 250,000.00	\$ 85,580.39
Carbajal & McNutt, LLP	John J. Charleston Trust Project Neon NDOT Agmt No. P374-15-004	07/17/15 - 10/31/18	7/17/15	\$ 400,000.00	\$ 400,000.00	\$ 389,531.25
* BH Consulting Agreement	<i>Management assistance, policy recommendations, negotiation support and advice regarding NEXTEL and Re-channeling of NDOT's 800 Mhz frequencies.</i>	6/30/12 - 6/30/16	6/30/12	\$ 77,750.00	\$ 77,750.00	\$ 76,340.00

* Pass Through - Federally mandated 800 MHz rebanding project fully reimbursed by Sprint Nextel.

** The firm of Varela, Lee, Metz & Guarino, LLP took over representing the Department in the matter of Pacific Coast Steel vs. NDOT Case as of 2/28/14 from the firm of Watt, Tieder, Hoffar & Fitzgerald.

*** The firm of Downey Brand, LLP took over representing the Department on 2/12/15 in utility matters relating to condemnation actions and acquisitions from the firm of Armstrong Teasdale, LLP.

Contracts Closed Or Expired Since Last Report:

Chapman Law Firm	NDOT vs. MLK-ALTA 8th JD - A-12-658642-C Project Neon - Las Vegas NDOT Agmt No. P508-12-004	1/14/13 - 1/14/16	1/14/13	\$ 455,525.00	\$ 455,525.00	\$ 229,847.04
Laura FitzSimmons, Esq.	Risk Management Analysis for Project NEON Costs for Risk Management Analysis NDOT Agmt No. P006-14-004	1/13/14 - 12/31/17 Amendment #1 Amendment #2	1/13/14 8/21/14 4/21/15	\$ 900,000.00 \$ 310,000.00 \$ 250,000.00	\$ 1,460,000.00	\$ 107,637.48
Laura FitzSimmons, Esq.	Project Neon Eminent Domain Actions NDOT Agmt No. P480-14-004	11/10/14 - 11/30/15	11/10/14	\$ 600,000.00	\$ 600,000.00	\$ 484,720.00

Monthly Litigation Report to the Nevada Department of Transportation - January 22, 2016				
Case Name	Nature of Case	Outside Counsel to Date		
		Fees	Costs	Total
Condemnations				
NDOT vs. Ad America, Inc. (Neon-Silver Ave.)	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. John J. Charleston Trust of 1998	Eminent domain - Project Neon	\$ 10,439.25	\$ 29.50	\$ 10,468.75
NDOT vs. Custom Landco. (Walker Furniture)	Eminent domain - Project Neon	\$ 304,669.16	\$ 6,746.43	\$ 311,415.59
NDOT vs. Danisi, Vicent, J. III	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. I-15 and Cactus, LLC	Eminent domain - I-15 Cactus	\$ 156,352.68	\$ 20,789.88	\$ 177,142.56
NDOT vs. K & L Dirt Company, LLC	Eminent domain - Boulder City Bypass	\$ 146,750.00	\$ 27,596.62	\$ 174,346.62
NDOT vs. Las Vegas Golf & Country Club	Eminent domain - Project Neon	\$ 68,631.50	\$ 3,660.64	\$ 72,292.14
NDOT vs. Loch Lomond Trust, et al.	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Ranch Properties	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Reich Series, LLC, et al.	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Robarts 1981 Trust, et al.	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Su, Lisa	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Sharples, John; Sharples, Bonnie	Eminent domain - Project Neon	\$ 15,174.00	\$ -	\$ 15,174.00
NDOT vs. Wykoff Newberg Corporation	Eminent domain - I-15 and Warm Springs	\$ 347,750.78	\$ 53,989.68	\$ 401,740.46
McCarran Widening - Condemnations				
NDOT vs. Manaos, Randy M.	Eminent domain - McCarran Widening *	\$ 24,070.61	\$ 6,756.18	\$ 30,826.79
NDOT vs. Marsh, Nita, et al.	Eminent domain - McCarran Widening *	\$ 24,070.61	\$ 6,756.18	\$ 30,826.79
		\$ 1,087,469.34	\$ 126,295.61	\$ 1,213,764.95
Inverse Condemnations				
AD America, Inc. vs. NDOT (NEON)	Inverse condemnation - Project Neon	\$ 513,748.06	\$ 113,858.70	\$ 627,606.76
AD America, Inc. vs. NDOT (NEON-Silver Ave.)	Inverse condemnation - Project Neon			
Nassiri, Fred vs. NDOT	Inverse condemnation	\$ 766,471.92	\$ 149,554.39	\$ 916,026.31
Robarts 1981 Decedents Trust vs. NDOT	Inverse Condemnation - Project Neon	\$ 219,514.83	\$ 13,017.20	\$ 232,532.03
		\$ 1,499,734.81	\$ 276,430.29	\$ 1,776,165.10
Cases Closed and Removed from Last Report:				
NDOT vs. Chavez, Dawn R.	Eminent domain - McCarran Widening *	\$ 30,580.55	\$ 4,380.04	\$ 34,960.59
First Presbyterian Church of LV vs. NDOT	Inverse condemnation - Project Neon	\$ 59,475.15	\$ 5,101.12	\$ 64,576.27
NDOT vs. MLK-ALTA	Eminent domain - Project Neon	\$ 195,408.45	\$ 30,269.51	\$ 225,677.96
NDOT vs. Stanford Crossing, LLC (Asked Ron)	Eminent domain - McCarran Widening *	\$ 30,580.55	\$ 4,380.04	\$ 34,960.59
* McCarran Widening fees and costs are under one contract with each reflecting a pro-rata share for the open cases.				
New cases appear in red.				

Monthly Litigation Report to the Nevada Department of Transportation - January 22, 2016				
Case Name	Nature of Case	Outside Counsel to		
		Fees	Costs	Total
Torts		\$ -	\$ -	\$ -
Ariza, Ana, et al. vs. Wulfenstein, NDOT	Plaintiff alleges wrongful death	\$ -	\$ -	\$ -
Discount Tire Company vs. NDOT; Fisher	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Francois, John A. vs. NDOT	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Harris Farm, Inc. vs NDOT	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Jorgenson & Koka, LLP vs. NDOT, et al.	Plaintiff alleges negligence causing property damage	\$ -	\$ -	\$ -
King-Schmidt, Barbara vs. NDOT	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Knowlton, Jane vs. NDOT	Plaintiff alleges personal injury and property damage	\$ -	\$ -	\$ -
Liu, Hui vs. Clark County and NDOT	Plaintiff alleges negligence and wrongful death	\$ -	\$ -	\$ -
Mezzano, Rochelle vs. Bicycle Ride Directors, NDOT, et al.	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
NDOT vs. Tamietti	NDOT seeks injunct. relief to prevent closing access	\$ -	\$ -	\$ -
Perkins, Troy, et al. vs. City of Las Vegas, NDOT, et al.	Plaintiff alleges wrongful death	\$ -	\$ -	\$ -
Pyjas, Estate of Robert Charles	Plaintiff alleges wrongful death	\$ -	\$ -	\$ -
Semmens, Cynthia & Trevor vs. NDOT, et al.	Plaintiff alleges negligence causing personal injury	\$ -	\$ -	\$ -
Windrum, Richard & Michelle vs. NDOT	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Woods, William and Elaine	Plaintiff alleges wrongful death	\$ -	\$ -	\$ -
Zito, Adam vs. NDOT	Plaintiff alleges negligence and property damage	\$ -	\$ -	\$ -
Contract Disputes				
AVAR Construction Systems, Inc. vs.	Breach of contract re I-580	\$ -	\$ -	\$ -
Miscellaneous				
Nevada Power Co., Inc. vs. KAG Development; NDOT	Plaintiff seeking quiet title	\$ -	\$ -	\$ -
Road & Highway Builders vs. NDOT	Petition for Judicial Review of Prevailing Wage	\$ -	\$ -	\$ -
Road & Highway Builders vs. Labor Commissioner; NDOT	Petition for judicial review of decision of labor commissioner	\$ -	\$ -	\$ -
Personnel Matters				
Akinola, Ayodele vs. State, NDOT	Plaintiff alleges 14th Amendment - discrimination	\$ -	\$ -	\$ -
Cerini, Cheri	Petition for Judicial Review	\$ -	\$ -	\$ -
Cases Removed from Last Report:				
Woods, William and Elaine	Plaintiff alleges wrongful death	\$ -	\$ -	\$ -

New cases appear in red. No new cases for this report.

Outside Counsel
Fees and Costs of Open Cases
as of January 22, 2016

<u>Category</u>	<u>Fees</u>	<u>Costs</u>	<u>Total</u>
Condemnation Litigation	\$ 1,063,398.73	\$ 119,539.43	\$ 1,182,938.16
Inverse Condemnation Litigation	\$ 1,499,734.81	\$ 276,430.29	\$ 1,776,165.10
Construction Litigation	0	0	0
Personnel Litigation	0	0	0
Tort Claim Litigation	0	0	0
	<u>\$ 2,563,133.54</u>	<u>\$ 395,969.72</u>	<u>\$ 2,959,103.26</u>

1/25/2016

TO: PUBLIC SAFETY, DIRECTOR NDOT, HIGHWAY SAFETY COORDINATOR,
NDOT TRAFFIC ENGINEERING, FHWA, LVMPD, RENO PD.

FROM: THE OFFICE OF TRAFFIC SAFETY, FATAL ANALYSIS REPORTING SYSTEM (FARS)

SUBJECT: FATAL CRASHES AND FATALITIES BY COUNTY, PERSON TYPE, DAY, MONTH, YEAR AND PERCENT CHANGE.

	CURRENT		SAME DATE LAST YEAR		# CHANGE		
	Crashes	Fatals	Crashes	Fatals	Crashes	Fatals	
1/24/2016	1	1	1/24/2015	1	1	0	0
MONTH	18	20	MONTH	22	22	-4	-2
YEAR	18	20	YEAR	22	22	-4	-2

CRASH AND FATAL COMPARISON BETWEEN 2015 AND 2016, AS OF CURRENT DATE.

COUNTY	2015 Crashes	2016 Crashes	% CHANGE	2015 Fatalites	2016 Fatalities	% Change	2015 Alcohol Crashes	2016 Alcohol Crashes	% Change	2015 Alcohol Fatalities	2016 Alcohol Fatalities	% Change
CARSON			0.00%			0.00%			0.00%			0.00%
CHURCHILL	1		-100.00%	1		-100.00%			0.00%			0.00%
CLARK	12	14	16.67%	12	16	33.33%	3		-100.00%	3		-100.00%
DOUGLAS	1	1	0.00%	1	1	0.00%	1		-100.00%	1		-100.00%
ELKO		1	100.00%		1	100.00%			0.00%			0.00%
ESMERALDA			0.00%			0.00%			0.00%			0.00%
EUREKA	1		-100.00%	1		-100.00%			0.00%			0.00%
HUMBOLDT			0.00%			0.00%			0.00%			0.00%
LANDER			0.00%			0.00%			0.00%			0.00%
LINCOLN			0.00%			0.00%			0.00%			0.00%
LYON	1		-100.00%	1		-100.00%			0.00%			0.00%
MINERAL			0.00%			0.00%			0.00%			0.00%
NYE	2	1	-50.00%	2	1	-50.00%	1		-100.00%	1		-100.00%
PERSHING			0.00%			0.00%			0.00%			0.00%
STOREY			0.00%			0.00%			0.00%			0.00%
WASHOE	4	1	-75.00%	4	1	-75.00%	3		-100.00%	3		-100.00%
WHITE PINE			0.00%			0.00%			0.00%			0.00%
YTD	22	18	-18.18%	22	20	-9.09%	8	0	-100.00%	8	0	-100.00%
TOTAL 15	293	----	-93.9%	322	----	-93.8%	----	----	#DIV/0!	----	----	#DIV/0!

2015 AND 2016 ALCOHOL CRASHES AND FATALITIES ARE BASED ON VERY PRELIMINARY DATA.

COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2015 AND 2016, AS OF CURRENT DATE.

COUNTY	2015 Vehicle Occupants	2016 Vehicle Occupants	% Change	2015 Peds	2016 Peds	% Change	2015 Motor-Cyclist	2016 Motor-Cyclist	% Change	2015 Bike	2016 Bike	% Change	2015 Other moped,at v	2016 Other moped,at v
CARSON			0.00%			0.00%			0.00%			0.00%		
CHURCHILL	1		-100.00%			0.00%			0.00%			0.00%		
CLARK	4	7	75.00%	6	5	-16.67%	1	4	300.00%			0.00%	1	
DOUGLAS	1	1	0.00%			0.00%			0.00%			0.00%		
ELKO		1	100.00%			0.00%			0.00%			0.00%		
ESMERALDA			0.00%			0.00%			0.00%			0.00%		
EUREKA	1		-100.00%			0.00%			0.00%			0.00%		
HUMBOLDT			0.00%			0.00%			0.00%			0.00%		
LANDER			0.00%			0.00%			0.00%			0.00%		
LINCOLN			0.00%			0.00%			0.00%			0.00%		
LYON	1		-100.00%			0.00%			0.00%			0.00%		
MINERAL			0.00%			0.00%			0.00%			0.00%		
NYE	2	1	-50.00%			0.00%			0.00%			0.00%		
PERSHING			0.00%			0.00%			0.00%			0.00%		
STOREY			0.00%			0.00%			0.00%			0.00%		
WASHOE	2		-100.00%	1	1	0.00%	1		-100.00%			0.00%		
WHITE PINE			0.00%			0.00%			0.00%			0.00%		
YTD	12	10	-16.67%	7	6	-14.29%	2	4	100.00%	0	0	0.00%	1	0
TOTAL 15	182	----	-94.51%	73	----	-91.78%	43	----	-90.70%	10	----	-100.00%	14	----

1/25/2016

TO: PUBLIC SAFETY, DIRECTOR NDOT, HIGHWAY SAFETY COORDINATOR,
NDOT TRAFFIC ENGINEERING, FHWA, LVMPD, RENO PD.

FROM: THE OFFICE OF TRAFFIC SAFETY, FATAL ANALYSIS REPORTING SYSTEM (FARS)

SUBJECT: FATAL CRASHES AND FATALITIES BY COUNTY, PERSON TYPE, DAY, MONTH, YEAR AND PERCENT CHANGE.

	CURRENT		SAME DATE LAST YEAR		# CHANGE		
	Crashes	Fatals	Crashes	Fatals	Crashes	Fatals	
12/31/2015	1	1	12/31/2014	1	1	0	0
MONTH	27	29	MONTH	21	23	6	6
YEAR	293	322	YEAR	268	291	25	31

CRASH AND FATAL COMPARISON BETWEEN 2014 AND 2015, AS OF CURRENT DATE.

COUNTY	2014 Crashes	2015 Crashes	% CHANGE	2014 Fatalites	2015 Fatalities	% Change	2014 Alcohol Crashes	2015 Alcohol Crashes	% Change	2014 Alcohol Fatalities	2015 Alcohol Fatalities	% Change
CARSON	4	2	-50.00%	5	2	-60.00%	1	1	0.00%	1	1	0.00%
CHURCHILL	4	2	-50.00%	4	4	0.00%	0	0	0.00%	0	0	0.00%
CLARK	163	193	18.40%	174	209	20.11%	41	33	-19.51%	45	39	-13.33%
DOUGLAS	3	7	133.33%	3	7	133.33%	0	1	100.00%	0	1	100.00%
ELKO	10	11	10.00%	13	12	-7.69%	4	1	-75.00%	7	1	-85.71%
ESMERALDA	2	4	100.00%	3	5	66.67%	0	1	100.00%	0	1	100.00%
EUREKA	4	4	0.00%	5	4	-20.00%	1	0	-100.00%	1	0	-100.00%
HUMBOLDT	9	5	-44.44%	10	8	-20.00%	2	1	-50.00%	3	3	0.00%
LANDER	3	5	66.67%	3	5	66.67%	0	0	0.00%	0	0	0.00%
LINCOLN	3	4	33.33%	3	4	33.33%	1	1	0.00%	1	1	0.00%
LYON	10	6	-40.00%	12	7	-41.67%	5	2	-60.00%	5	2	-60.00%
MINERAL	0	1	100.00%	0	2	200.00%	0	0	0.00%	0	0	0.00%
NYE	11	10	-9.09%	12	11	-8.33%	4	2	-50.00%	4	2	-50.00%
PERSHING	4	0	-100.00%	4	0	-100.00%	3	0	-100.00%	3	0	-100.00%
STOREY	2	2	0.00%	2	2	0.00%	1	0	-100.00%	1	0	-100.00%
WASHOE	36	33	-8.33%	38	36	-5.26%	8	8	0.00%	10	10	0.00%
WHITE PINE	0	4	400.00%	0	4	400.00%	0	0	0.00%	0	0	0.00%
YTD	268	293	9.33%	291	322	10.65%	71	51	-28.17%	81	61	-24.69%
TOTAL 14	268	---	9.3%	291	---	10.7%	---	---	#DIV/0!	---	---	#DIV/0!

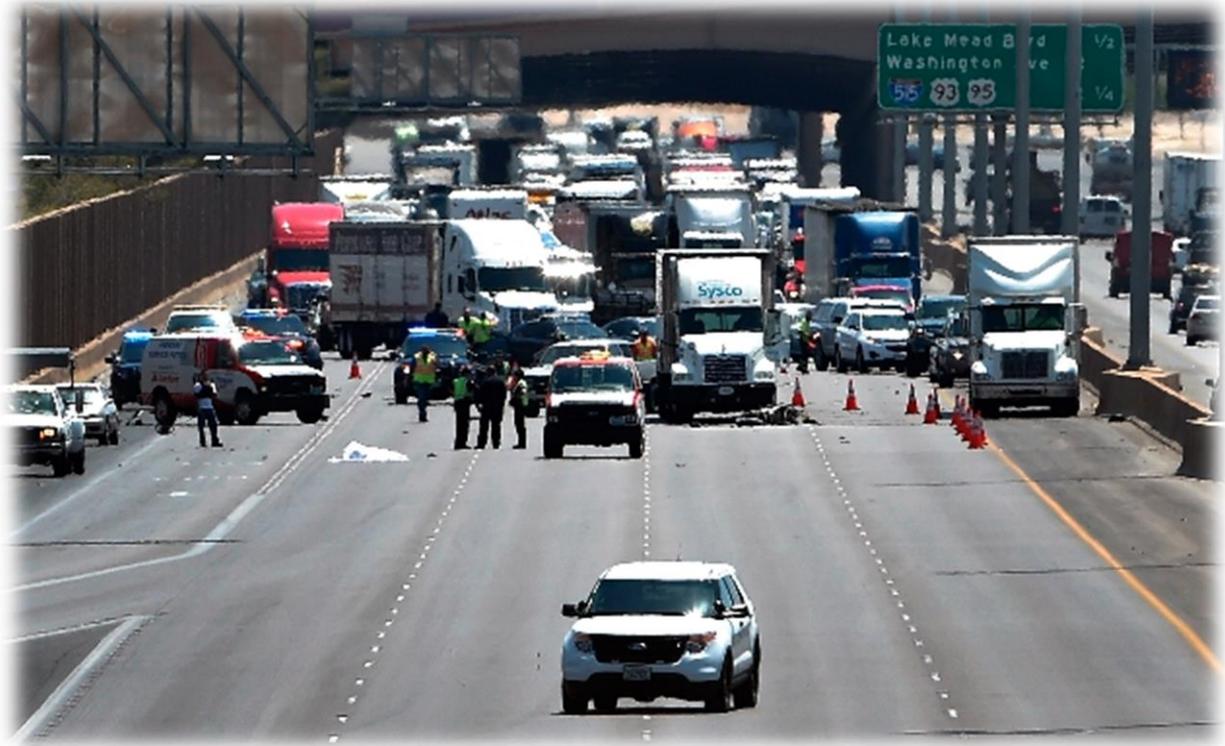
2014 AND 2015 ALCOHOL CRASHES AND FATALITIES ARE BASED ON VERY PRELIMINARY DATA.

COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2014 AND 2015, AS OF CURRENT DATE.

COUNTY	2014 Vehicle Occupants	2015 Vehicle Occupants	% Change	2014 Peds	2015 Peds	% Change	2014 Motor-Cyclist	2015 Motor-Cyclist	% Change	2014 Bike	2015 Bike	% Change	2014 Other moped,at v	2015 Other moped,at v
CARSON	1	1	0.00%	1	1	0.00%	3	0	-100.00%	0	0	0.00%	0	0
CHURCHILL	3	4	33.33%	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0
CLARK	75	96	28.00%	51	60	17.65%	38	31	-18.42%	4	8	100.00%	6	14
DOUGLAS	1	5	400.00%	1	1	0.00%	1	1	0.00%	0	0	0.00%	0	0
ELKO	13	9	-30.77%	0	1	100.00%	0	2	200.00%	0	0	0.00%	0	0
ESMERALDA	3	5	66.67%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
EUREKA	5	4	-20.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
HUMBOLDT	7	8	14.29%	1	0	-100.00%	1	0	-100.00%	0	0	0.00%	1	0
LANDER	2	3	50.00%	1	2	100.00%	0	0	0.00%	0	0	0.00%	0	0
LINCOLN	3	3	0.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	0
LYON	6	7	16.67%	3	0	-100.00%	2	0	-100.00%	1	0	-100.00%	0	0
MINERAL	0	2	200.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
NYE	8	10	25.00%	2	0	-100.00%	2	0	-100.00%	0	1	100.00%	0	0
PERSHING	4	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
STOREY	1	1	0.00%	0	0	0.00%	1	1	0.00%	0	0	0.00%	0	0
WASHOE	15	20	33.33%	12	8	-33.33%	6	7	16.67%	3	1	-66.67%	2	0
WHITE PINE	0	4	400.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
YTD	147	182	23.81%	72	73	1.39%	55	43	-21.82%	8	10	25.00%	9	14
TOTAL 14	147	---	23.81%	72	---	1.39%	55	---	-21.82%	8	---	25.00%	9	---

Nevada Department of Transportation

FREEWAY SERVICE PATROL ANNUAL REPORT



**Federal Fiscal Year 2015
October 2014 – September 2015**

**Traffic Operations Division
Programs and Operations Section**

Las Vegas Metropolitan Area Freeway Service Patrol & Incident Response Vehicle Routes and Hours of Operation



Reno/Sparks Metropolitan Area Freeway Service Patrol Routes and Hours of Operation

FSP-1

US 395 from Lemmon Dr
to Spaghetti Bowl &
I-80 from Spaghetti Bowl
to Lockwood
Mon - Fri
7:00 am - 7:00 pm

FSP-2

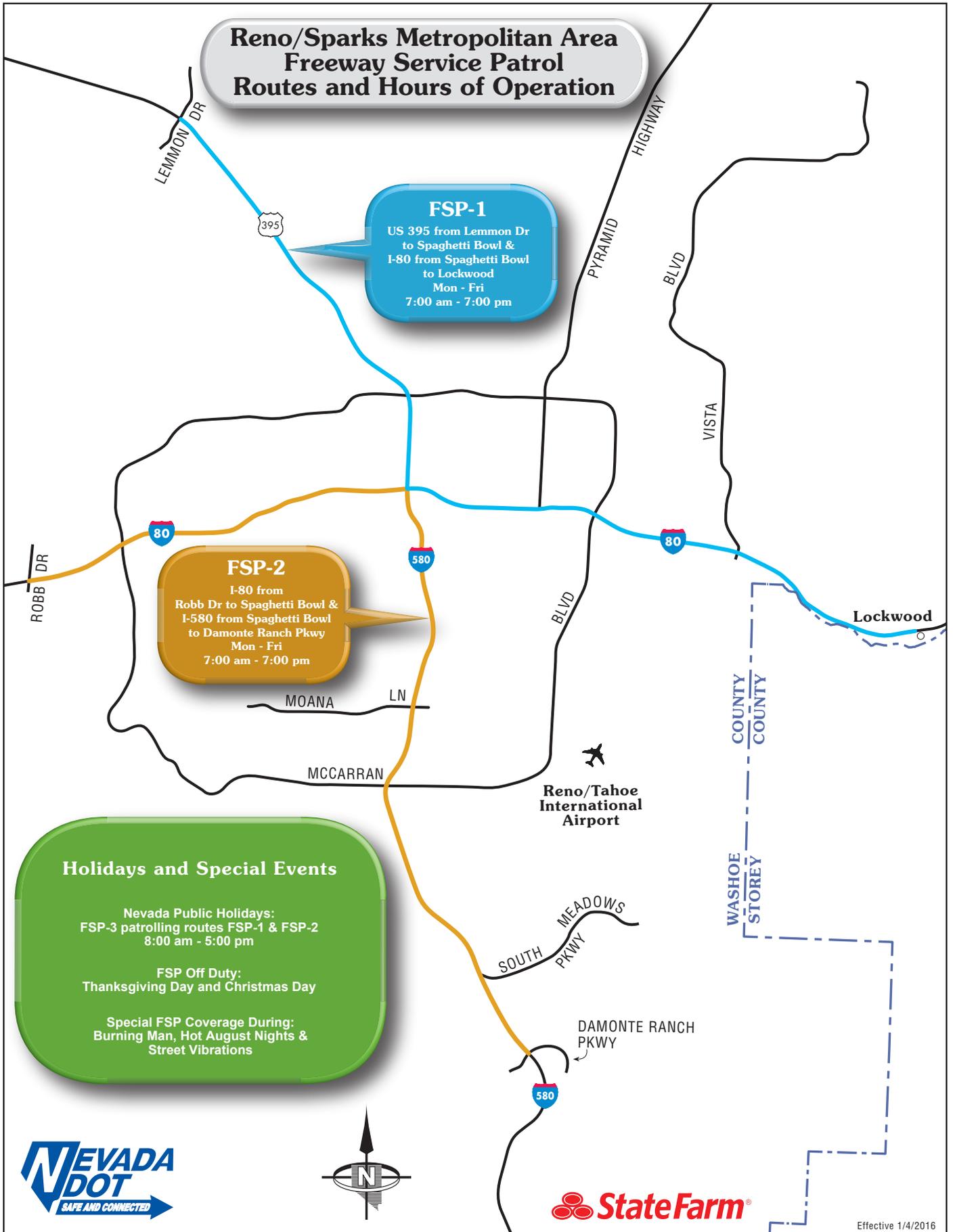
I-80 from
Robb Dr to Spaghetti Bowl &
I-580 from Spaghetti Bowl
to Damonte Ranch Pkwy
Mon - Fri
7:00 am - 7:00 pm

Holidays and Special Events

Nevada Public Holidays:
FSP-3 patrolling routes FSP-1 & FSP-2
8:00 am - 5:00 pm

FSP Off Duty:
Thanksgiving Day and Christmas Day

Special FSP Coverage During:
Burning Man, Hot August Nights &
Street Vibrations



NEVADA DEPARTMENT OF TRANSPORTATION

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NEVADA DEPARTMENT OF TRANSPORTATION

I. INTRODUCTION

Statistics indicate that roadway incidents including crashes, breakdowns, and debris, account for 25 percent of traffic delay and that for every minute a lane is blocked, the resulting congestion takes 4 minutes to dissipate and the chances of secondary crashes increase by 2.8 percent. In recent years, the Reno and Las Vegas metropolitan freeways have reached an average of 50 million and 75 million motorists per year respectively. In Federal Fiscal Year 2015 (FFY15) there were a total of 7,163 Freeway Service Patrol (FSP) mitigations conducted in Reno and a total of 33,584 Freeway Service Patrol/Incident Response Vehicle (FSP/IRV) mitigations conducted in Las Vegas. More importantly, over 80 percent of the mitigations in both regions were cleared in less than 15 minutes resulting in improved travel time reliability, reduced fuel costs and vehicle emissions, improved motorist and responder safety, and reduced potential for secondary crashes.

This document provides the FFY15 Annual Performance Measures for the Nevada Department of Transportation (NDOT) FSP program under the contract with United Road Towing, effective Oct. 1, 2013 - Jan. 31, 2018. The FFY15 period is from Oct. 1, 2014 - Sep. 30, 2015.

II. BACKGROUND

NDOT implemented the FSP program in Reno and Las Vegas to reduce traffic congestion and enhance highway safety. The FSP program is designed to improve highway safety on the more heavily traveled sections of our urban freeways by reducing the time required to remove incidents that can disrupt traffic flows and cause traffic congestion during peak travel periods. FSP technicians are certified in various fields including Cardiopulmonary Resuscitation, General First Aid, and Automotive Service Excellence to ensure they are prepared to quickly address and remove minor incidents from the roadway. The program also operates in conjunction with law enforcement, fire, paramedics, and towing professionals to rapidly and safely address more complex traffic incidents.

NDOT provides 2 FSP Routes in Reno; and 9 FSP Routes plus 2 Incident Response Vehicle (IRV) Routes in Las Vegas. IRV's are equipped to assist FSP in routine operations, but are also capable of assisting NDOT maintenance personnel as well as first responders during more severe traffic incidents requiring lane closures.

III. SUMMARY

The performance of the FSP program is measured in terms of mitigations per vehicle hours (MPVH). This metric allows for evaluation of each route and service hours of operation to ensure efficient application of FSP resources. The following is a summary of operations in FFY15, for an in-depth analysis refer to Section IV.

- A. Reno FSP** – Table 1 represents a comparison of the total mitigations conducted in FFY14 and FFY15. The data indicates there was approximately 46 percent more mitigations conducted in FFY15 than in FFY14. The table also indicates there was a **23 percent increase in Reno FSP operational efficiency.**

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Table 1: Reno FSP Performance Measures

Mitigations	FFY14	FFY15	FFY15/FFY14 Comparison
Disabled Vehicles	2,919	4,047	38.64%
Abandoned Vehicles	705	942	33.62%
Scene Safety	610	977	60.16%
Crashes	337	591	75.37%
Roadway Debris	293	592	102.05%
Other	35	14	-60.00%
Total Mitigations	4,899	7,163	46.21%
Total Vehicle Hours	4,923	5,802	17.85%
MPVH	1.00	1.23	23.00%

- B. Las Vegas FSP/IRV** – Table 2 represents a comparison of the total mitigations conducted in FFY14 and FFY15. The data indicates there was approximately 35% more mitigations conducted in FFY15 than in FFY14. The table also indicates there was a **30.77% increase in Las Vegas FSP/IRV operational efficiency.**

Table 2: Las Vegas FSP Performance Measures

Mitigations	FFY14			FFY15			FFY15/FFY14 Comparison
	FSP	IRV	Total FFY14	FSP	IRV	Total FFY15	
Disabled Vehicles	13,133	3,626	16,759	14,410	4,875	19,285	15.07%
Abandoned Vehicles	2,567	597	3,164	2,931	838	3,769	19.12%
Scene Safety	1,443	476	1,919	3,335	1,166	4,501	134.55%
Crashes	1,070	400	1,470	1,800	702	2,502	70.20%
Roadway Debris	711	225	936	1,419	389	1,808	93.16%
Other	460	111	571	1,347	372	1,719	201.05%
Total Mitigations	19,384	5,435	24,819	25,242	8,342	33,584	35.32%
Total Vehicle Hours	24,799	7,038	31,836	24,780	8,098	32,878	3.27%
MPVH	0.78	0.77	0.78	1.02	1.03	1.02	30.77%

IV. FFY15 OPERATIONS

- A. Incidents** include any roadway anomaly that may disrupt traffic flow. In order to design the operations component effectively, the mitigation of incidents are tracked by incident type, time of day, facility, and location to measure the program's level of activity.

- 1. Reno FSP** - The following figures represent total mitigation activity:

NEVADA DEPARTMENT OF TRANSPORTATION

- a. **Figure 1** - Indicates there were a total of 7,163 mitigations conducted. Disabled vehicles were the predominant incident type accounting for 56% of the total mitigations.
- b. **Figure 2** - Indicates 2pm-6pm is the most active part of the day with 3pm-4pm being the highest point and 6pm-7pm being the lowest point of the day.
- c. **Figure 3** - Indicates there were approximately 20% more mitigations conducted on I-580/US395 than on I-80.
- d. **Figure 4** - Indicates the majority of mitigations occurred on the right shoulder. As a result, FSP technicians patrol on the right shoulder in the interest of safety and efficiency.

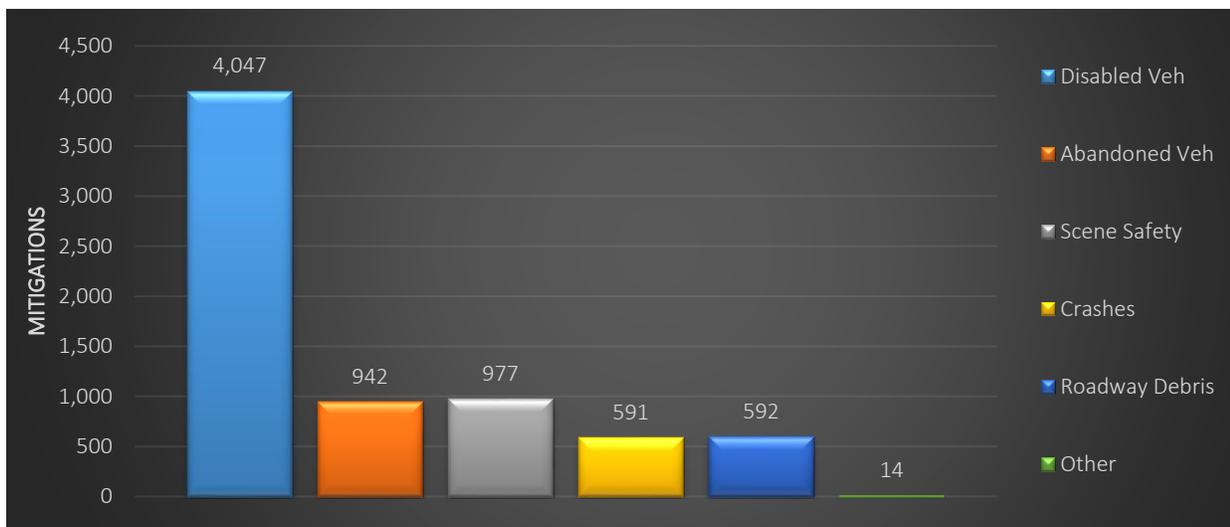


Fig. 1: Reno FSP- Total Mitigations by Type

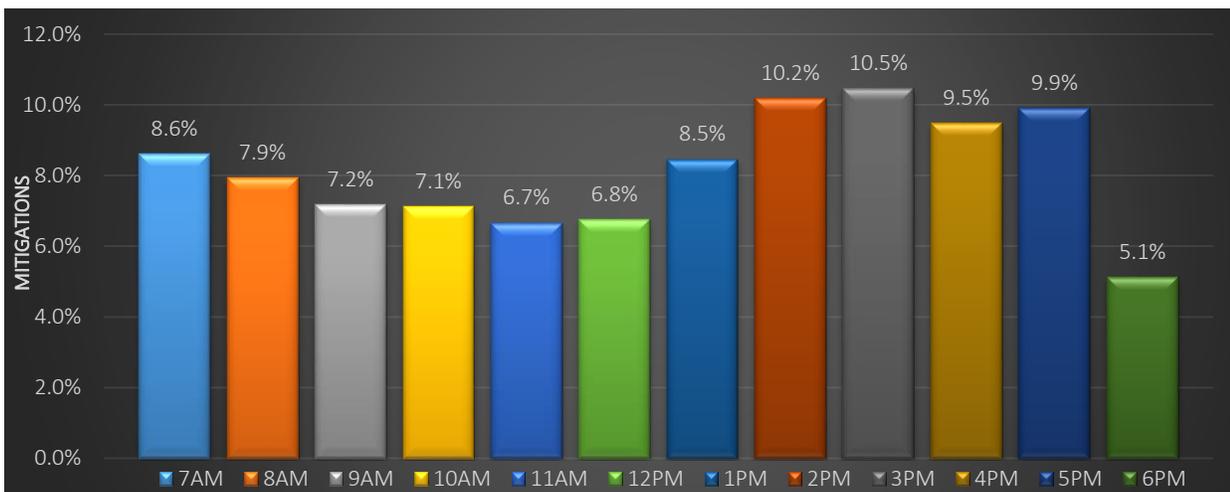


Fig. 2: Reno FSP– Percent of Total Mitigations by Time of Day

NEVADA DEPARTMENT OF TRANSPORTATION



Fig. 3: Reno FSP– Percent of Total Mitigations by Type of Facility

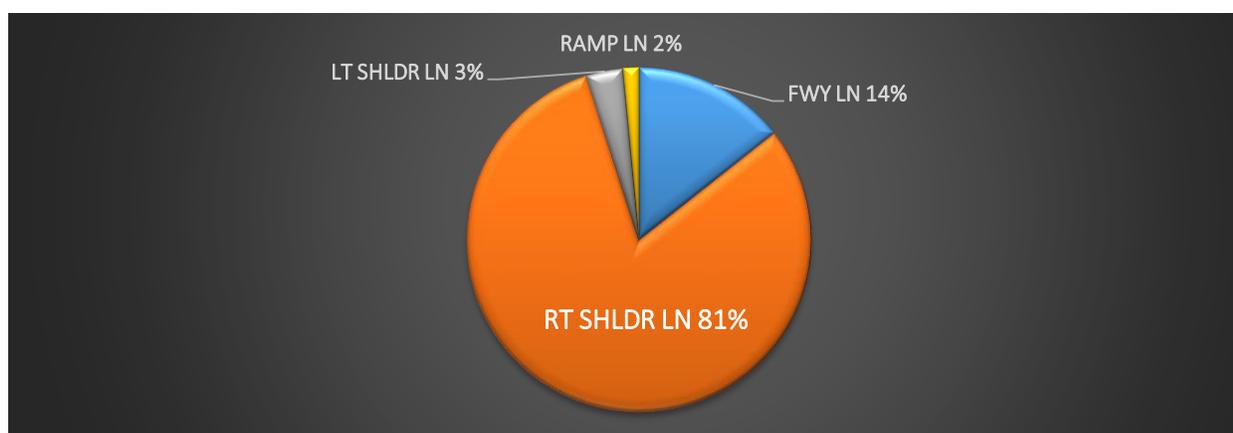


Fig. 4: Reno FSP- Percent of Total Mitigations by Physical Location

2. **Las Vegas FSP/IRV** - The following figures represent total mitigation activity:
 - a. **Figure 5** - Indicates there were a total of 25,242 FSP mitigations conducted. Disabled vehicles were the predominant incident type accounting for 57% of the total mitigations.
 - b. **Figure 6** - Indicates there were a total of 8,342 IRV mitigations conducted. Disabled vehicles were the predominant incident type accounting for 58% of the total.
 - c. **Figure 7** - Indicates the FSP vehicles are most active from 1pm-6pm with 4pm-5pm being the highest point and 7pm-8pm being the lowest point of the day.
 - d. **Figure 8** - Indicates the IRV vehicles are consistently active from 6am-9pm with 3pm-4pm being the highest point and 9pm-10pm being the lowest point of the day.
 - e. **Figure 9** - Indicates FSP/IRV activity levels on I-15 and I-515/US95 are fairly even at 47% and 49% respectively, and the activity level on I-215 is minimal (3%) because FSP/IRV coverage is only 4 centerline miles due to jurisdictional constraints.
 - f. **Figure 10** - Indicates the majority of mitigations also occurred on the right shoulder.

NEVADA DEPARTMENT OF TRANSPORTATION

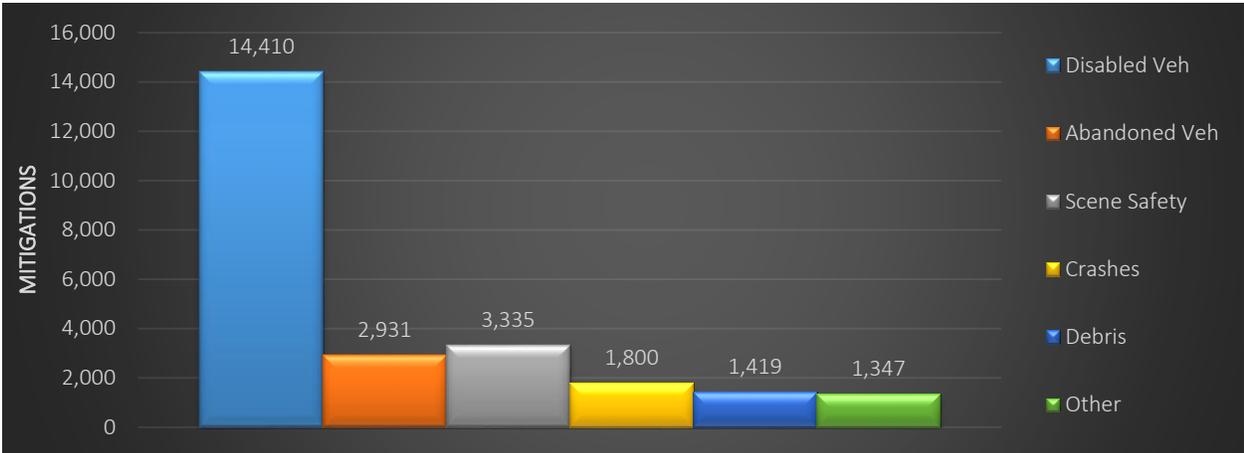


Fig. 5: Las Vegas FSP - Total Mitigations by Type

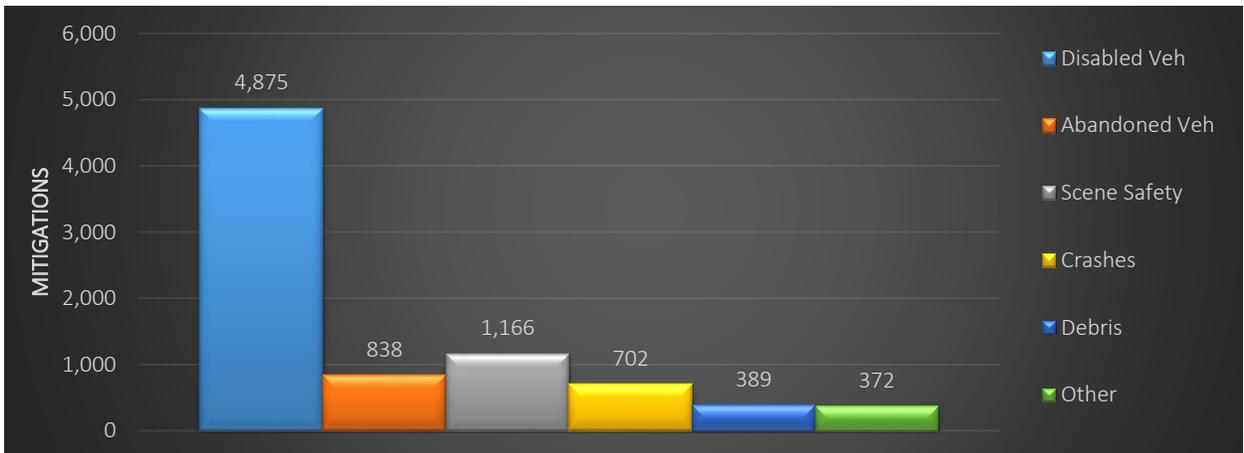


Fig. 6: Las Vegas IRV - Total Mitigations by Type

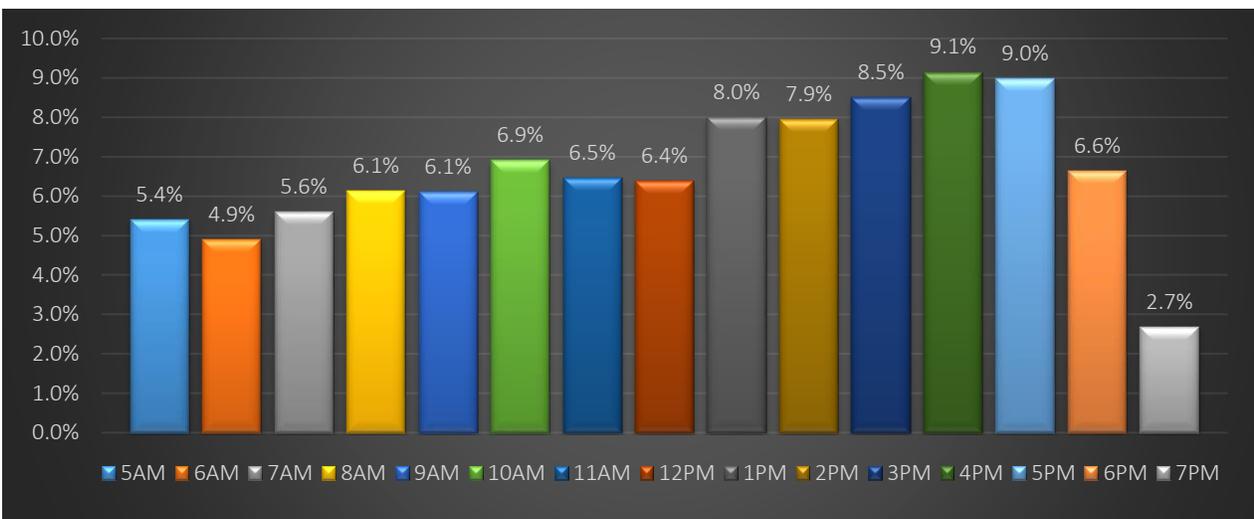


Fig. 7: Las Vegas FSP – Percent of Total Mitigations by Time of Day

NEVADA DEPARTMENT OF TRANSPORTATION

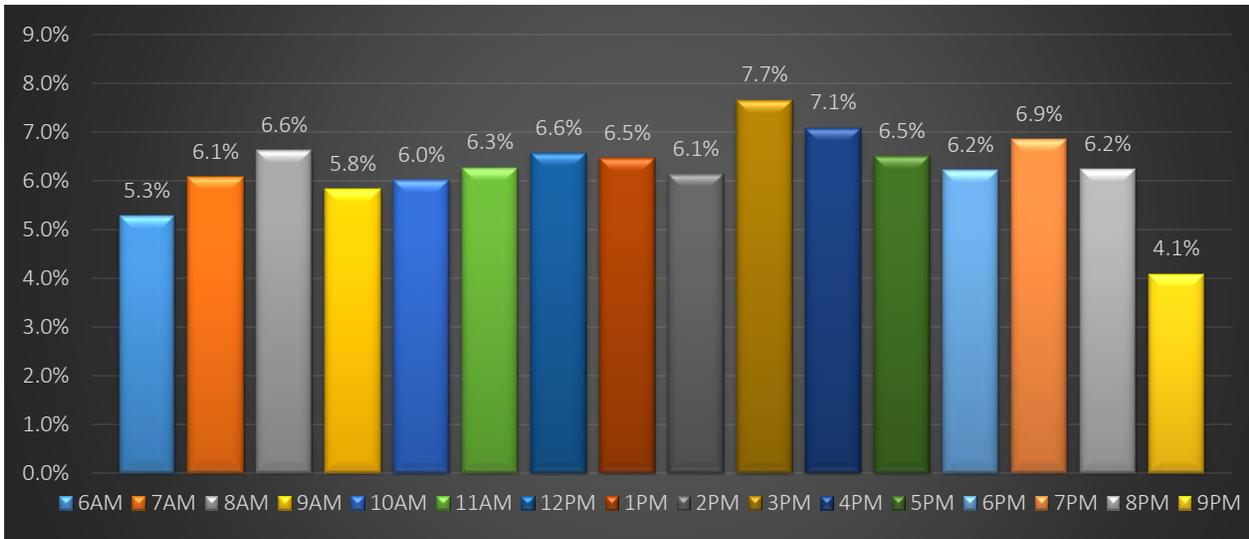


Fig. 8: Las Vegas IRV – Percent of Total Mitigations by Time of Day

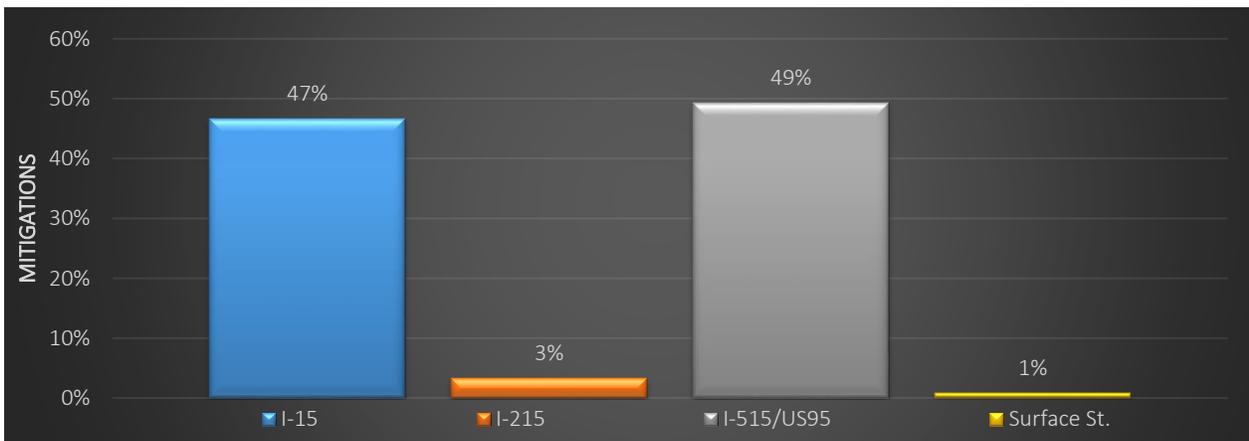


Fig. 9: Las Vegas FSP/IRV - Percent of Total Mitigations by Facility

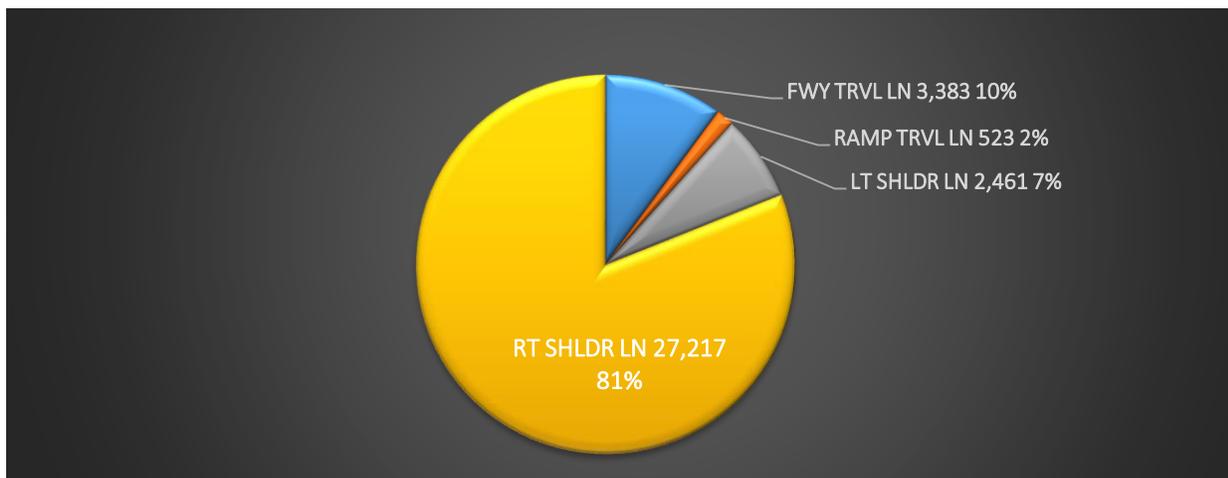


Fig. 10: Las Vegas FSP/IRV - Percent of Total Mitigations by Physical Location

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B. Mitigations Per Vehicle Hour or MPVH is a metric that allows for evaluation of each route and service hours of operation to ensure efficient application of FSP resources. The following performance values were derived from FFY14 data, which was the first year of operations with United Towing as the contractor. **MPVH Standards: less than 0.4 are failing performance standards and require adjustment to operations; between 0.4-0.8 are low performance standards and require inspection of the program for areas of improvement; between 0.8-1.2 are acceptable performance standards; and, above 1.2 are high performance standards.** Furthermore, MPVH Standards are evaluated every year to facilitate improvement.

1. Reno FSP - The following figures represent MPVH values:

- a. **Figure 11** - Indicates the program performed at acceptable standards from Oct '14 – Apr '15 and at high standards from May '14 – Sep '15. This was accomplished by closely examining previous year data and adjusting routes/hours accordingly.
- b. **Figure 12** - Indicates that Mondays, Wednesdays, and Fridays record slightly higher MPVH than Tuesdays and Thursdays.
- c. **Figure 13** - Indicates that FSP2 was utilized at a slightly higher rate than FSP1 mainly because FSP2 is assigned to a section of I-50/US395 that is normally more congested than I-80.



Fig. 11: Reno FSP - Monthly Mitigations Per Vehicle Hours



Fig. 12: Reno FSP - Daily Mitigations Per Vehicle Hours

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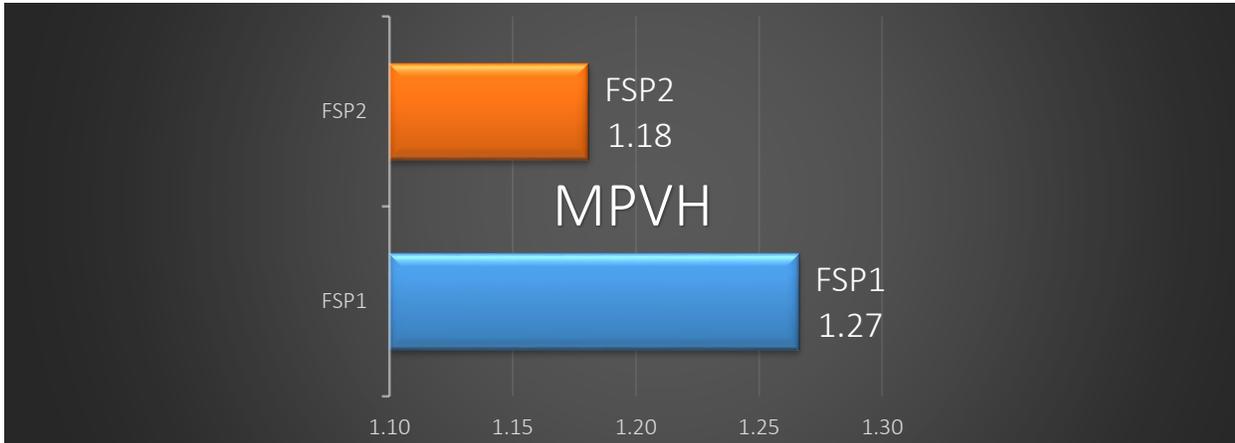


Fig. 13: Reno FSP - Route Mitigations Per Vehicle Hours

2. Las Vegas FSP/IRV - The following figures represent MPVH values:

- a. **Figures 14** - Indicates the FSP technicians performed at normal standards for the majority of the FFY with higher MPVH recorded from June and August.
- b. **Figures 15** - Indicates the IRV technicians performed at normal standards for the majority of the FFY with higher MPVH recorded from June thru August.
- c. **Figure 16** - Indicates that higher MPVH are recorded on weekends than on weekdays in Las Vegas.
- d. **Figure 17** - Indicates that all FSP routes are recording acceptable MPVH with 3 of the 9 routes recording higher rates.
- e. **Figure 18** - Indicates that the two IRV routes are recording acceptable MPVH.



Fig. 14: Las Vegas FSP - Monthly Mitigations Per Vehicle Hours

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Fig. 15: Las Vegas IRV - Monthly Mitigations Per Vehicle Hours

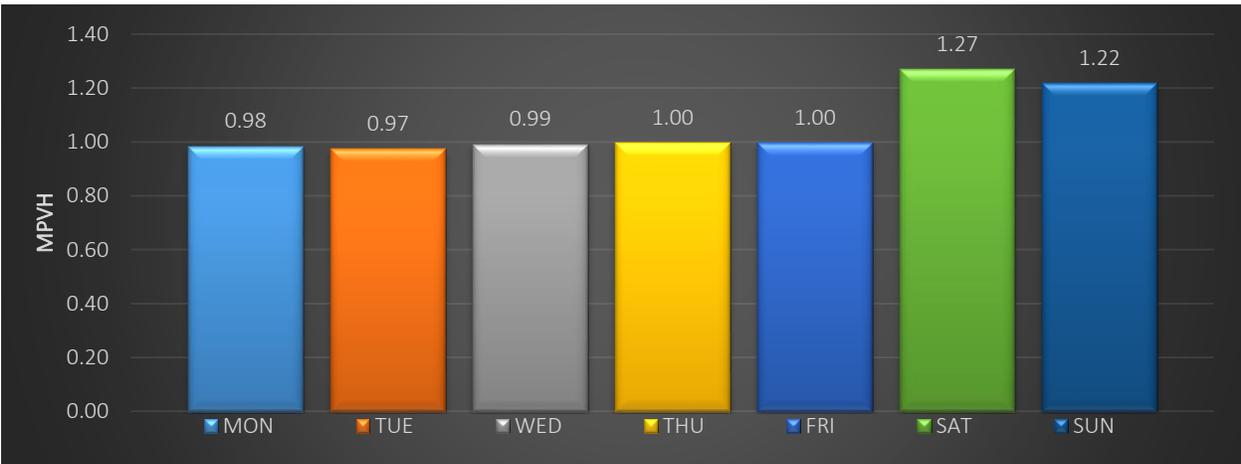


Fig. 16: Las Vegas FSP/IRV - Daily Mitigations Per Vehicle Hours

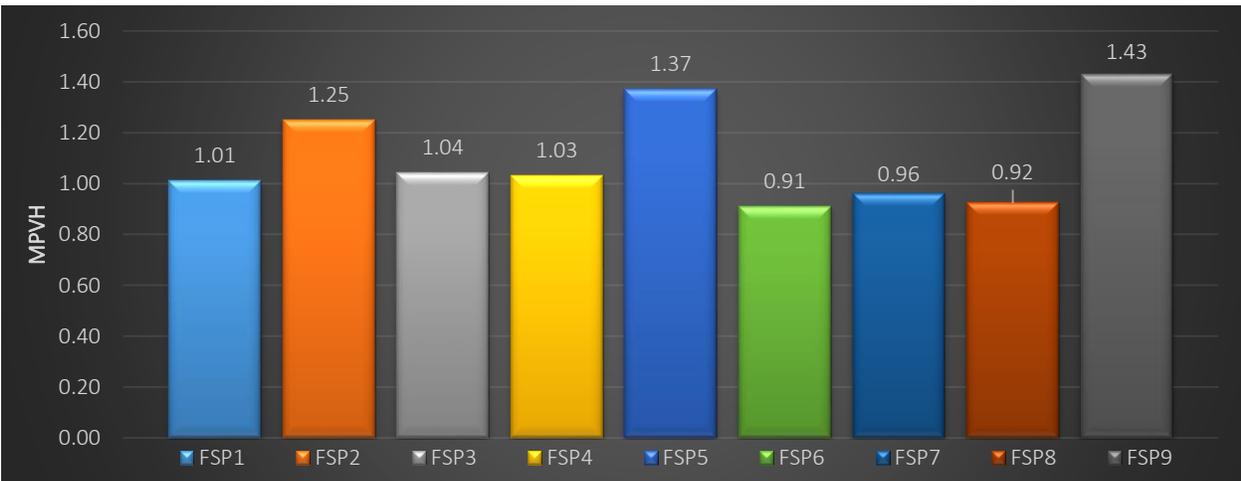


Fig. 17: Las Vegas FSP - Route Mitigations Per Vehicle Hours

NEVADA DEPARTMENT OF TRANSPORTATION

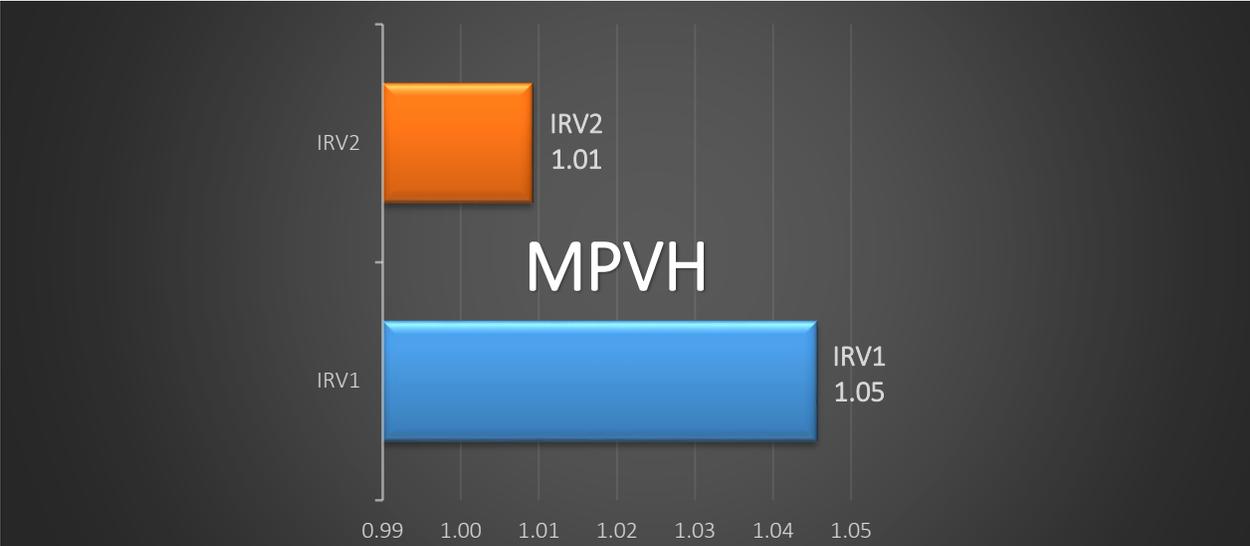


Fig. 18: Las Vegas IRV - Route Mitigations Per Vehicle Hours

C. **Mitigation Clearance Times** are measured to ensure the FSP technicians are performing all mitigations according to the scope of the program. The goal of the program is for all mitigations except those classified as “Crashes” and “Other” to be completed in under 15 minutes.

1. **Reno FSP** - The following figures represent mitigation clearance times:

- a. **Figure 19** - Indicates there were a total of 7,163 mitigations conducted and that over 86% of the total mitigations were completed in under 15 minutes.
- b. **Figure 20** - Indicates that the remaining 14% of mitigations completed in over 15 minutes mainly consist of crashes.

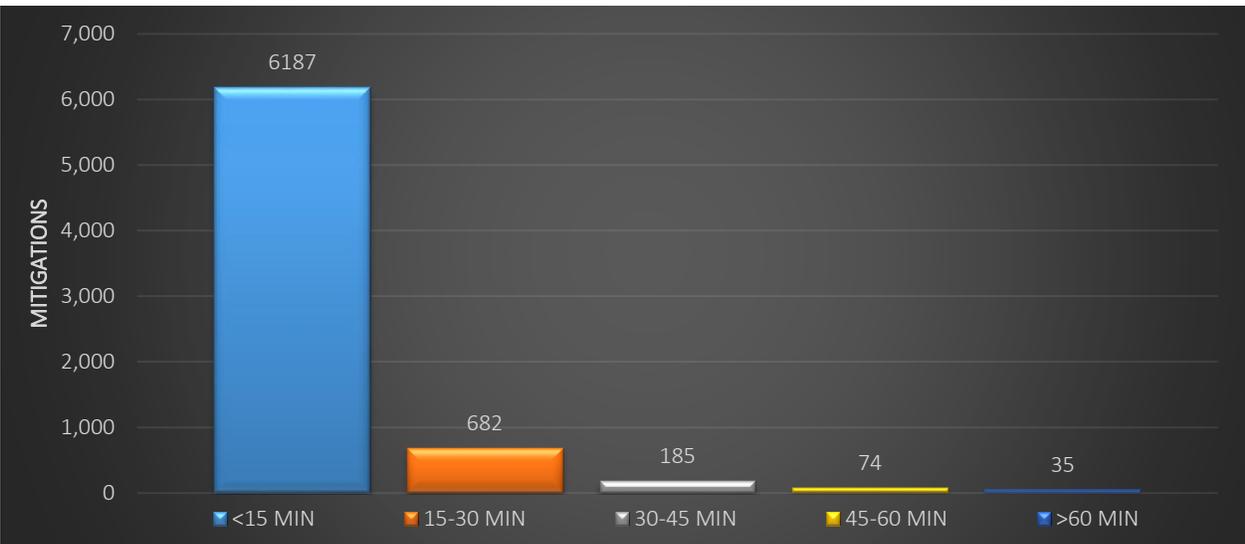


Fig. 19: Reno FSP - Total Mitigation Clearance Times

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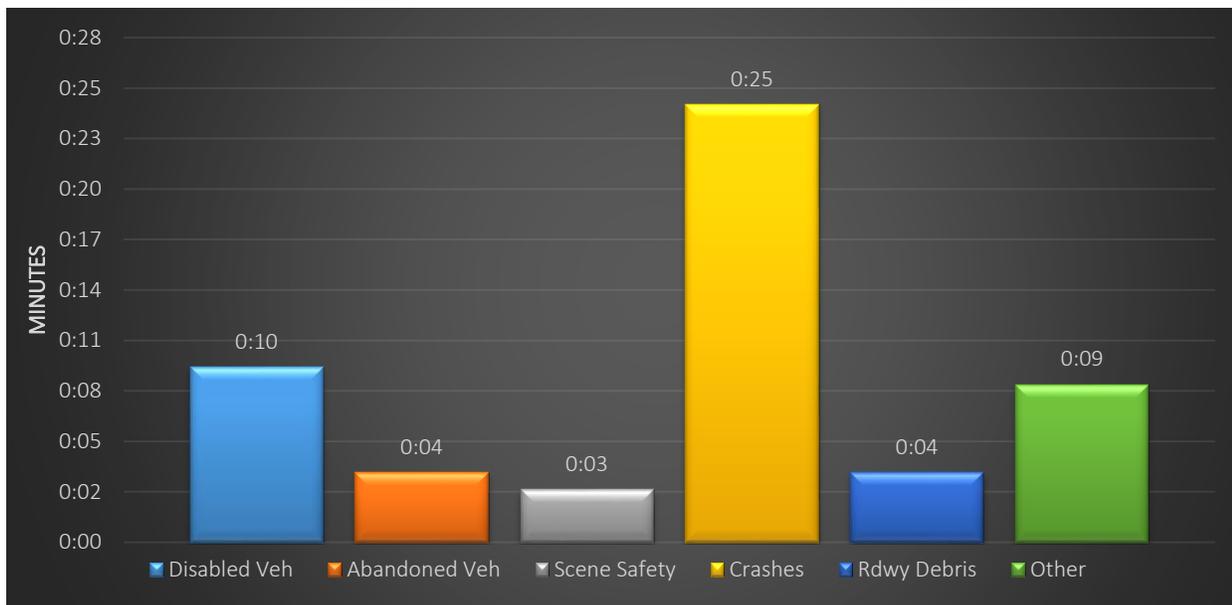


Fig. 20: Reno FSP - Average Mitigation Clearance Times by Type

2. Las Vegas FSP/IRV - The following figures represent mitigation clearance times:

- a. **Figure 21** - Indicates that of the 33,584 FSP/IRV mitigations conducted, 83% of the total mitigations were completed in under 15 minutes.
- b. **Figures 22** - Indicates that the FSP mitigations completed in over 15 minutes consisted of crashes, consistent with the program goals.
- c. **Figure 23** - Indicates that the IRV mitigations completed in over 15 minutes consisted mainly of crashes.

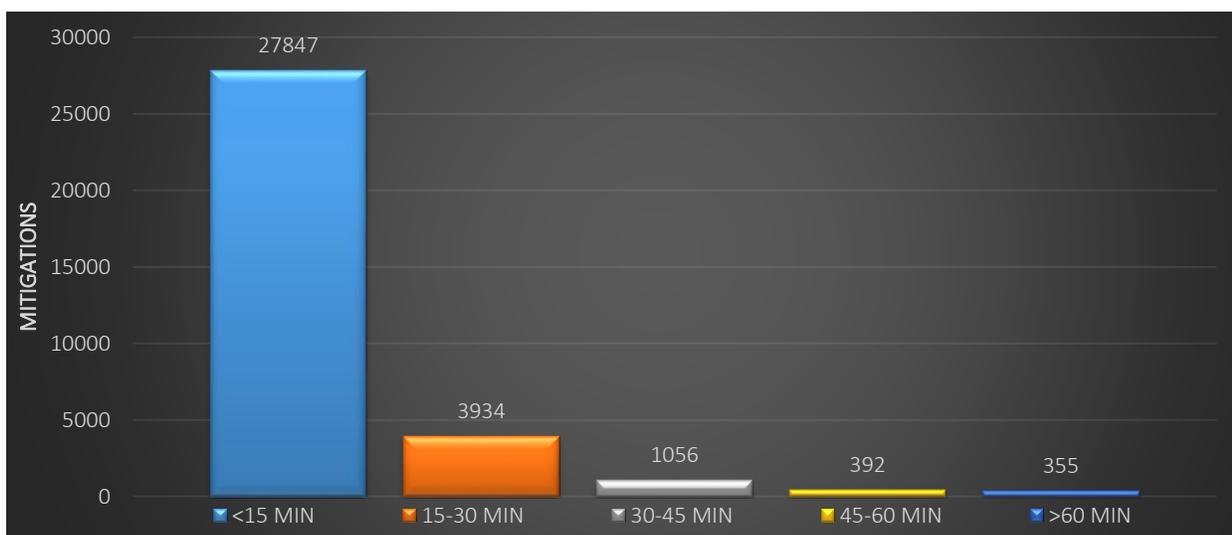


Fig. 21: Las Vegas FSP/IRV – Total Mitigation Clearance Times

NEVADA DEPARTMENT OF TRANSPORTATION

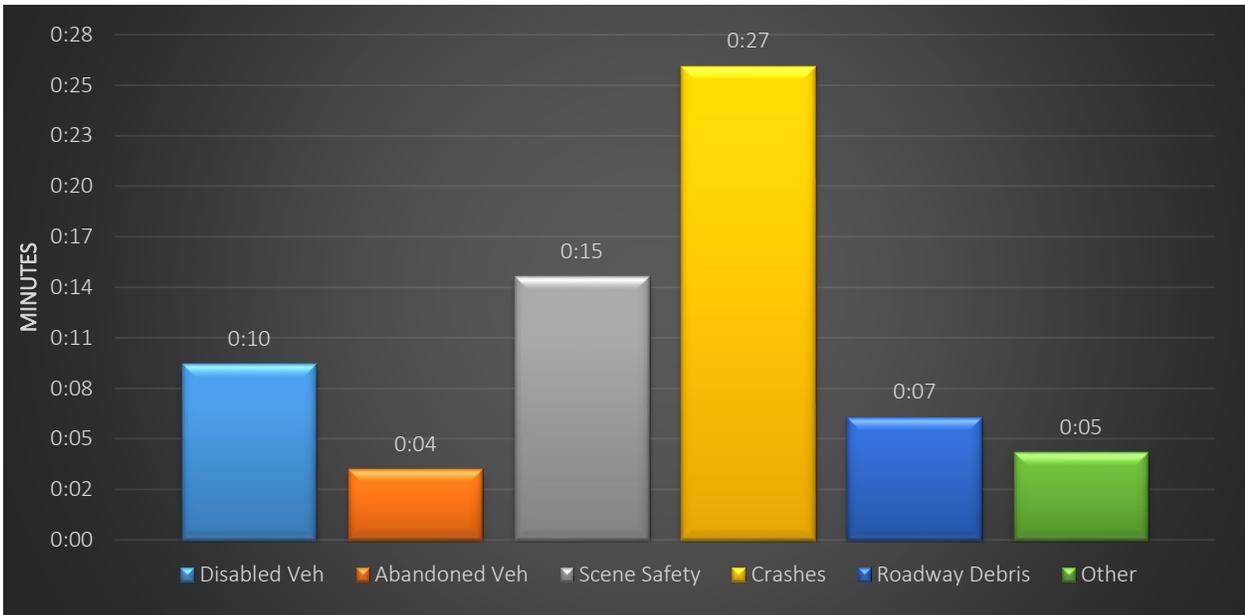


Fig. 22: Las Vegas FSP – Average Mitigation Clearance Times by Type

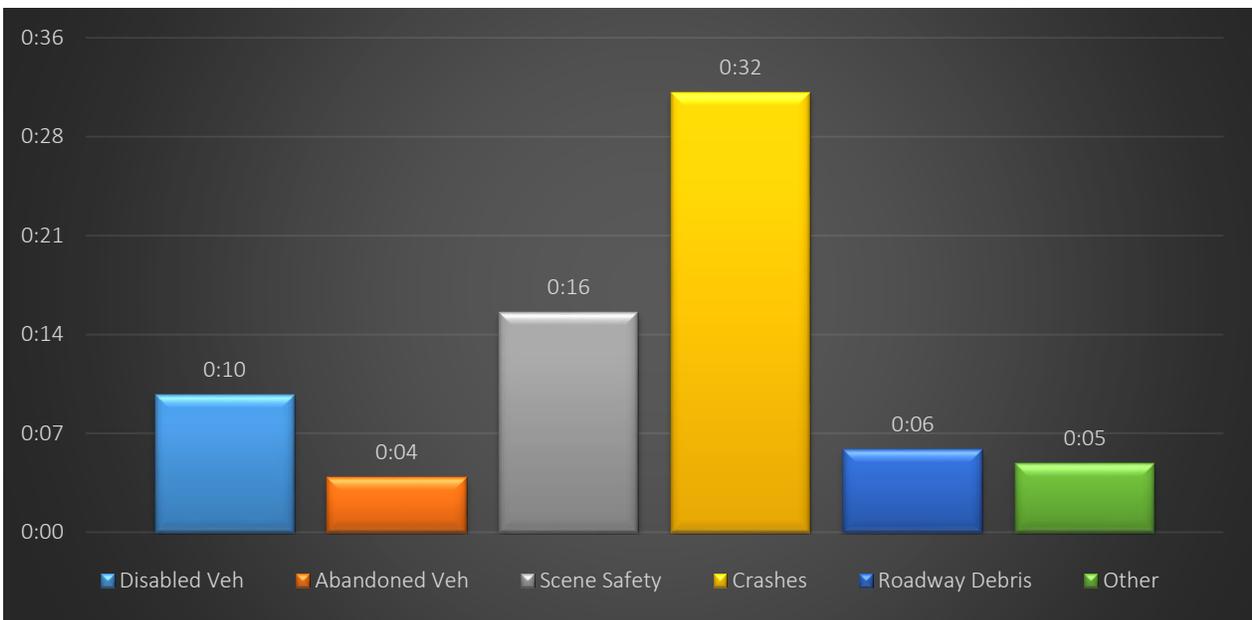


Fig. 23: Las Vegas IRV - Average Mitigation Clearance Times by Type

D. Detection Times are measured via motorist comment cards to determine how long disabled vehicles are on the roadway before being approached by FSP. The goal of the program is to minimize detection times and remove distractions from the roadway as quickly as possible in order to reduce the risk of secondary crashes and increase motorist/first responder safety.

- 1. Reno FSP** - Figure 24 indicates that over 90% of disabled vehicles are reported being detected in less than 20 minutes and only 2% are reported not being detected for over 30 minutes.

NEVADA DEPARTMENT OF TRANSPORTATION

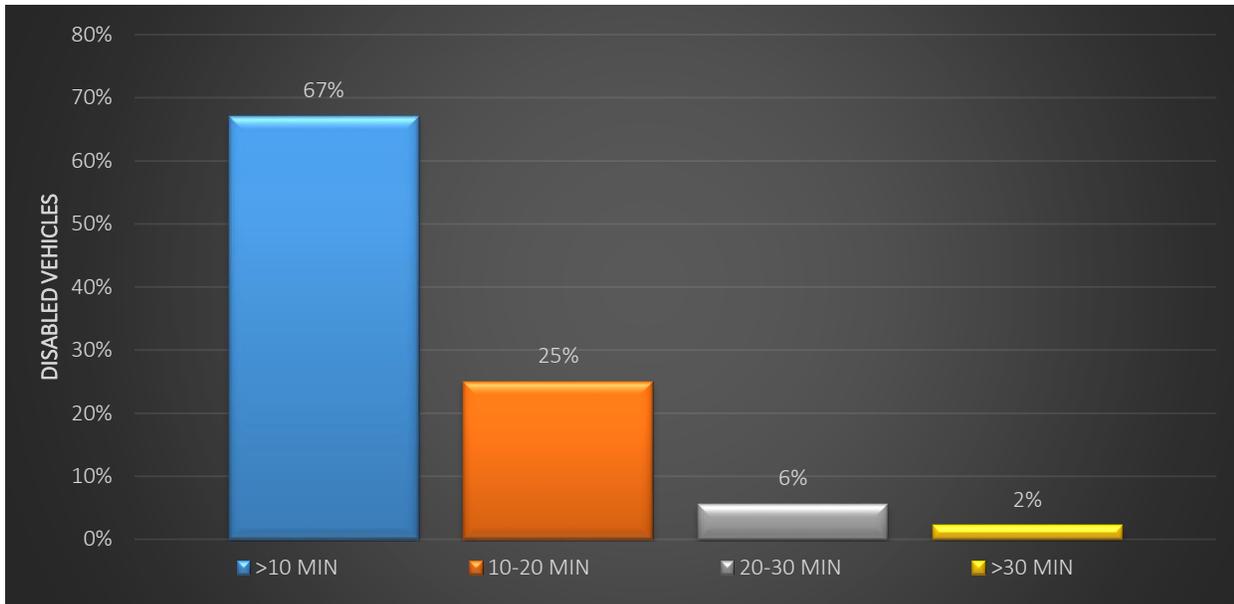


Fig. 24: Reno FSP – Disabled Vehicle Detection Times

2. **Las Vegas FSP/IRV** - Figure 25 indicates that over 90% of disabled vehicles are reported being detected in less than 20 minutes and only 2% are reported not being detected for over 30 minutes.

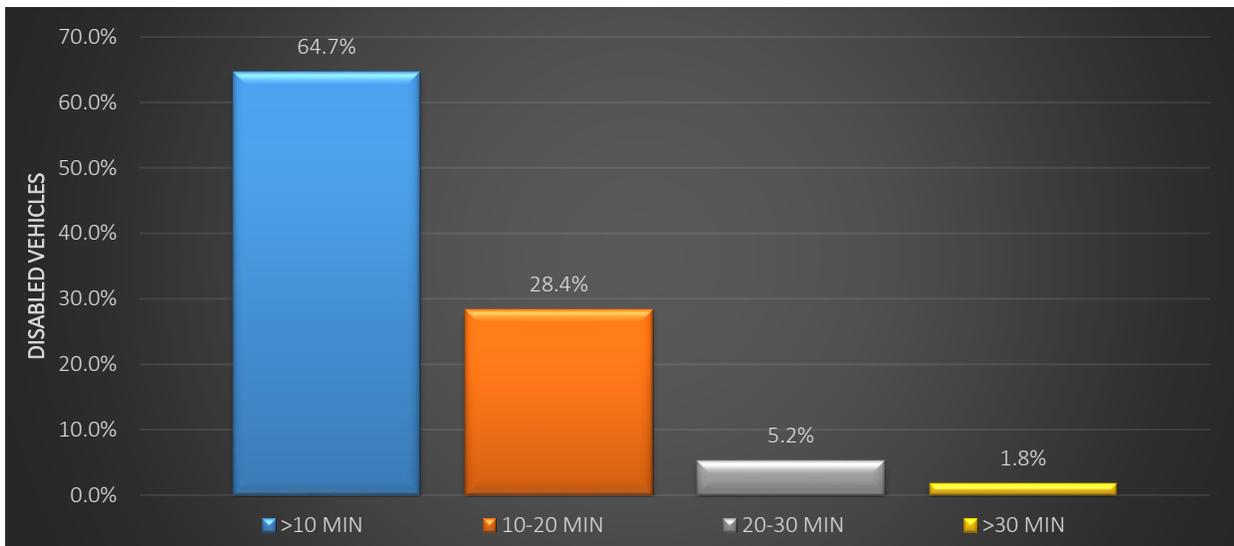


Fig. 25: Las Vegas FSP/IRV – Disabled Vehicle Detection Times

E. Satisfaction Rate: The public perception and satisfaction rate of the program is measured via motorist comment cards.

1. **Reno FSP** - Figure 26 indicates there was a 99% public satisfaction rate in FFY15.

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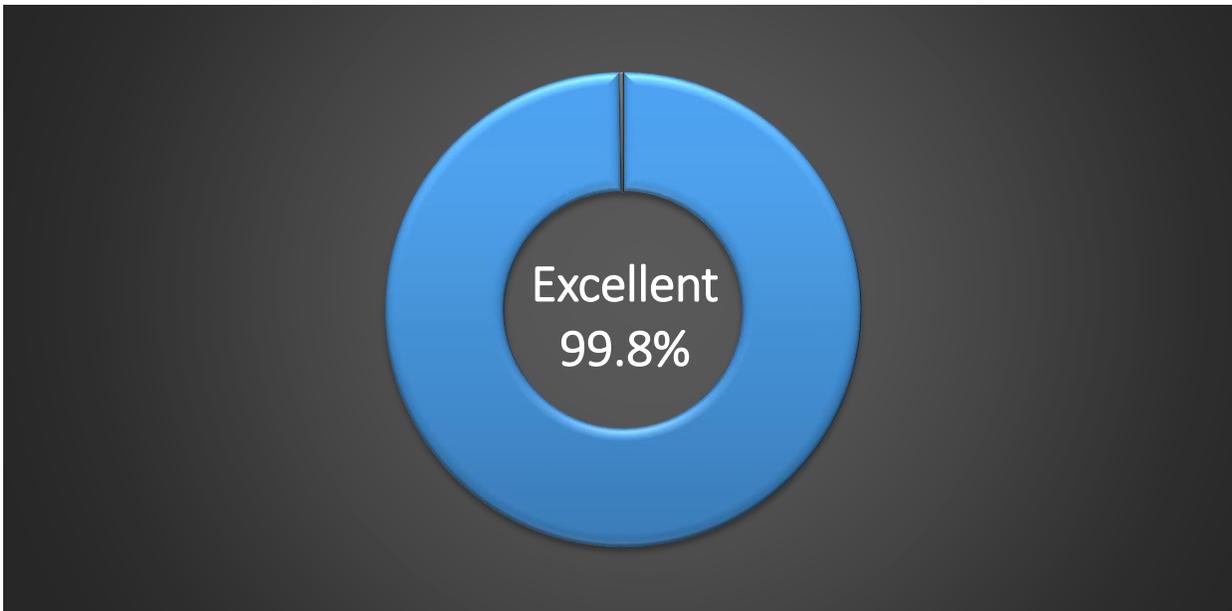


Fig. 26: Reno FSP – Public Satisfaction Rate

2. **Las Vegas FSP/IRV** – Figure 27 indicates there was a 99% public satisfaction rate in FFY15.

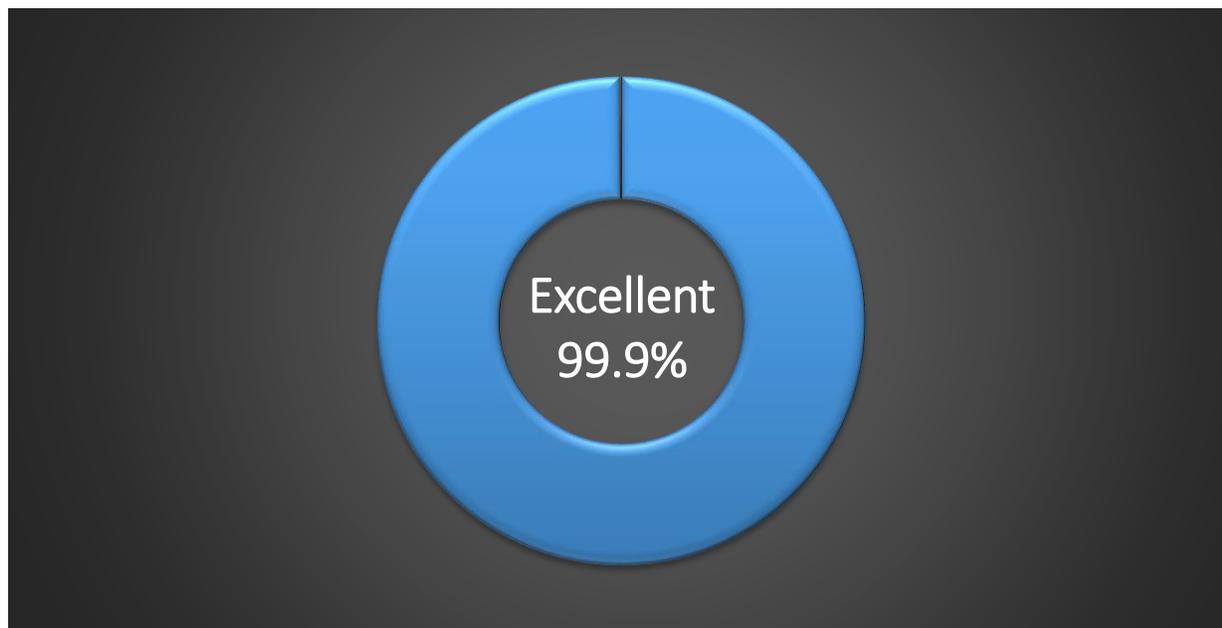


Fig. 27: Las Vegas FSP/IRV – Public Satisfaction Rate

- F. FSP Sponsorship** - In March, NDOT announced that State Farm will partially sponsor the Freeway Service Patrol program through 2017. The sponsorship will allow NDOT to allocate funding previously devoted to the Freeway Service Patrol toward other vital transportation programs. As part of the sponsorship, Freeway Service Patrol vehicles have been updated with enhanced, highly-reflective safety markings to make the vehicles more visible. The State Farm

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logo has been added to FSP vans, IRV trucks, and driver uniforms in recognition of State Farm's financial support.

G. FSP Saves a Life - On the morning of March 3rd, Las Vegas IRV driver, Anthony Garcia, came across a man threatening to commit suicide on I-15 at Sahara. All the man would say to Anthony is "I am going to kill myself". The man started walking south bound on I-15 and kept looking over the wall as if he was going to jump. Suddenly, the man started running past Anthony toward oncoming traffic; at which point Anthony had to wrestle the man to the shoulder until an off duty firefighter stopped to help and emergency personnel arrived. NDOT thanks Anthony Garcia for his courageous act and aid in helping prevent a tragedy.

H. FSP Public Feedback

"I wanted to thank you for this program. I did not know it existed but was happy to see Richard parking behind me while I was changing the tire on my horse trailer. He asked if he could help I asked how much and he said for nothing just to help. He was quick and he aired up my spare and made sure everything was good before I went back on the road. This is a wonderful man I tried to give him a tip and he would not accept it. The incident happened on I15 south bound just 10 miles or so out of Las Vegas. I believe his number is 557 that is what is next to his name on the form he gave me. He made me proud that our tax dollars were going to a good program to help the people and employ such a good man!" - Monique M., 9/8/15

"I just want to praise the department for the Freeway Service Patrol, especially its service crew. I have had the privilege of receiving a service years ago and today, so did my daughter. Thank you and a special shout out to Layne (559). We appreciate your help." - Recy D., 8/15/15

"I would like to thank you for having the service in Nevada. I had a tire blowout on I 15 northbound and the shoulder that I pulled over was not actually a shoulder. Thanks to your service I was safely moved to an area where I could get a tow. I consider the gentleman my guardian angel today. Drivers name Richard number 557. - Patricia G., 8/5/15

"Driver arrived on scene immediately after our Tire Failure. He made sure we were safe and changed our tire in a quick and safe manner. Thank you so much for this fantastic service Nevada has to offer. We tried to show our gratuity with money but was kindly refused." - Patricia G. 7/13/15

"I just want to take the time to thank you for helping me out when I was stuck on I-15. Thank you so much to the driver that took five minutes to help us out. The employee knew exactly what he was doing and got us off the side of the road in no time. I was already having a stressful day and when I ran out of gas that did not help much. The driver had great customer service skills and turned my day around just by helping me out! I rank your services EXCELLENT!!!!!!" - Moises M., 6/2/15

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“I would like to take the time to inform management of the level of service I received from your employee Dan 563. I am a single mother and was unfortunately in a bit of an accident while driving home from work, traveling northbound on the I-15 6/21/2015- my tire blew on the freeway. A rather scary incident however it was made easy by the highway patrol who first arrived on the scene within minutes of my incident, he then immediately contacted the freeway patrol to assist me. Dan arrived minutes after that call as well. He was courteous, polite, and concerned for my safety. The entire situation took less than 30 minutes from beginning to end, and Dan even put air in my spare tire as it seemed a little less than full to him. Please Thank Dan for me, he was absolutely wonderful. Employees like him are few and far between and it was an absolute pleasure having him on our side. Thank you again!” - Nicole G., 6/23/15

“Tonight at approximately 815pm on interstate 15 north bound near Spring Mountain I had an unexpected complete flat rear tire. I pulled over and started the process of changing the tire on a very busy and dangerous highway. It’s been years since I changed a flat and never have I had to deal with it with my current vehicle and I was very relieved to have some assistance. Dan introduced himself and explained the service. He immediately went to work securing the scene with cones and explaining safety procedures if there was a problem. He had my tire changed within 10 minutes of arriving. Dan was very friendly and professional. I am very grateful for this service as dealing with a flat on a busy highway in the dark is more than dangerous to say the least. Dan’s exceptional professionalism turned a stressful situation into a slight inconvenience tonight. Thanks for this service and the people you have hired to do it.” - Joe A., 5/19/15

“First my husband and I would like to thank you for having the freeway service patrol out and about on our highways. Second, Richard on Route FSP3 north I-15 and mile marker 3 was amazing. We can't even say how grateful we are for how kind Richard was. We lost our whole tire on the rear driver’s side. He pulled up about two minutes after we pulled over. We got the spare out and he was able to change the tire in no time like he was on a pit crew. I’m so grateful because it would have taken my husband much longer with our jack and he was on the freeway side of the car and it could have been so dangerous. What a wonderful blessing. Richard even followed us for a while until we saw someone on the side of the road with the same problem we had. Thank you, thank you. He would not allow us to give him a tip but we wanted you to know he is amazing. Thank you for this service. Thank you for Richard! - Sunny V., 4/19/15

“I am over 70 yrs old. Last Friday I saw a surgeon who discussed cancer surgery and treatment for me. When I left his office, I did not notice I was running out of gas. Sure enough, my car stopped and I sat there crying until a young police officer assisted me and called for service. Without much of a wait, a nice man in a truck came and put gas into my car. I told him I did not have much money because I had not stopped at my bank that morning but he told me there was no charge for the gas or service. I was stunned and he told me that state paid for this assistance. I returned the card immediately responding about the wonderful service but I also wanted to let everyone know that in the middle of my tears God sent me His angels. Thank you.” - Carmen C., 11/17/15

FREEWAY SERVICE PATROL
 FFY '15, Q4, JUL – SEP
 Traffic Operations Division



This document provides the FFY 2015, 4th quarter performance measures for the Las Vegas and Reno Freeway Service Patrol/Incident Response Vehicle (FSP/IRV) program under the contract with United Road Towing, effective October 1, 2013 through January 31, 2018. The following is a summary of the performance measures for the fourth quarter from July-September.

- Mitigations:** The Mitigations Per Vehicle Hours (MPVH) ratio is being used to measure the performance of the operations component of the program, where MPVH values: a) less than 0.8 are below standard levels and may require revisions to routes and/or hours of operation; b) between 0.8-1.2 are standard levels; and c) greater than 1.2 are desired and targeted levels. The MPVH values under the “Mitigations” section of the table below indicate that both Reno and Las Vegas are currently performing at or above desirable ratios which indicate effective application of FSP/IRV resources.
- Clearance Times:** Mitigation Clearance Times are being measured to ensure the FSP/IRV drivers are performing their duties within the scope of the program. Ideally, all mitigations except for “Crashes” and “Other” should be completed in under 15 minutes. The values under the “Clearance Times” section of the table below indicate that the FSP/IRV drivers from both Reno and Las Vegas are meeting protocol requirements and that no adjustments are necessary at this time.
- Holidays and Special Events:** The FSP/IRV program provides special coverage during holidays, special events, inclement weather events, and for specific construction projects. MPVH ratios are measured and evaluated in the same manner as standard operation events to ensure FSP/IRV resources are being used effectively. The MPVH values under the “Holiday and Special Events” section of the table below indicate adequate scheduling in both Reno and Las Vegas.
- Disadvantage Business Enterprise (DBE) Goal:** The FSP/IRV program has a federal 3% DBE Goal requirement and according to the values under the “DBE Goal” section of the table below, both Reno and Las Vegas are exceeding the goal.
- Detection Times:** Detection times are measured via FSP/IRV motorist comment cards to measure how long disabled vehicles are on the roadway before being addressed by roving FSP/IRV drivers. The FSP/IRV driver’s goal is to minimize detection times in order to remove distractions from the roadway to reduce the risk of secondary crashes and increase motorist/first responder safety. The values under the “Detection Times” section of the table below indicate that approximately 90% of disabled vehicles in both Reno and Las Vegas are being addressed in less than 20 minutes with only 3% taking greater than 30 minutes.
- Perception:** The satisfaction rate of the program is being measured via FSP/IRV motorist comment cards to identify public perceived FSP/IRV areas of improvement. The values under the “Perception” section of the table below indicate that both Reno and Las Vegas have very high public satisfaction levels.

The tables below depict the performance measures for FFY 2015, 4th Quarter (July through September)

Mitigations	RN FSP	LV FSP	LV IRV
Disabled Vehicles	1,230	4,076	1,420
Abandoned Vehicles	296	908	269
Scene Safety	381	898	328
Crashes	141	416	184
Roadway Debris	259	406	107
Other	5	291	85
Total Mitigations	2,312	6,995	2,393
MPVH	1.4	1.1	1.2
Clearance Times	RN FSP	LV FSP	LV IRV
Disabled Vehicles	0:10	0:10	0:10
Abandoned Vehicles	0:05	0:04	0:04
Scene Safety	0:03	0:14	0:14
Crashes	0:24	0:30	0:33
Roadway Debris	0:04	0:07	0:07
Other	0:17	0:05	0:05

Holidays and Special Events	RN MPVH	LV FSP/IRV MPVH
Independence Day	2.2	1.4
Labor Day	1.1	0.9
Reno Burning Man	1.2	N/A
Reno Street Vibrations	2.2	N/A
DBE Goal	RN FSP	LV FSP/IRV
DBE Percentage	16.0%	7.7%
Detection Times	RN FSP	LV FSP/IRV
<10 Minutes	49.0%	56.2%
10-20 Minutes	41.7%	34.3%
20-30 Minutes	6.3%	6.7%
>30 Minutes	3.1%	2.9%
Perception	RN FSP	LV FSP/IRV
Excellent	98.9%	100%
Good	0.0%	0.0%
Other	1.1%	0.0%