



Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
April 11, 2016 – 9:00 a.m.

AGENDA

1. Presentation of Retirement Plaques to 25+ Year Employees – *Informational item only.*
2. Presentation of Awards – *Informational item only.*
3. Receive Director's Report – *Informational item only.*
4. 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.*
5. March 14, 2016 Nevada Department of Transportation Board of Directors Meeting Minutes – *For possible action.*
6. Update by the Regional Transportation Commission of Southern Nevada regarding the Transportation Investment Business Plan (TIBP) – *Informational item only.*
7. Receive a Report on the XpressWest High-Speed Rail Project – *Informational item only.*
8. Approval of Contracts over \$5,000,000 – *For possible action*
9. Approval of Agreements over \$300,000 – *For possible action.*
10. Contracts, Agreements, and Settlements – *Informational item only.*
11. Condemnation Resolution No.454 – *For possible action.*

SR-439 (USA Parkway) from US-50 to the IR-80 Freeway, in an unincorporated area of Lyon County, State of Nevada
12. Direct Sale – *For possible action.*

Disposal of NDOT right-of-way, a parcel of land off IR-580/US-395 (East of Emerson Drive) in Carson City, State of Nevada SUR 09-11
13. Resolution of Relinquishment – *For possible action.*

Disposal of NDOT right-of-way, which includes portions of Wells Avenue from 2nd Street to 7th Street in the City of Reno, County of Washoe, State of Nevada SUR 13-07
14. Resolution of Relinquishment – *For possible action.*

Disposal of NDOT right-of-way, located at IR-15 between Owens Avenue and Bonanza Road in the City of Las Vegas, County of Clark, State of Nevada SUR 15-07
15. Amendments and Administrative Modifications to the FFY 2016-2019 Statewide Transportation Improvement Program (STIP) – *For possible action.*
16. Equipment Purchase in Excess of \$50,000 – District Water Trucks – *For possible action.*

17. Update on NDOT's Stormwater Program – *Informational item only.*
18. 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 March 25, 2016 – *Informational item only.*
 - d. Update on Naturally Occurring Asbestos (NOA) Statewide Study – *Informational item only.*
 - e. Report on Results of Public Auctions for the past year – *Informational item only.*
19. 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.*
20. 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



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

MEMORANDUM

April 1, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: April 11, 2016 Transportation Board of Directors Meeting
Item # 2: Presentation of Awards – *Informational Item Only.*

Summary:

This item is to recognize the Department of Transportation and staff for awards and recognition received.

Nevada Traffic Incident Management (TIM)

Intelligent Transportation Society of Nevada, Project of the Year Under Two Million Dollar Category

The statewide Nevada Traffic Incident Management project has won the ITS project of the year. TIM uses a multifaceted approach to provide incident responders throughout Nevada with training, education, crash debriefings and joint operations policies.

The project demonstrates how states and municipalities have maximized technology investments to improve safety and reduce traffic congestion.

Emergency Repair to Flood Damaged I-15

2015 NDOT Excellence in Partnering Awards Las Vegas Paving and NDOT

NDOT Excellence in Partnering Awards are given annually statewide to recognize completed projects that best optimized principles of partnering. The main purpose is to celebrate success, share lessons learned of best practices and recognize all project stakeholders.

The 2015 Excellence in Partnering Award recognizes the collaborative efforts between NDOT and Las Vegas Paving to repair a portion of I-15 that was washed away by extremely heavy rainfall in September 2014. The project team coordinated the design, construction, and administration of the repairs to open the road back to traffic within 72 hours. We applaud the excellent daily communication and solid partnership between Las Vegas Paving and NDOT.

State of Nevada Aviation Achievement Award Bill Schroeder

The State of Nevada would like to recognize Bill Schroeder for his contribution to aviation safety for over 20 years. Bill serves as a Civil Air Patrol Chief Check Pilot, Primary Pilot Instructor, and Mission Search Pilot for the Nevada Civil Air Patrol. His pro-active stance on increasing aviation safety in northern Nevada has allowed him to effectively perform many outstanding and notable achievements including successfully drafting and initiating changes incorporated into the Federal Aviation Regulations. Bill is an outstanding example of a pilot that inspires others to emulate his professionalism and ability. He is highly deserving of this recognition, and it's my pleasure to present this award to him. Thank you for your significant contribution to aviation safety in Nevada and the United States.

Las Vegas Metro Chamber of Commerce and the Las Vegas Convention and Visitor's Authority Customer Service Excellence Awards Cory Holm, Ronald Scott, Aaron Collins, Simon Limho

The Customer Service Excellence Awards are designed to encourage "above and beyond" service in Las Vegas and inspire extraordinary customer care throughout Southern Nevada. These outstanding NDOT employees were recognized for their strong and positive service attitude and dedication to providing excellent customer service through quality control testing in the Las Vegas materials lab.

Recommendation for Board Action:

This is an informational item only.

Attachments:

None

Prepared by:

Julie Duewel, Public Information Officer

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

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. Can you hear us in Las Vegas?

Las Vegas: Yeah, we can hear you.

Sandoval: Let's proceed with Agenda Item No. 1 which is to receive the Director's Report. Director Malfabon.

Malfabon: Boy, everybody is boisterous in the crowd, it must be that extra hour they lost. Thank you Governor.

Good news, again, for the second year in a row NDOT is number one in the nation in Bridge Condition Ranking. This report is put together by American Road and Transportation Builder's Association. You can see the lighter colored states in that graphic are less than 6%, percentage of structurally deficient bridges and their inventory of all the bridges in the state. In Nevada, we're actually 1.8% and we have some bridge projects that are constantly going out the door too, so we're going to keep at that low level and hope to stay number one in years ahead.

I wanted to make a point about, the percent of structurally deficient bridges, that doesn't mean the bridge is not safe, it just means that it needs some work, rehabilitation work on the deck, on the supports that you see above ground or the foundation structure below ground. We have seismic retrofit projects, for instance, that are making our bridges even safer to handle earthquakes.

Governor, you had a recent media event to highlight the US-95 Electric Highway. We had Director Dykema from the Governor's Office of Energy here to present

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

recently. This electric vehicle charging station that was highlighted was in Beatty, Nevada. Really, the work of NV Energy, the Office of Energy and Eddie World, where this one was sited, I believe. The business model, as was explained, they get a private business owner to supply the power, work out the deal with NV Energy and then the infrastructure gets installed. NDOT is working with the Office of Energy on Tonopah. We're looking at some sites in town that are within NDOT right-of-way, which would be a better location for tourism and people seeing the sites and going to the restaurants and businesses there. In Hawthorne, the rest area is right in town so we're going to still develop that one. We have our plans in development for that work and acquisition of some of the actual charging equipment which will be supplied to the contractor to install, so it will fast track the process.

NDOT is really excited about this program that the Office of Tourism is working on. The details are at TravelNevada.com, but it's an exciting opportunity for Nevada high school students that are enrolled in Career and Technical Education Programs for Graphic Design to come up with some ideas for the Welcome to Nevada signs. This was your idea Governor, and I think it's a great idea to revise these, bring them up to date. There are four distinctive areas of the State and the website has some links to some ideas, some graphics that they can use, the students can use as a starting point. Once the graphics that are selected win, those students will work with NDOT to make sure that the work is going to fit on the sign and any kind of technical issues. I'm sure it's exciting for the students to compete for this contest.

Sandoval: If I may add this, Rudy, thank you. It's for the high school students in those upper level art students with technical capabilities and resources to get this done. I was at an elementary school in Southern Nevada and there were some fourth graders that were interviewing me. I got all the typical questions, you know, what does a Governor do? What's the hardest part of your job? Why can't we be part of the contest? [laughter] True story. That was the hardest question I had to answer that day.

As I travel throughout the State, there is nothing negative about that sign that we have now, but obviously, it's 25 years old. I thought it was time to update it and hopefully bring it up in line with the new theme and with what the Department of Tourism is doing with the World within the State. I also thought it would be appropriate, given that we have a new very robust website with regard to

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

opportunities for travel that when somebody travels the stateline, they'll know exactly where to go and immediately brought—they're not doing it while their driving, the passenger is doing it, but in any event, they'll be able to bring on their iPhone or their device, the ability to see what's happening in Nevada.

I'm really, really excited about seeing what the high school students come up with. I don't recall off the top of my head when the contest will be completed, but I appreciate your cooperation and the Department's cooperation, Rudy, in getting this done. Mr. Controller?

Knecht: Governor, why can't they be part of the contest?

Sandoval: Well again, I think that we wanted to make sure that these high school students do have the technical resources, because there are some very specific technical guidelines that have to be followed. It's not just an art contest. There are some technical specifications that have to be followed as well. That's the purpose for limiting it to that. Mr. Director.

Malfabon: One of the things that, as this was announced, we're getting a lot of inquiries about the existing signs and we're considering maybe some type of raffle or something for the existing signs. Usually we would recycle those but there's so much interest in people that want to own those iconic signs, as they get replaced, maybe we'll do that too. These signs will be put up in this summer, early summer. We'll contract out the majority of the signs but maintenance will work on the ones that are winning and installing them for the media event.

A lot of news reports recently about earmarks, once again, and I just wanted to underscore that the earmarks that Nevada currently has on the books that are unspent, you see there are over \$27M of remaining balance. As I've stated before, a lot of those projects were in development already. North Las Vegas, on the top line for the I-15 and 215 Interchange in North Las Vegas; that project they're going to ask their City Council for approval of the engineering contract for the design of that project and then go forward with construction. So, that's being used for that project. Star Interchange is under development and will be underway in 2017. The Las Vegas Boulevard Interchange is a smaller one. The Colorado River Bridge; I spoke with the Clark County Public Works Director, Denis Cederburg and he's in the same position hiring the final engineering consultant and going forward with the actual construction phase of the project soon. Then, Lake Mead Parkway Phase 2 was the only one—back in the day,

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

developers could actually approach our delegation and get earmarks, that one was one that's 100% available that is a smaller one, but I feel that we would still put that one to use following the guidelines that were recently issued from the US Department of Transportation. Not a lot of the money is out of the \$27M that's actually not already going to projects that are under way.

Recently US DOT announced the availability of the Tiger Grant Program. So, \$500M and there is the rural element to this program. 20% is going to be spent in the rural areas, the rest in the urban areas. \$5M is the minimum award if a state wins, not that every state is going to win, but that's the minimum award for the grant program and a smaller amount for the rural projects. 20% match is required, but typically, 50% is about what you see with the types of funding that are cobbled together for these applications to make them more competitive. Applications are due relatively soon and then there's obligation and when the money has to be spent, those requirements. And Tiger is very broad, all types of projects can compete for that. Historically, the RTCs in Washoe County and Southern Nevada have been successful in winning some substantial Tiger Grants for bus rapid transit projects. You may recall the Paiute Tribe at Pyramid Lake won for a smaller boat ramp project.

There's also this other grant that was made available, FASTLANE. I don't recall what the acronym stands for but it is an acronym. It was mentioned in the FAST Act. This was the five-year transportation bill, called it the nationally significant Freight and Highway Projects Program. So, this grant program is FASTLANE now. And, substantial amount of money, \$800M. This is going to be an ongoing program, for this five-year term of the FAST Act. You see the criteria for large projects and small projects that will be used to select across the nation. There's a significant match requirement, 40%, but other federal funds are allowed to be used to match. You can have 80% max of total federal money in a project with the grant and the other federal funds that are used to match. Applications are due April 14th. This one is more specific to highway freight projects on the National Highway Freight Network, or the National Highway System for Bridge Projects.

So, the National Highway Freight Network is really the interstate system or select portions of the interstate system. You see I-80 in the north, I-15 south, in Nevada. The NHS system is much more broad, so a lot of those US routes and State Routes that carry significant amounts of freight are included, ineligible for this grant program that will develop. Right now, NDOT is looking at US-95 in the

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

northwest as a possible grant application candidate. We have a lot of freight that moves up there. We're also looking at considering I-15 in the area from—we're widening right now from Craig to the Speedway Interchange. We have the Speedway Interchange to Apex has been environmentally cleared. We think it would be something to look for in the future from the Apex Interchange to the US-93 or Garnet Interchange for widening. That would be easier to get the environmental clearance, but it might be for something for the development for next year, if we don't anticipate it for this year's grant application. We're looking at those two corridors for a lot of movement of freight, I-15 in the north and US-95 in the northwest.

Sandoval: Rudy, if I may, I apologize for interrupting. What about the interchange at USA Parkway?

Malfabon: You took the words right out of my mouth.

Sandoval: Okay, I'm sorry then.

Malfabon: We actually are looking at from the Patrick Interchange to the USA Parkway Interchange what acceleration lanes between the two interchanges could be built and then some improvements at the actual interchanges. Some of the ramps might be a little bit tight for turning movements on some movements of freight, on doubles for instance, on trucks, or large pieces of equipment that go out there to put up some of the large buildings. We're going to look into those areas on specifically those interchanges and the section of I-80 between those two interchanges.

Sandoval: The reason why I ask is because I recently visited Jet.com and Zulily, and they are anticipating a massive ramp-up in—I mean, I just saw on the news, last night or this morning, Zulily is going to be adding 100 new full time employees, not even seasonal employees. Based on my conversations with their management, they plan on doubling and tripling their size within the next 18-24 months. That's not even including what's going to be happening with Tesla. That's a lot of trucks, obviously. I don't know if those fit within those definitions, but you've heard me talk about before that America Parkway Interchange and the Patrick, I would anticipate and you guys are the experts, but the volume of trucks is probably going to double or maybe even triple in the next 18-24 months. I just want to anticipate all of that.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

Malfabon: Good observation, Governor. With USA Parkway underway, that's going to draw a lot more truck traffic as the time savings between Interstate 80 and US-50. Let alone the work that's already going on at the Industrial Center.

To give the Board an update on the Apex Industrial Center improvements. We selected Parsons Brinkerhoff just last week as the engineering company that's going to help us on development of an RFP for the design-build project. The scope of work for the contractor, the design-builder will be, as mentioned before, US-93 widening, about five miles up from the interchange with I-15; redoing the interchange at I-15; realigning the frontage road and a flyover into the Industrial Center off of US-93. The request for proposals, they asked to do some preliminary engineering, the environmental work and put together the RFP Package to hire a design-build firm or team to deliver the actual construction. We'll fast track this negotiation, so we'll request Board approval in April.

I gave the Board an update on the Transportation Investment Business Plan which was worked together collaboratively and spearheaded by the RTC of Southern Nevada. That included this improvement at City Parkway Interchange. I had mentioned before that we were going to work with our design-builder on Project NEON, Kiewit to accommodate this in the future and not prevent it from being built or advanced. We want to—there's a lot of interest from the redevelopment. You see the purple area there, that's the redevelopment area and Symphony Park of the City of Las Vegas. You have the Smith Center; a lot of other attractions around there. A lot of input received from the City of Las Vegas and business owners in that area and downtown that want to see that improved access. We're going to look advance that through the process, which requires changing control of access request and environmental clearance. We can advance it through those two more phases and get this closer to reality. Also, look at the possibility—if we do get those approvals, this could be either built as part of another project, either NEON or another project. We do have some work anticipated on the 515 viaduct coming up. It's something that I think is worthwhile to advance and it will improve access to that downtown Symphony Park area.

Recently we briefed the Board about a rock fall project at Cave Rock Tunnels. Lo and behold, we had an exclamation mark on our presentation. This large boulder fell on the highway near Cave Rock and caused some damage to the pavement. It was actually caught on the guard rail there, luckily, because I think that there's some homes down the slope. It took us a while. We used a hoe ram. I know that

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

Cal Trans recently had to blast a boulder about that size with dynamite. We used more conventional means. It took a little bit more time but appreciate the work of NHP and our maintenance workers in addressing that, and our contractor.

Wanted to inform the Board that in order to have a successful launch of the T-Mobile Arena, the MGM Resorts, which is a joint-venture partner in that arena has asked us to lay the pedestrian bridge project construction start. We were anticipating starting soon but we're going to delay that until mid-June. That will be more aligned with—give them several weeks of opening events for that arena. We have a contingency fund built into this project so we'll have to likely use some of that contingency money for any additional costs for the subcontracting efforts. I think it's the best thing to do, to accommodate the arena and have a successful opening there, I think the first week of April, April 8th is their big concert.

A lot of stuff happening on Project NEON. Wanted to thank the Treasurer's Office and Laurie Chatwood specifically for their assistance on some issuing of the bonds for the construction phase of NEON. Also, we included about \$168M of existing bonds that were refunded and we had a 2.2% interest rate. Eight bidders on those bonds. Wells Fargo was the winner. We still have our AAA rating and lower interest rates. We saved \$14M on that bond sale. Good work by Robert Nellis and his financial management team on that. We still have—we didn't refinance the right-of-way bonds, that's nearly all expended and didn't have the interest rate savings. A substantial amount of savings, over \$14M over the term of those bonds.

I wanted to also mention, on NEON, there's demolition work going on and we're going to recycle about 6,000 tons of rubble from one of the major furniture stores there that we're removing part of their building structure.

Carson Freeway just recently hit a milestone and really, it's a testament to the ideas that Road and Highway Builders, our contractors came up with, with moving that dirt through the conveyor belt system so that the public wasn't inconvenienced at that important intersection of US-50 and 395. It's a \$42M project and we recently reached 25% completion and over 650,000 cubic yards of earth work has been moved. The full completion is in 2017 and we hope that they keep on at this pace and hopefully open it sooner, as soon as possible.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

Quick update on USA Parkway. The groundbreaking event is scheduled for June 10th. Myself and several execs from NDOT met with Ames and the District Engineer and his senior lead for construction. Had a good conversation about the expectations from this Board and from the Department on having a successful project with no big construction claims or anything of that sort. Very, very good conversations and we'll continue that through the partnering efforts with the project team.

Sandoval: Rudy, as part of that due diligence, are you meeting with the folks that already have continuing operations so that they'll know what the transportation plan is going to be?

Malfabon: Definitely. That's a big concern. Especially with not only the existing but the new businesses that are moving in there, want to have access to the highway. We're coordinating it on all accounts there Governor.

The right-of-way acquisitions are continuing for the project and the project is on schedule.

An update on the Reno Spaghetti Bowl. HDR is under contract for the brainstorming session which we call a charrette. We're developing the list but a lot of coordination with the RTC of Washoe County anticipated and development of the details for planning this event. We have a tentative date, I know that there's probably going to be some conflicts with that April 28th date, but that site should remain the same, Reno Sparks Convention Center is where it's going to be. A large group of about 50 or so attendees that we're considering inviting. Hopefully most of those folks can make it. It's a mix of elected officials, Public Works officials, NDOT folks that are in the engineering or environmental areas. The woman who addressed the Board will also be invited because she has an interest in the North Valleys.

Sandoval: Ms. Rodriguez?

Malfabon: Yes. Exactly. Very good Governor. I forgot her name. NDOT Traffic Study is ongoing and the early recommendations are expected in September of this year. A lot of the brainstorming ideas, hopefully will generate some of those things that maybe were not thought of as part of the traffic study that feed into that, those recommendations coming this late summer.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

Governor, you had asked for an update on what NDOT is doing as far as regional project coordination in Southern Nevada. Definitely the RTC of Southern Nevada deserves a standing ovation for what they've been doing in leading the effort with NDOT, Clark County, Cities of Las Vegas, North Las Vegas and Henderson. When the public sees a work zone out there on the local roads, they really don't care that's it's a public works agency or the sewer company or a utility or a developer, they just want to know, how long is it going to be there? Is it there in place because workers are there or is it in place when there's nobody working? They want to know how long that inconvenience is going to be in place. RTC and those partners, NDOT and the local agencies have been working together with utility companies and the folks that install the work zones for contractors/developers, to make sure that we have a better system of information and coordination.

Sandoval: Before you leave that, Rudy, I just—

Malfabon: Oh, there's—

Sandoval: Oh, do you still have more to present?

Malfabon: There's—yes.

Sandoval: Okay, please proceed.

Malfabon: Okay. The RTC has a Regional Project Coordination Committee. RTC and NDOT and all the public works agencies are around the table but also Water Reclamation District, the Flood Control District. A lot of these other agencies that do public works projects are around the table. Utility companies are there. The public agency representatives are knowledgeable about the permits on traffic control activities on their roads. Then, there's a separate group that meets every two weeks. The Cone Management Working Group is what that's called. It's the local agencies plus traffic control companies. There's a group called the Nevada Chapter of the American Traffic Safety Services Association, (ATSSA), that those contractors are the ones that are trained to set up the work zone traffic control devices. Also, working with the Nevada Contractors Association, the AGC down there in Southern Nevada. We have the contractors at the table with us, with the utilities, with the public works agencies. This is really the operational group that meets bi-weekly. They can discuss what's going in and look for those conflicts and needed coordination.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

The RTC has really done a lot with the Seeing Orange website and the hotline. They've had, I think over 500 calls since they put the hotline in place. This website allows you to get on and see maps of what projects and whose project it is. When there's a call-in, they will have a response back to that person or get back to them personally. It's a lot more—having the information at hand is very important, but getting back to that person in a timely manner is also very important.

The RTC is also working with a company called Waze. It's an online app that's associated with Google. If you have an account in there, you can look at the maps in your area—I just highlighted one that I saw this weekend, a car accident. You can see that it was posted by the person that observed it and has an account on Waze. So, if you have an account, you can go in there and see, on the left side of that graphic, you see a little hard hat guy, it says, Construction, for the Flamingo Road Project. You'll see on the Construction one, it says, posted 24 days ago. The RTC is working with Waze for having accurate date on this. Sometimes they hear of, they let them know that there's a construction work zone up and then they look a few hours later and the information that was on there about the work zone is gone. They need some coordination with Waze to make sure that things are not taken down when they're still active and that information is accurate. It's bigger than RTC, obviously, with people that just have an account there that report a car accident or construction. They even report when travel is a very good experience and traffic is light. It's a good application that's gaining ground in Southern Nevada for usage in coordination with RTC, it's critical to make sure that the information going into Waze is accurate and that's it's set up, taken down when appropriate, but left up there when it's going to be a long-term project like the Flamingo Project.

The next step is that, the Coordination Committee that meets monthly for regional projects is going to set the roles and responsibilities. The expectations for its members to bring to the table the information that's needed. They're going to establish the data needs for the group, how accurate that data needs to be, how often it needs to be updated for those work zones. Then work with Google in ways on that information gap so that they make sure that things are taken down off of the application when they're still active and that when they're inactive, they are taken down in a timely manner from their map. Then, looking at ways to minimize the [inaudible], so some good ideas being talked about around the table. Examples of a sewer lining project, they had the boar pits right in the

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

roadway when they could've put them offsite. That was a Water Reclamation District Project. Talking about, in public works contracts, to incorporate utility work in the actual construction project or at least so it tightens the schedule. Right now, the utility company, when they're under permit there, they go out there and they're told to move their lines, the underground lines or pipes. Then they have to—maybe there's weeks of delay between when the utility did it or months of delay and then here comes the public works project and the public says, you guys were just out here. They don't know that it was a utility company and it's a public works contractor. The idea is to move that schedule a little bit tighter and have the work done so that the contractor anticipates it being done in advance of his construction work, but it's all more seamless to the public. Also, use of marathon work has been effective in the past and they want to get that out there and get more agencies using marathon work when it's a heavily traveled corridor so that it's over a weekend or several days instead of several weeks. Then, looking at specifications that would require removal of traffic control devices if no work is being performed within a certain amount of time, 24-48 hours, for instance. We know that costs a lot more money but at least it gets the devices off the road when there's nobody working and it addresses those questions from the public.

The other thing is the RTC is really putting their money where their mouth is and hiring a Regional Traffic Control Coordinator to work with these groups to really emphasize the need to coordinate and collaborate on traffic control.

Sandoval: Before you leave that one, Rudy, is that all you have?

Malfabon: That is the end of that.

Sandoval: I wish Ms. Quigley was here because I thank her and I want to thank you. This is a really big deal. To have this coordination; it is frustrating for the public and there really is, as a practical matter, indistinguishable. It doesn't really matter if it's the utility or if it's someone else or if it's us or the RTC. To keep this up is going to be very important. Then, for us, or from somebody that sits as a Board Member, the only other thing that's as frustrating as all of that is when we put in a new road and then it gets dug up and something gets put in there. All we can do to participate and coordinate and work with this, let's continue to do it.

Malfabon: Definitely.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

Sandoval: I really appreciate your bringing this to my attention. I didn't know this was going on. It is heartening to know, but I don't know if it's really made it out there yet in terms of on the ground coordination. The feedback that I'm getting out there is that there's that practical problem of, as you said, the utilities out there and then someone else is out there and then we're out there and then RTC is out there. The more that we can plan those together, do it all at once, get it done before we go in and do major work the better. I don't know, this is an important topic. Mr. Skancke, anybody else?

Skancke: Thank you Governor. I'm sure you all have missed me at these meetings for the last two months. It's been very quiet. I looked at the minutes and there was nothing said by me for two months so I'm going to play catch up today.

I actually call this the Seeing Red Campaign, because one of the things I think we really have to be careful of to your point Governor is making sure this is all really coordinated. Right now in Las Vegas, Tropicana, Flamingo, Harmon, Frank Sinatra and Dean Martin are all under construction with some agency, organization, utility or somebody. This morning Las Vegas Boulevard at 4:15 was down to one and a half lanes in front of City Center to Tropicana. Tropicana was down to one lane. Harmon is down to one lane and so is Flamingo. That's at 4:00 AM.

There needs to be some more coordination. That's not our fault, but we're going to start a one-point something billion dollar project here in just a few months, so if there's any way—because we'll be blamed for that. If there is any way that we can make sure now, not in June, July, August or September, that Frank Sinatra, Industrial, Western, Oakey, Alta, Charleston and Spring Mountain are not going to be under construction? If those north/south arterials which are going to be packed, right now Industrial is backed up, which is under construction, from Sahara to Caesar's with a water line or a sewer line. It's down to one lane in each direction. When you close I-15 for three years, if the sewer company or Clark County Flood Control or sewer or water is in that Frank Sinatra or Dean Martin or Western or Industrial right-of-way. It's going to be a nightmare. If we have to close Charleston and Alta and Spring Mountain at the same time because someone needs to get in there while we're under construction, the phone calls unfortunately don't come to the private sector members, they go to the elected officials. So, I think we need to be very proactive with the gas company, the

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

power company, whoever else in that right-of-way now, get them in, get them out before we start Project NEON.

I don't know how you do that. I just want you to know, the 495 phone calls, none of them were from me, I just want that for the record. Five of them were. I say this in all seriousness. This Project NEON is going to have a huge impact on our community and I'll bring it up every month Governor, because people will forget. This is a huge project and we have to be very proactive in reminding people that this is going to inconvenience their life for three years. I don't think we need to have any more other inconveniences along the way, or at least reduce them as best as possible.

I will say that I think that this is a superb program. Well thought out, well intentioned. The fact that everybody is on board to do something, it's just going to take a lot of coordination and leadership. I wish you all the best of luck to make it happen. Living in Las Vegas, if I can help in any way, I'm happy to come to any meetings and do the best I can to help or just stay the hell away, but again, if we can get everything done before that Project NEON starts, I think that's a really good thing for us to do. Thanks Governor.

Sandoval: Any other comments on this portion of the report? Please proceed Rudy.

Malfabon: Just to conclude. There were no settlements at the March Board of Examiners Meeting. We anticipate that there will be a smaller one in April for a property associated with Project NEON. That concludes the Director's Report and I'm able to answer any other questions.

Sandoval: All right. Thank you Rudy. Three quick things. First, I wanted to complement your public relations team. There was a Road Warrior Inquiry with regard to Indian Springs and Blue Diamond. There was a prompt response and a good response. I think that worked out extremely well. So, thank you for that.

Malfabon: Thank you.

Sandoval: Following up on my comments and I don't know if you know the answer to this Rudy, but with regard to some of these internet fulfillment centers; obviously they are going to have a lot of traffic that's going to be coming through the Spaghetti Bowl and to the airport because they need to get goods to the airport to get out. The question for me is, 1) when is USA Parkway going to be done and 2) what are the plans for the Silver Springs Airport, because they felt like if Silver Springs

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

Airport becomes available for this type of commerce where they can instead of having the planes coming in and out of Reno Airport through out of Silver Springs that it would be much more efficient for them and also be very helpful with regard to traffic patterns in Washoe County. I'm not looking for an answer right at this moment, but I was kind of curious about that.

Finally, in another one of my roles as Chairman of the Board of Finance, we just approved industrial bonds for very large multi-family project at the Summit in Reno at the Mt. Rose Highway and Virginia Street. One of their selling points is—as I said, this is going to be 517 units, 20% affordable housing. Obviously it's going to have a lot of kids there, but one of their selling points was access to the soccer fields, the library and the baseball fields there. There really isn't any access, I wouldn't even say meaningful access. There is no access for any of those kids to be able to get straight over there. My concern is what we're seeing in Southern Nevada, in terms of kids trying to get places. I know this isn't cheap and I would like to look into what it would cost for some type of overpass or under tunnel for the kids—there's a library over there too, maybe I didn't mention that. Anyway, it's something that we should look into. Again, these kids are going to want to go over there and god forbid that they would try to cross the highway. I know we have big fences and things, but then they would have to go up to either the Mt. Rose Highway or around the other way. If there's an easy way for them to get there, we ought to explore that. God forbid we have some type of fatality and then three years from now think, oh we better build something. If that's something we could look into as part of the safety projects that we're doing, I would appreciate it.

Malfabon: We'll do that Governor.

Sandoval: Any other comments for the Director? Mr. Lieutenant Governor.

Hutchison: Thank you Governor. Mr. Director, thank you for your report. Just following back up on your report on the Regional Project Coordination in Southern Nevada and following up on Member Skancke's comments; do we know what authority this Regional Traffic Control Coordinator will have? If there is coordination or coordinating that needs to be done, does this person have authority to say to the utilities, you're not going to shut down Spring Mountain because we just can't allow this to happen, or is this just more sort of informational, sharing of information? Do we know, is there someone with authority that can coordinate

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

conflicting schedules and desires among the various participants who may or may not want to be involved in construction?

Malfabon: I don't believe that position will have statutory authority, but typically the authority lies with the local entity that owns that road. Whether it's the State Highway, then it's NDOT or the County or one of the cities. Even then, you have to—usually the utilities will work with us, but right now with residential booming again, there's a lot of—sometimes we find ourselves waiting for connections for brand new traffic signals for instance that need power. We try to work our best with the utility companies but right now, I don't believe that there's that statutory authority that says you will do this on this date. They usually—obviously with—even we face it with power company things with Southern Nevada in the summer. You don't mess with the power distribution during those timeframes and transmission lines. You do look at certain times of the year for those types of installations. Gas it's the opposite, in the winter time. You work your best with the utility companies but you kind of have to see things from their perspective too and their contracting procedures. Sometimes those are things that you have to consider as well.

Hutchison: Thank you very much. So, is there anything really in place? Any kind of authorization or statutory provisions that address what Member Skancke was talking about, which is, if they want to get in there and tear up all these roads at one time, is there any way to stop that or is this just a matter of voluntary compliance and people trying to work together? Which, I think people do for the most part, but as you said, there's a lot of competing priorities down in Southern Nevada right now.

Malfabon: The Agency that has responsibility for that road can tell them, stay out of there during this time frame or do it, but you have to work with them to try to get a window, not definite dates typically. I know that the utilities are at the table and they want to work with us. I would say that right now, it's more of a collaboration than a, you must do this, type of thing.

Hutchison: Thank you.

Sandoval: Mr. Skancke.

Skancke: Thank you Governor. I just—Oakey has been under construction or the 27 years I've lived in Las Vegas and it's still under construction, just for the record. A

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

couple of comments. First of all, back to the freight grants Rudy. I think with the work that Sondra and her team are doing on the freight study, in the last presentation we saw by that team, there are some amazing things going on there. Again, I try to stay up to date on what's being posted on the website. I think with the freight study that the Department is doing, I think we stand to be a very good contender in that competition with DOT. The work that has been produced to date is one of the best freight studies I've seen in my 25 years of being in the industry. To you and Sondra and the rest of the team, Tracy, etc., I think that work that's being done is well worth going after one of those grants.

The second thing is, I had a thought as I saw the Governor plugging in an electric vehicle and the excess parcels that we have been selling off over the last two and a half years that I've been on the Board, would it make sense for us to reevaluate that program and maybe take a look at putting in charging stations on some of those excess parcels as they come along the freeway? Maybe sell off a portion but keep a portion for ourselves to install our own charging stations. Which may be a revenue generator for us at some point. I'm not certain how that whole industry works, but I realize sometimes it's better to sell off the parcel because we need the money, occasionally, but it might be something for us to investigate and take a look at as we continue to electrify our freeways and use the right-of-way that we have and excess parcels that we have for those things.

The third and final comment that I have on your report, which I thought was superb from start to finish was, I think it's great that our Finance Department, Mr. Nellis and his team were able to save \$2.4M. Any time we can save those types of dollars, when people can refinance our financial obligations, well done. I think that this is the type of thing our employees should be rewarded for. Often times we don't get those types of acclamations, so well done on saving the Department that money. I have some ideas of where we can use that money. I'll bring my own list next time. Thank you Governor.

Sandoval: Thank you. Are there any comments from Southern Nevada?

Almberg: No comments here.

Sandoval: Any further comments on the Director's report? All right, thank you Rudy.

Malfabon: Thank you.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

- Sandoval: Let's proceed with the next item on the Agenda, Public Comment. Is there any member of the public here in Carson City that would like to provide public comment to the Board? Hearing and seeing none, I'll move to Southern Nevada. Is there any public comment from Southern Nevada.
- Almberg: None Governor.
- Sandoval: Thank you very much Mr. Almberg. Let's move to Agenda Item No. 3 which is the Approval of the February 8, 2016 Board Minutes. Have the Members had an opportunity to review the minutes and are there any changes? If there are none, the Chair will accept a motion for approval.
- Hutchison: So moved.
- Sandoval: Lieutenant Governor has moved for approval. Is there a second?
- Knecht: Second.
- Sandoval: Second by the Controller, 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 No. 4, Approval of Agreements over \$300,000. Mr. Nellis.
- Nellis: Thank you Governor. Members of the Board, just before I begin, thank you very much Member Skancke, just quick correction for the record, \$14.7M savings on the bond sale, not \$2.4. Just a minor, minor correction.
- Malfabon: He's still going to spend it.
- Nellis: That's true. Maybe I shouldn't have said anything.
- Sandoval: Mr. Nellis, I said this at Board of Finance, because obviously the Treasurer's Office deserves credit as well, because it really was great teamwork to save that money.
- Nellis: Yes.
- Sandoval: We do have a state employee program where we reward state employees for saving money for the State and sometimes it's 10%. Not applicable in this situation. [laughter] We do thank you for that. It really shows how hard you're working for the taxpayers. Obviously we can turn around and reinvest in other

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

projects and get more people back to work and get more projects done. It truly is a win-win and I personally want to thank you.

Nellis: Thank you very much Governor. You're absolutely right, it couldn't have been done without agencies working together, like the Treasurer's Office and multiple units within NDOT to pull that off. So, it isn't just one person doing it. It's a lot of committed folks in the State. Thank you.

Moving on to Agenda Item No. 4, there are four agreements that can be found under Agenda Item No. 4 that are on Page 3 of 30 for the Board's information. The first line item is Amendment #2 with Stantec Consulting. This is to increase authority and extend termination date due to the addition of four major elements to the project scope. These elements include Park and Ride, an HOV exit ramp, a new intersection and decorative rock surfaces.

The second item is with DYE Management Group. This is in the amount of \$531,152. Various segments of the Nevada Highway System will be surveyed to collect condition assessment level of service data, of the roadway features maintained by the Department. This survey data will be input into the Department's Geographic Information System.

Item 3 is with URS Corporation in the amount of \$3.9M for construction engineering services, for administration of State Route 604.

Finally, Item 4 is with HDR Engineering in the amount of \$5.1M for augmentation services for Crew 905 for State Route 439, USA Parkway Design-Build Project.

With that Governor, are there any questions from the Board?

Sandoval: Thank you Mr. Nellis. I only have one and that's with regard to Contract 4. Was that money that's included within the budget that we already approved?

Nellis: Yes sir, that is correct.

Sandoval: Okay, that's all I needed to know. All right, questions from Board Members with regard to the contracts described in Agenda Item No. 4? Mr. Lieutenant Governor.

Hutchison: Thank you Governor. Let me just ask a quick question, overview question on Item No. 2, which is the surveys. Is that something that just is not collected on an

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

ongoing basis? You know, as NDOT is out maintaining roads or constructing roads or out around the State, do we just not collect that data as we're out there and expose those conditions? Or, is this just something that happens on a periodic basis that you want to do a complete kind of survey of the State's—

Malfabon: I can respond to that Mr. Lieutenant Governor. We've asked the same question of, can we train our maintenance folks to collect this data and they're typically involved in the day-to-day maintenance activities, which are critical to hold our system together and they're not able to go out there and do all the measurements and photographs and a lot of the documentation and data collection. The idea was that if we can get away from a consultant doing that work to more in-house, let's work towards that, but for now, the maintenance folks are so busy doing the actual maintenance activities they were unable to actually collect the data that's needed for this system.

Hutchison: But is that something then we see in the future doing when we have maybe a little more time and maybe we're not so pressed with resources to train our folks in the field to do this type of work on a regular basis?

Malfabon: That's what I asked the maintenance and asked the management group to do is look for ways to do this more in-house with existing staff. Or, even if it's—sometimes we hire interns or summer construction work force or maintenance work force, so let's look for ways to do it more effectively in-house.

Hutchison: Great, thank you.

Sandoval: Mr. Savage.

Savage: Thank you Governor. I must not have had enough to do this weekend because I drilled down on a couple of these agreements so bear with me Mr. Nellis and Board. On Agreement No. 2, along with the Lieutenant Governor's concerns, when was the last time the Department had this work done and by whom?

Malfabon: I'm going to have to ask Anita to come up here and address that.

Bush: Good morning Governor, Members of the Board. My name is Anita Bush. I'm the State Maintenance Engineer. The answer to your question is, we started this program in 2012 and the idea is that we keep track of—in the maintenance management system, we keep track of the labor, materials and equipment that our maintenance forces do. To put it in perspective, about 80% of NDOT's total

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

budget is the maintenance budget. It's about \$80M to \$100M that we spend in maintenance.

We can tell you how much we spend, but prior to 2012, we couldn't tell you what we get for the money. Right, so what we are trying to do is, actually they look at 38 different things on the highway. We look at graffiti, slopes, guard rail, barrier rail. So, we look at all these different assets and then we can tell you exactly how much we spend on certain activities, we've achieved that "level of service" is what they call it, what we call that basically, the level of service on the certain asset condition, on the asset [inaudible].

The last funded date was 2014. The report was completed in 2015. We did try to do it in-house in 2013 and you know, to get us statistically valid—because we just do samples on the road. We do about 1,000 samples on the roadway. It's a tenth of a mile segment and to get us statistically valued results, we have to do over 1,000 surveys. In 2013 when we tried to do it in-house, we only could complete like 523 and we borrowed people from construction. We do not have the people inside the maintenance headquarters office. We tried to talk to maintenance, as Rudy mentioned, really they are—the maintenance guys are out to do the maintenance work itself.

The answer to your question is that the last one was done in 2014. This agreement would cover two years, so it would be '16 and '17. That would be just the data collection.

Savage: Thank you Ms. Bush. It is a lot of money. It's a half million dollars for two years. It's good to hear the Director and yourself look to keeping it internally. We could certainly use it on the road. I appreciate your answer.

Bush: Sure.

Savage: Mr. Nellis, I have a couple of other questions on Agreement No. 3 and 4. I'll start with Agreement No. 3 first, with the URS Construction, Engineering Services for Las Vegas Boulevard. Again, like I said, I probably didn't have enough to do over the weekend, so I drilled down a little bit and looking at some of the names that were listed for the DCS Group, as the subcontractor for the Las Vegas Boulevard Agreement, the same individuals were also listed on the USA Agreement, also in this packet. To me, that's perplexing. The individuals were

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

Watson, Smith and Ford. Can someone please explain to me how the same crew can be in the north and the south at the same time?

Kaiser: For the record, Reid Kaiser, Assistant Director for Operations. Member Savage, those three individuals currently work for DCS and they'll actually be working for DCS as they finish the I-580 work that Q&D is working on with the reconstructing the concrete. The way the technicians work with a lot of these consultants is, they're mostly seasonal employees. The upper management of these consultant firms are typically salary or full time employees of the consultant firm, but a lot of these technicians, when they give their name to a consultant firm, they won't be working for three, four, five months until that consultant potentially goes to work on that project. When they give their name, they're not even guaranteed that that consultant will be awarded that contract.

What they do is, since they're a seasonal employee, they need to make sure that they have employment. They will give their names to numerous firms to ensure that they do have a contract or that they will be working for that season. And, if Consultant A loses his employees to another consultant, we have requirements and language in our contracts that says that consultant has to supply NDOT with a technician that will give us equal or better performance. That consultant is still on the hook, even though he may not have that by name to give us and a technician that will meet the needs of the Department. There's also a back log of staff that the consultant potentially can draw from listed in the proposal, that they could go to should they lose employees.

Malfabon: If I could add, Member Savage, there probably wasn't as much overlap anticipated but we had to re-advertise the State Route 604 Project in Las Vegas. They probably were planning, with the design-build approach on USA Parkway, the contractor has to design the first design package first and then several months down the line they actually start construction. It was probably more of a gap or less of an overlap between those, the USA Parkway Project and the other project in North Las Vegas.

Savage: Thank you Mr. Director. Thank you Mr. Kaiser. As a vertical contractor, we do a lot of submittals. We like to ensure that that team stays on that project. It's very frustrating, I think, from a Department level to see the same names listed on different projects in the north and south. I would expect more professionalism from the consultants and some better oversight from the Department moving forward. That's all I have on No. 3.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

No. 4, the HDR Agreement, again, some of the same personnel were listed on the agreement that we approved for Project NEON in December. Like I said, I didn't have enough to do this weekend. I apologize for taking this to the Board level, but it was so glaring to me that I think we have to do better from the consultant side of things and how would they justify this by utilizing the same individuals, again, that we already approved on NEON being utilized on this USA Parkway? These individuals happen to be listed for DCS on Project NEON and they're listed for HDR on the USA Parkway. Do they no longer work for DCSs and now work for HDR or just who's on first, what's on second? I'm a little confused.

Kaiser: Again, Reid Kaiser. Most likely, we're not going to be needing a handful of technicians for Project NEON. There's not going to be a tremendous amount of work going on in the field this year. A lot of those technicians will be working for HDR up on USA Parkway. What they do next year, again, it goes back, these are mostly seasonal employees and they have to go where the work is. Again, those prime consultants who work for us in supplying us with the technicians will have to give us acceptable technicians who will meet their requirements as listed in their proposal and our agreements.

Savage: So, is there an expectation from the Department that the consultants disclose the possibilities during the time of proposal?

Kaiser: Sometimes we kind of put ourselves into this situation. We'll put numerous proposals out in the field at the same time. There might be three proposals for either augmentation or full administration, out in the field at the same time and these consultants are trying to acquire a group of technicians and testers who will meet their needs for their RFP that they're putting forward. I would have to say that again, they have to give us an acceptable staff to meet our needs. If they can't, then we'll have to go to maybe number two, the consultant proposal number two.

Savage: Thank you Mr. Kaiser, that's all I have on that Governor.

Martin: I have a question sir, along those lines.

Sandoval: Yeah, I'll go with you first Frank, go ahead.

Martin: Okay, so I have the same concern, Len, thank you very much for not getting anything else done except reading these minutes this weekend, but I have the same basic concerns, specifically with DCS. The way that my research shows, we

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

got DCS providing augmentation on Crew 916, on the Boulder City Bypass; for Crew 915 on Project NEON; and also the Crew 604 and also the Crew 905 on USA Parkway. It seems like, in these four contracts, do you have an idea what the amount of money on the 604 and the amount of money on the USA Parkway goes to DCS of the totals?

Kaiser: I don't have that information with me right now but I can definitely get that to you.

Martin: It would appear to me, off of my research and it was a couple of weekends ago that I took the time. It would appear to me that DCS is getting a preponderance of this crew augmentation work that's available through NDOT; either as a prime consultant, because they are a prime consultant on the Boulder City Bypass. They are a prime consultant on Project NEON. They're a sub consultant on 604 and they're a sub consultant on USA Parkway. I don't know what the capabilities of this firm is, but their contract is on Boulder City Bypass is around \$8M, spanning from 04/13/2015 to 04/30/2019 currently. On Project NEON their contract is \$15,218,706 and that goes all the way through May 31, 2020. That's why I was asking what the awards were for the—as sub consultants. It would seem like we're putting a lot of eggs in one hen's nest here by loading this one particular contractor up with so much work.

Kaiser: DCS, all they do is supply consultant agreements with testers and inspectors. They don't do any design work. Right now, with the work that we have at USA Parkway, we have Project NEON ongoing, we have the design-build in Boulder City Phase 1. There's a lot of consultant work out there. When those things happen, take as an example, Project NEON, for the Project Administration, to augment our construction crew, we had two firms submit proposals for that augmentation. It was DCS and the CA Group. A lot of the consultants who historically have submitted proposals to the Department are busy on the design side of NEON. That's not what DCS does. That's not their line of work. Their line of work is to supply technicians and testers for the Department. Occasionally we'll have them supply an Assistant Resident Engineer or Resident Engineer. Historically, DCS, we've never had a problem with performance from them. They've given us good technicians. They've given us good testers. We've never had a problem with them in the past. I sure wouldn't expect to see any problems with them in the future, even though they have all this work out there.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

- Martin: Have they ever accomplished this much work all at one time? I mean, by my numbers, just in these two projects, just in the Boulder City Bypass and Project NEON, it's \$22M and I don't know what the contract values are on the others. That just seems like, have they had that much work going, four projects, on two different ends of the State, going at any point in the time in the past for NDOT?
- Kaiser: I can't recall that long, them having that much work in the north and the south, but they're sub consultants on the URS project on State Route 604 and also on the USA Parkway. The prime consultants on those two projects would be able to hopefully pick up some of the slack should they run into problems. Again, we don't foresee any problems with DCS and the amount of work that they have.
- Martin: Okay.
- Sandoval: Anything else Frank?
- Martin: No sir.
- Sandoval: I think you're hearing loud and clear and thank God for the contractors on this Board. I mean, we just don't want to get burned on this. These are—I don't need to tell you.
- Kaiser: Oh, I know, you don't have to tell me.
- Sandoval: There's a lot riding on this. We don't want to have a meeting later on where something fell through the cracks, no pun intended, because we have a consultant that's spread way too thin.
- Kaiser: And honestly Governor, my concern with the knowledge I have of this work is not really with the technicians or the consultants, it's with the contractor performing. If we get a contractor that performs and we get the confidence with the contractor, we can always pull back the number of consultants that we use in this work. Again, I don't foresee any problems with consultant administration in all this work.
- Sandoval: All right, any other questions?
- Almberg: Governor, I have a question.
- Sandoval: Yeah, Mr. Almberg and then Mr. Savage.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

Almberg: It's all back to the same thing we've been discussing here. I went back to the September Construction Work Group Meeting and pulled up the data that was included in there. One of the forms that was listed in here is the Construction Consultant Agreement Summary. It has basically for the last 10 years. When you go in and look at that, DCS, according to that and I'm assuming this is when they're the main consultant, this is probably and maybe you can correct me if I'm wrong, does this include any of their sub consultant work in this?

Kaiser: Mr. Almberg, I couldn't answer that. I don't know enough information about all those agreements. I couldn't honestly give you a good answer on that.

Almberg: Because this agreement here, when you look it and for this particular consultant that we're discussing here, they are 20% of what we have spent in the last 10 years, according to this list here. And, if this doesn't include all the sub consultant work, they're taking a substantial amount of this. I think, you had just expressed that normally your issues that you may have out in the field isn't so much by the testing or the consultants, it may be the contractor. One of the points that Frank was making here was that a lot of times you are not having a single contractor running five of your projects.

Kaiser: I don't quite understand what the question. A single contractor running five of our projects?

Almberg: Well, you had just expressed that some of the issues that you normally have on the project isn't necessarily related to the consultants, it's related to the prime contractors.

Kaiser: Correct. It's with the contractors performing, not meeting schedule, having problems on the project and so forth.

Almberg: Correct, but with that being said, this is a consultant that is on five sub consultant projects that he's got going on. Now he's juggling five projects. When you come in and say, your problems have always been with the prime contractor, you probably don't have yourself in a situation that a single prime contractor is doing five construction projects for you at the same time.

Kaiser: What I mean, the prime contractor, this is the construction contractor that's actually building the project. Like on USA Parkway, it would be Ames Construction or Peter Kiewit on Project NEON. Not with prime consultant who is helping us with the augmentation or the administration.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

Almberg: Correct. I understand that. That's what I'm saying. You don't have an Ames Construction out there working on five year projects at the same time.

Kaiser: No, that's true. That's correct.

Almberg: That's all Governor, thanks.

Sandoval: I don't want to beat this to death, but I'm just—these are the experts. We've got, as I said, three engineers, three contractors on our Board here. Is there this group of consultants that bounce around back and forth throughout the state somewhere who provide this service? I'm just trying to envision, in the real world on the ground, who are these folks who are getting paid, that are being retained by consultants to do all this work.

Kaiser: If you went back and looked at the last 10, 15 years, there would probably be five to 10 firms who have historically done most of our augmentation and administration work for us.

Sandoval: I mean, are these the same people? Like I said, you have these consultant groups but somewhere, some place, there's men and women who are providing the consulting.

Kaiser: Again, I'm a little bit removed from looking at the technician and names of the staff, but DCS historically has had a set of technicians that would go with the from job to job. That's going back 10 years. Whether they still have those guys, I'm not sure. I'm not familiar with who they actually employ. For the most part, you do see a lot of the technicians, the same technicians, year after year on our work.

Sandoval: Do they live in Nevada?

Kaiser: Yes.

Sandoval: Do they fly in from somewhere?

Kaiser: They live in Nevada.

Sandoval: Okay. As I said, you guys work on these projects, I sit here 10 degrees separated from it all.

Kaiser: It's kind of like the same thing with our construction contractors. We have a handful of construction contractors who do most of our work in Nevada. You've

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

got five to 10 that, you look to the last 20 years, it's the same contractors who bid our work, who award our work. They're the guys that have the material sources. It's kind of the same thing with consultants. It's the same group of folks who typically complete our work.

Malfabon: Governor, specific to the actual employees though, usually a consultant engineering company will have a core workforce and then there's these folks that are, they want to get work in that construction season so they kind of put their name out to several firms as being available. They usually don't work during the winters. They're just retirees that have all that expertise but they're not like a year after year employee of that actual consultant. It depends on the consulting firm. Some have those staff in-house, others kind of augment their own staff in-house with some of these people that offer their services for construction, inspection or testing. Most of them will have kind of a core workforce internally that they rely on year after year, just like we do.

Sandoval: Member Savage and then the Controller.

Savage: Thank you Governor. Very quickly, I can promise you Governor, we're going to take this down to the Construction Working Group and talk about consultants a little bit further. The perception, I think is not real clear. We'll take it down to a different level and get back to the Board on an ongoing basis. I do ask that we have a semi-annual review with the DCS results on both of these projects. That's all I have, thank you Governor.

Sandoval: Mr. Controller.

Knecht: Thank you Governor. I guess my version of this question would be, is there any place where we have a really thin roster of people who have a particular capability so that if one of these retirees up and moves to North Carolina or something, I'm trying to avoid putting it in grosser terms, but if one of them disappears or two of them disappear, that we basically don't have replacements or back-up for them. Is there any place where we face a contingency like that?

Kaiser: Yeah. Again, whenever we go to the consultants and ask them to get a technician, there's never been a time where they have not been able to supply us what we needed.

Sandoval: Mr. Skancke.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

Skancke: If I could just pile on, first of all, I bet you guys are all hoping football season starts extremely soon so that these guys have something to do on Sunday.

Kaiser: Next year we're going to have the Board Meeting after March Madness starts.

Skancke: I think what you're hearing is—and we're going to see a presentation today on consulting backlog. We have a lot of work out there and I think what we're seeing in backlogs and what we're seeing in these types of projects is, after the recession, 1) there's fewer companies to work with because a lot of folks didn't make it. Those that made it, we probably have the best of the best that actually made it through the recession. That's what I like to say about my business anyway, we made it through the recession and so the best made it. I think the other thing that's really important is that, what opportunities do exist that are out there. There's really only two or three companies that can actually do some of the work that we need to have required to get done. I think that it is unfortunate that there is one company, or maybe two, that actually have that kind of niche business that we can get it done but we're going to have to deal with and work with that.

I guess the poster that I would put out or the billboard I would put out is, there are opportunities for other companies to relocate their business and bring their employees to the State and make an investment here in our State. It's called economic development. There's a great incentive for bringing companies here. I'm sure the GOED Board and EDAWN and the Global Economic Alliance in Las Vegas would love to work with those companies to move their organizations here. There are opportunities here. There's lots of work. We're going to see a presentation on the backlog that's available out there. We're spending billions and billions of dollars. It's unfortunate that we only have a couple of companies that can do this work but I think we have to work within the construct that we have. Again, I would encourage people to take a look at the work that's available here in the State and all the work that NDOT is doing.

Finally, I can't think of anything more gross than actually moving to North Carolina, Mr. Controller, so I think you summed it up very well. Thank you Governor.

Kaiser: Well, one comment. This is the first time I've seen URS actually given an augmentation or a full administration here in Nevada. That's encouraging that a firm like URS is looking at coming to Nevada and opening up an office.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

Martin: I have one more statement Governor.

Sandoval: Yeah, Mr. Martin.

Martin: Reid, you talked a lot about the technicians, which can be related to the guy running the blade, the guy that's running the front end loader, etc. What I'm really focused on here is the firm and the principles. There is a trend or what appears to be a trend towards DCS in the award of many of these projects. All I'm saying and I hear the same thing from Mr. Skancke and from Mr. Savage and to my friend sitting here to my left is that, when we take a look at URS, the augmentation piece or the way I understand it, the augmentation piece still comes from DCS. When we take a look at the USA Parkway, the augmentation piece still comes from DCS. I understand 100%, what you're saying is that URS and HDR have the final responsibility, but there is, I think, a responsibility on NDOT when they see the same names, Mike Glock and some of the rest of them popping up on contract after contract after contract, at some point, doesn't logic set in and say, can this guy really do all of this? That's all I have to say on this subject Governor.

Sandoval: I think message delivered. It will be covered through the Working Group and I'll appreciate the follow-up with regard to that. Mr. Kaiser, thank you, you've been very helpful. Board Members, any further questions with regard to Agreements 1-4 as presented in Agenda Item No. 4? Mr. Nellis, any further presentation?

Nellis: No sir, that does conclude Agenda Item No. 4.

Sandoval: If there are no further questions or comments, the Chair will accept a motion for approval for said agreements.

Knecht: So moved.

Sandoval: Controller has moved for approval, is there a second?

Skancke: Second.

Sandoval: Second by Mr. Skancke. 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. 5, Contracts, Agreements and Settlements. Mr. Nellis.

Nellis: Thank you Governor. There are 49 executed agreements that can be found under Attachment A on Pages 4 through 8 for the Board's information. Items 1-26 are

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

acquisition and facility agreements. Items 27-30 are grant and interlocal agreements. Items 31-33 are leases and right-of-way access agreements. Lastly, 34-49 are all service provider agreements. With that, are there any questions for the Department regarding any of these agreements?

Sandoval: Thank you Mr. Nellis, first two for me are just comments. With regard to No. 27, it's \$2M from State Lands to NDOT for water quality projects up at Lake Tahoe. I'm really glad to see that happening and there has been dramatic improvement with regard to water clarity up there and I think that has to do with the Storm Water Projects as well as projects like these. It's good to see that cooperation and these types of projects getting on the ground.

With regard to Contract No. 29, I know that we're going to be talking about this at some point in this meeting but there has been a 46% increase in fatalities, with regard to the State. I know that there was a very provocative presentation that was made by NDOT a week or so ago with regard to pedestrian safety. This is \$2.8M that goes to DPS for statewide safety awareness campaigns. I would hope this Board would at least get a chance to see how that rolls out. Because again, I don't know what the answer is anymore. We've got to keep doing what we're doing in terms of increasing public awareness as well as getting these safety projects on the ground, which we are doing. Rudy, at some point, I know it's an excessive of \$10M plus, it's all hands on deck in terms of trying to do whatever we can and most of it is in Southern Nevada. We know the roads are wider and the speed limits are faster there. Again, I just think we have to do all we can in that regard.

Moving to Contract 37 and 41. I was just curious what an agreement for mindful leadership and emotional intelligence are.

Malfabon: Governor, we actually thought you might ask about this one or another Board Member might. It's really the soft skills, the interpersonal skills and training for our employees and supervisors, managers. I think it's a good program. Emotional intelligence is a term that's often used for how to deal with people that you work with, your people that you supervise, both in good times and bad times. It's really very, very good training on things to consider as you work with people and get people to do things for you as a supervisor or a manager.

Sandoval: I guess I would say this, I'm not trying to diminish the importance of that, because I think it's important to have a thoughtful workplace and supervision and

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

those things. It's my understanding that Department of Personnel provides the very same thing. I know they have in the past in terms of providing work sessions and work groups, obviously at no charge to do that.

Malfabon: They do Governor, but usually the seating is limited and we want to capture a larger audience of NDOT personnel at one time.

Sandoval: Because I think we've had this conversation, haven't we?

Malfabon: Exactly. The last time we had this type of contract, yes.

Sandoval: Okay. Well, as long as it's meaningful and we are getting a benefit and we can show some results from it, again, this is a large organization. I think given our previous discussions, it is under stress because it's beyond capacity and that's why we're having to hire all these consultants. That's why we're going to have this conversation later on in our agenda. I know that the employees here are under a lot of stress because we probably have the largest construction program going on in the history of this state. I don't want—I see a lot of heads nodding in the audience. Again, it's important that when we have this stressful situation, you heard this Board talking about consultants and things and that everyone has a good workplace and some place they can look forward to going to work every day. Mr. Controller.

Knecht: Thank you Governor. Just a follow-up on those same two items. Rudy, or Mr. Nellis, or anybody, how do you measure success on each of these contracts? We've got some process going on here. We've got up to four sessions in one case, up to two sessions in another case. How do you tell whether the money was well spent, after the fact?

Malfabon: It is difficult to measure success on that type of training but what we look at is our annual employee survey. We ask our employees questions about how they're treated at work, what they feel about their supervisors, managers, executive leadership of the Department. We can cull some of that from the remarks that are made confidentially in that survey. You can't attribute it back to a person that actually was supervised by somebody that attended the training but we hope that in general that we see a trend that people are treated better at the Department and they want to work here. It's difficult to measure out right, explicitly, but I think that we can usually capture those types of trends from our annual work employee survey.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

Knecht: Thank you.

Sandoval: Questions from other Board Members? Mr. Lieutenant Governor.

Hutchison: Thank you Governor. Mr. Gallagher, you know I'm going to talk about Line No. 36. Maybe we can just start by just an update on where we're at procedurally, you know with the litigation. This is asking for a good chunk of increased authorization and maybe you can just walk us through the need for that to start with, please.

Gallagher: For the record, Dennis Gallagher, Counsel to the Board. Lieutenant Governor, this case was instituted by the property owner who filed inverse condemnation and pre-condemnation damage claims. There was a total of nine causes of action. We took it up to the Supreme Court on a writ of mandamus. The Court granted the writ and sent it back to the trial court, which in fact dismissed seven of those nine causes of action. Since it's been remanded to the District Court, the property owner really hasn't done anything. In the event that they pursue the remaining two causes of action, and this would take it through trial.

I would like to point out, Lieutenant Governor, that the property owner's counsel in this case had filed a couple of other cases, alleging the same types of legal theories related to the Department's activities in connection with Project NEON. Since the Supreme Court granted the writ, they voluntarily dismissed those cases and there were a couple of others that they had made claims but had not yet filed a lawsuit, I think those have gone away too.

Yes, this is a lot of money but the money, I believe, was well spent and covers a number of cases or potential cases and this is that Supreme Court case that I like to talk about because I think it's the best case that the Department has had or the best result in well over a decade. I think strategically, it was definitely, not only in the Department's best interest, but in the taxpayer's best interest because it will mean fewer inverse condemnation claims or cases being filed.

Thank you for the opportunity to say that.

Hutchison: We're proud of that decision as well. Sometimes we are concerned about the amount of money that we're spending on legal fees and we should be. I agree, this is one of those cases where we probably can't really count the benefit from that case going up to the Supreme Court and the collateral effect that that's had on a lot of other cases.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

You did answer my question in terms of, this authority is to take us through trial. When you're talking about that much money, we're talking about completing discovery, completing any motion practice, pre-trial practice, take it through trial. We think that's going to cover it Mr. Gallagher and that's a reasonable and practical budget for taking us through trial if we need to.

Gallagher: Thank you Lieutenant Governor.

Hutchison: Then, I should know this but when we're working on Project NEON and the condemnation cases, is Federal money included with that or is this all—does this come from the State General Fund?

Gallagher: Some of the older cases come from the Highway Fund, but as of a couple of years ago, the Department was factoring it in to its budget and submitting it to Federal Highways for reimbursement.

Hutchison: Great, okay. Thank you very much Mr. Gallagher.

Gallagher: Yes sir.

Sandoval: Mr. Savage.

Savage: Thank you Governor. Just one question. Agreement No. 34, the Acton's North America Agreement, regarding the 40-hour class for the resident engineers, which I feel is very important. The math of \$75,000 a year doesn't quite add up in my mind. I don't know if I'm calculating that wrong or not. How often do they meet every year, with the resident engineers?

Kaiser: The training is just one week every year. One week long. They've got to coordinate all the information. They've got to coordinate all the supplies for the meeting. There's some transportation, I believe, costs associated with this agreement.

Savage: Basically, it's a three and a half year agreement for close to \$300,000.

Kaiser: Correct.

Savage: And again, I didn't have enough to do this weekend but just take a look at things, because the \$75,000—and I know a lot of these agreements are not to exceed agreements and you only spend what they bill, but please look at the billings because it sounds awfully high for one week.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

- Kaiser: What we can Member Savage is, get you a breakdown and I'll send that to you via email. It will give you a breakdown of what all that entails.
- Savage: Perfect, but not during March Madness. Thank you.
- Sandoval: Other questions from Board Members?
- Almberg: I've got a question Governor.
- Sandoval: All right, Mr. Almberg.
- Almberg: On No. 45, is this for pilots that are doing work as far as construction work as in aerial photography? What exactly are these ones here for?
- Nellis: Robert Nellis, for the record. These are actual contract pilots that are flying our State planes, primarily between Carson City and Las Vegas.
- Almberg: I just wasn't sure if that had something to do with construction or quite possibly maybe flying Board Members to meetings to save 10 hours of driving.
- Sandoval: There's always a stop in Ely. Yeah.
- Almberg: I just had to throw that in, thanks.
- Sandoval: Right. I'm glad Mr. Almberg brought this up. We've had quite a turnover in pilots. I'm sure that's expensive to get them trained and such. Do you think this is going to be a long term contract with Reno Flying Service? In the end, it may end up saving us money versus having our own retained pilots?
- Malfabon: I think that we'll have a mix of the in-house pilots, but because of the turnover and reliability concerns, we needed this augmentation of the private side. It probably will have to be re-contracted periodically. We did this one as an emergency so it had a specific time frame. The concern is that we want the—you may recall Governor, years ago there was a lawsuit in another state agency where the people providing these services, I think as archeologists, said that we're state employees, effectively and they won some case for benefits because of that lawsuit. We want to avoid that situation. We have legal looking into the contracting processes and the terms and the duration so that we don't get into that situation. We will have an ongoing need for this type of outside service for pilots on those occasions. It is saving us money compared to commercial airline costs to transport all those people to Vegas and back each day.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

- Sandoval: Thank you. Anything further Mr. Almberg?
- Almberg: No, that's it Governor, thank you.
- Sandoval: Any further questions from Board Members with regard to Agenda Item No. 5? Mr. Nellis, any further presentation?
- Nellis: No Governor, that does conclude Agenda Item No. 5.
- Sandoval: All right. Thank you very much. We'll move to Agenda Item No. 6 which is, Resolution of Relinquishment. Mr. Malfabon.
- Malfabon: Thank you Governor. This is for relinquishment of a road, Grapevine Road in Mesquite. Appreciate the efforts of Deputy Director, Tracy Larkin, on this, working with the City. As we try to transfer some roads to local agencies, this is one that for a small amount of money, I think it was less than or around \$600,000, the City will take over this road for us as-is and use that money for any improvements that are necessary on the road. We think it's in the best interest of the State to relinquish this road. It's more of a local type of road in the first place.
- Sandoval: Rudy, just one question. Is that money that is being paid to Mesquite restricted to road maintenance? In other words, they couldn't take the money and use it for something else, could they?
- Malfabon: We write the agreements so that it does have those restrictions for use of that. That's typically what we're doing with any types of—those types of agreements with the local entity is that it must be used. Similarly with Carson City, the money that we are going to use for the repaving project, we're going to give them that and say that it has to be used on that road.
- Sandoval: Okay. Any further questions from Board Members? If there are none, the Chair will accept a motion to approve the resolution of relinquishment as presented in Agenda Item No. 6.
- Savage: Move to approve.
- Sandoval: Mr. Savage has moved for approval. Is there a second?
- Skancke: Second.
- Sandoval: Second by Member Skancke. Any questions or discussion? Hearing none, all in favor please say aye. [ayes around] Oppose, no. That motion passes

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

unanimously. Let's move to Agenda Item No. 7 which is an Annual Report on Construction Working Group activities. Mr. Kaiser.

Kaiser: Again, Reid Kaiser, Assistant Director of Operations. Governor, Transportation Board, want to give you guys a quick update on some of the things we've been working on with the Construction Working Group. I want to take this time to thank Member Savage and Martin and Controller Knecht in helping us to become a little leaner group in the Construction Division and with our processes. It's always nice when you work for the Department and you've been doing this stuff for so long, you get the mindset that that's the way we do it. It's always nice to get a fresh set of eyes on what we do and they've been able to give us that fresh set of eyes and help us to refine some of our processes, reduce time on the closeout of our contracts and scrutinize our consultant agreements extensively. We appreciate it.

Just to give you a brief rundown, when we got the Construction Working Group going years ago, one of the main focuses was to reduce the amount of time it's taken to close out our contracts. There's a tremendous amount of work that our resident engineers have to go through to close out a construction contract. I remember when I worked in the Construction Office, there was this document of about 5-6 pages long. It had all these contracts that needed to be closed out. We'd fuss about them and try and reduce that time but with the focus being put on that, we've actually been able to close out many of these contracts. That document today is about three pages long. It's been a big help.

This last year, we've closed out 39 projects. There were 36 projects awarded. The bid value of the work this last year was \$270M, change orders were \$11.7M, quantity adjustments which is the amount we've paid over and above our bid items is \$9.8M. We paid out \$291M since last year. Our budgeted amount for those contracts was \$292M. We're very close to where we should be in regards to our budget. Regarding to payment to contractors and what we've budgeted for those contracts. Again, the amount under budget is \$730,000.

Again, there were 39 projects closed out in 2015. There were 14 contractors represented in those contracts.

Some of the items that we will be discussing this next season is, we do have—we are rewriting our Construction Manual. The last time we wrote that was about 12 years ago and processes have changed extensively, so we're going to be rewriting

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

that document. Again, we'll be updating the Construction Working Group on our Engineering Academy. We'll be going over how we're changing our processes and on writing change orders. We'll go over some of the changes, since we do have a new Division Head running our Construction Program. They made some changes in the Construction Division. We believe it's helped the Department with our constructability sections and helped the designers and helped the resident engineers. We hope we're a little more user friendly in our Construction Division than we have been in the past.

We're trying to get our construction crews more involved in the design process, trying to get them to look at the plans. That helps us reduce the number of change orders we have had in the past.

We're working on our dispute resolution team and trying to refine that process. Again, we're meeting monthly with our construction crews and going over the project close out. Those will be some of the things that we'll be talking about in the future Construction Working Group Meetings.

Are there any questions you guys might have for me in regards to the information presented in the packet or anything I presented today?

Sandoval: Questions from Board Members? Anything further Mr. Kaiser?

Kaiser: That's all I have.

Sandoval: A comment, not a question from me. I just want to thank the Board Members who are participating in this Construction Working Group. It's a lot of time to just sit on this Board but then it's even more time than that to participate on this group. I personally want to show my appreciation for the Board Members who have done that. And, as well as you Mr. Kaiser and your team. I think it's been very helpful. It's something that wasn't done before and it's helping the Department be more efficient and as I said, I think we're very blessed to have the talent that we have with regard to the public members. Not diminishing the other members on the Board, but to have this—that type of practical—I included myself in that. [laughter] To have that type of practical and real world experience working with the NDOT team I think has really benefited this Board, NDOT, as well as the State. I know that it causes, as I said, Mr. Savage and others having the ability to really get into these contracts and ask the types of questions that frankly, I would never get to. It's important. I know there weren't questions

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

because again, they've been so thorough with regard to all of this. I know it's more time for your team as well, to do those meetings. We'll continue to do it and again, my thanks.

Kaiser: You bet. I agree, it has been a definite benefit to the Department.

Sandoval: All right, Member Savage.

Savage: Thank you Governor. I would personally like to thank both Member Martin and the Controller as well for their time and effort working with CWG, but most importantly, I really want to thank the men and women of the Department. I mean, they've really engaged on every point that we've worked on. Construction is not for the faint hearted, we all know that. We have challenges every day. This group was initiated in 2011 or 2012. I believe we've made significant progress. It's a pleasure and we're trying to ensure the transparency, the efficiency and accountability each and every day. That's a priority of our Department. Our work will never be done as long as we're building roads, bridges and highways but it takes all of us. I repeat that, it takes all of us. I'm thankful for the people, the men and women of NDOT engaging themselves to better serve the people of Nevada. I thank you Governor.

Sandoval: Well said, thank you Member Savage. Thank you Mr. Kaiser. All right. Let's move to Agenda Item No. 8 which is to receive a report on Consultant Utilization and Backlog. Mr. Terry.

Terry: John Terry, Assistant Director for Engineering. I'm going to do my best to sort of rearrange the presentation based on the earlier discussion. Hopefully as we go through this presentation, I can answer these questions: the resources that NDOT has to deliver projects; historically how we've delivered projects and used consultants; a little bit on the selection process; and then, the issue is, what the backlog is and then to close with the challenges, costs and projects we see moving forward with consultants.

I will bring up that we've more or less kept separate the two main areas. That is the engineering or delivery of projects and the construction of administration which we had the discussion earlier on. Because they really are kind of separate, they have quite a bit of differences.

On the project delivery side. So, these are the engineering divisions that are available at NDOT. I just kind of say, these are the people that deliver the jobs

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

day in and day out and the divisions that do so. I won't say that they all the time work on delivering projects, there's other aspects that they have to do as a part of them. Maybe if you move to the bottom of it, you can see that we have basically a personnel budget that delivers projects of about \$26M. We see maybe a third of that time, those people are doing things other than delivering projects. Reviewing other projects, preparing manuals, doing the things that the Department does. I will point out that, yes, we have vacancies in some of these key divisions that deliver projects and that does have an impact on us delivering the projects ourselves.

I would describe NDOT as kind of in the middle of the road for State DOTs. We deliver—we have the ability to deliver pretty much everything we do. We have core competency in almost all major disciplines. This isn't like counties and cities that for the most part in Nevada consult out all of their work. We would say only say bridge design section I the entire State of Nevada.

There are some exceptions. If it was a really complex bridge or some of the ITS stuff that you've seen in agreements that's very technical, we couldn't do ourselves, but for the most part, we could deliver everything that we do. We just don't have enough to do it consistently.

I say that we have the—we don't quite have the ability to do the base program. You'll see later, we have peaks and valleys in our delivery and in our program. We can't quite deliver the trough or the bottom of the peak. We don't have a chance to deliver the trough and you'll see that later. I'd say that we're in the middle for State DOTs. Some consult out everything. Some, like California, do almost everything themselves. Most smaller states are about like we are. They deliver about like we do and consult about like we do. And, we need consultants for very large projects and for alternative delivery.

This is kind of, shows how our consultant usage has really varied over the years. The first one, the dollar value, that's the dollar value of consultant agreements we signed up that year. Consultants paid, that's how much we paid out in that year. As you've seen in the past, many of our agreements run over multiple years and so, the two don't necessarily line up. As you can see, years ago when we had a big Aura Program, that was the federal stimulus program. We had design-build south, where we had extra money from the Convention Visitor's Authority and the Room Tax. We had I-580 going on. We had a bigger program. Our program sort of went down through some of those years and now it's building back up. I

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

put over there, comments—some of the NEON, USA Parkway have a big impact on that. You can see our consultant usage does go up and down.

Just to reiterate, I think we've said this before, per NRS and the Federal Code of Federal Regulations, consultant selection cannot be based on price. We cannot bid consultant work that's doing engineering work. It has to be based on a request for proposal. We have a very, I believe, robust process for going through, for selecting consultants. At the bottom you can see, we do give some consideration for work load. We do ask them, in their proposal to submit and say what their current work load is. I, years ago, used to work as a consultant and we used to call that kind of the going out of business curve to show we've got 50 people and we only got work for 20 of them as time goes by and we have this gap available for people to do work. There is some consideration for backlog. It's not a lot of points in the proposal. It is included in all of our proposals.

For the most part, well a good number of our agreements are for the entire design of an entire project. We also have cases where we design a good portion of the project and say one bridge is designed by a consultant or some specialized aspect. So we do do both. You're responsible for the entire project, you're responsible for some part of a project. For the most part, we deliver the smaller contracts. The rural ones, the under \$10M, the 3 R Projects, the district contracts. We do self-perform some of the bigger contracts like Phase 1 of Boulder City Bypass, US-95, the ramps and flyover bridges that are under construction right now and US-95, Phase 2C5 which is coming up that we're doing ourselves. We often times have constructability reviews by consultants and/or some specialized aspects of projects where they help on those.

Project Management Division and you've met most of our project managers that have presented to this group over time. They deliver the biggest projects, as well as alternative delivery, design-build and CMAR Projects. That list—the project managers that we have, if we were full we'd have 10 project managers plus division heads, assistant division heads and project management. Other projects are also consultant projects that are managed by roadway design, structures, L&A, traffic operations, like I say, the biggest ones are by project management.

Construction management, this is why we kind of kept these separate. As we talked some, we have our own resident engineer crews, probably at the trough of our construction project. They were able to handle most of the construction work, but this is how we do them ourselves. Eight crews in District 1. Five in District

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

2. I will point out, your handout is a little bit different, I made a change on this one.

Then the Construction Division delivers projects kind of two ways. We have a construction crew on there but that crew isn't big enough to handle the whole job and they do what they call crew augmentation where they add inspectors, surveyors and testing, or full administration where they administer the entire contract including handling the resident engineer.

This one kind of shows how our construction program varies over the years. Again, awarded in that year versus contractor pay, as well as our projections of where we think they're going to go in the future. As you can see, we've had peaks in the past. We've been in a little bit of trough of construction at 13 and 14. It's building back up and it's really going to go up here in the next couple of years because of the bonds and NEON, etc.

The Consultant Backlog, this is the question asked of us. This is the current consultant backlog of the largest engineering projects that we currently have. This particular list is both Construction Management as well as Design. Just listed to the right, some of the major projects that these groups are involved in. As you can see, consultants are a big part of our program. Our own in-house design is only, less than \$20M and we've got numbers like these for when we're trying to handle the peaks. We do have a big consultant budget and we're hitting one of those peaks where it continues up.

The next slide, I broke them out for you. This is only design. It has none of the construction administration. These are the biggest contracts. Please don't do the math and add these to see if you get the number on the previous page because I only listed the biggest ones. There are other ones that are still completing so they're not going to add up on the one. These are the contracts that we currently have out there, the biggest ones with the biggest firms that are doing them on the design side. At the bottom, they're not really working for us, but the lead firms that are on the design-build projects, we know who they are. They're working on the design of the design-builds for those firms.

Similar slide for Consultant Backlog. Very similar to your discussion earlier. Again, this slide is slightly different than your handout. I added the one on the bottom. Someone pointed that out to me. These are the major contracts. Again,

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

this does not show sub consultants. These are the amounts of the prime consultants.

One other thing I did not mention and I don't know if you're aware of, we do have a provision in our contracts, our consultant contracts, typically that the prime consultant must perform at least 50% of the work. It's often significantly more than that. I know there's been an emphasis on sub consultants in some of these as well.

Looking ahead, where are we going? We have many consultant procurements in the works. You've seen them on every Board Agenda, you're going to see some more. We are bringing back what we call the On-Call Program. We have not had that for a number of years because frankly, in the downturn, it wasn't being used. We make them submit all these on-call proposals and we don't use them. On-call is to have consultants on the list so that we can kind of call them and get them on board for smaller tasks quickly. The best example of that is like, if we have to do potholing, we don't have to do an individual RFP just for that potholing. We have a list of consultants, we can call them up and get them working on them and have it signed up. We're going to bring that back in many disciplines and you're going to see that here again in the future.

We're going to continue with alternative delivery. We already have more projects that are proposed to be looked at for design-build. That would take consultants. We are debating how much to prepare. FRI2 is Fuel Revenue Indexing 2, should it pass in Clark County is a lot more money that we would have to spend quickly in Clark County, as well as Fuel Revenue Indexing if it were to pass in the other counties, would impact our program. Even without that, we do have an increased budget for engineering and construction administration consulting services; especially moving forward in our FY 2017 budget, higher than it's been in the past, for the reasons we've said earlier.

This is an idea, some of the bigger procurements that are coming out. The Director mentioned, we did select on the I-15/US-93, the Garnet Interchange work. We're working on 515 and Charleston Interchange design, to upgrade that and improve that interchange. Southern Nevada Traffic Study that is extensive modeling and analysis in Southern Nevada. Tropicana Avenue, where we did Phase 1 but Phase 2 has a lot of work related to ADA that impacts the right-of-way. As I mentioned, the On-Call and this US-95/215 design and design-build

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

administration so we can put in for the grant that the Director talked about earlier and be prepared if that FRI2 were to pass in Southern Nevada.

With that, I'm sure you have a lot of questions that I hopefully can answer.

Sandoval: Mr. Terry, thank you. I don't have any questions, just comments. I think you've done a good job of starting to put all of this in perspective. When you look at your charts by a factor of three, sometimes four, the amount of projects that we're doing, I mean, it's not even close to what we've done historically. That obviously puts a lot of pressure on this Department. You don't need me to tell you Nevada I think is second most urbanized State in the nation. You've got to think about that. We are going to hit 3,000,000 residents by, I believe by the end of next year, somewhere around there. The economic development and diversification that is starting to happen is changing. We are one of the five fastest growing states in the country with regard to population. We have to have the infrastructure to match. We are, or NDOT, the Department is engaging in the most—the largest and most progressive construction program in this state's history. Included within that is the largest public works project in the state's history. Project NEON.

I guess at first blush some would say, oh my gosh, we're spending all this money on consultants. And, you said it earlier on that the Department doesn't really have the ability. I wouldn't really say the ability, I would say the capacity because you have the ability. From what is going on now versus 10 years ago, it's not even close. You heard the discussion from this Board earlier on, it's an internal capacity issue and now it's turning into an external capacity issue. That's the thing that I think is—we just want to make sure we keep our eye on. We have so many different balls in the air right now, across the State with projects that are so incredibly important to the future of the State. First of all, with the quality of life for the people that are living on both ends, but particularly with Project NEON. People in Las Vegas being able to get from home to work, etc., and for commerce to be able to get back and forth. Up here, we had some preliminary discussion with regard to the Spaghetti Bowl and trying to anticipate issues with that.

I want to, even though this Board picks, picks, picks, it's also about making sure that we can get all these projects done and do them in a timely manner. I think it's extraordinary, that one statistic that you put up there, we were [inaudible] below what we thought. I mean, on that amount of projects, I think is a really good result. That didn't happen before. Again, I'm thankful that with your commitment, your team's commitment and all the men and women of NDOT for

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

what you do because you have a lot on your plate. We get over this hump and then we start to look at I-11.

It's exciting. At the same time, I hope you understand that. We're building and infrastructure for a changing state and preparing it for this future and for this New Nevada. We have to have that. With the people that are moving here, that are going to be living here and the people that are going to be working here and the companies. We present to them that this is a low tax state with a great quality of life. If they start to discover that we don't have the infrastructure to meet their needs, they're not going to come.

This is just another place that doesn't get a lot of attention until there are back-ups or things of that matter. I think it's important that we try to stay ahead of this curve with regard to the growth and the changing dynamics of our economic development. Again, I appreciate your putting this together. Because hopefully it was a beneficial exercise for you and your team but I know it was helpful for me. I know that a lot of time went into this. It shows. I personally want to thank you for that. I don't have any questions, I just had comments. Other Board Members? Mr. Lieutenant Governor.

Hutchison: Thank you Governor. Mr. Terry, thank you very much. I echo what the Governor has said about the time and energy and the update and information you provided to us. My question is, and it really just is a question I'd like to have you comment on. I noted that some of the engineering division personnel are 20% down, 25% down in some of those very important divisions. Can you just comment on NDOT's, and you've been here a while and just sort of historically, NDOT's ability to retain its employee and to recruit new employees. Particularly in some of those key divisions and maybe the reasons for what you're going to say has been your experience.

Terry: Well I think there's a couple of reasons. Of course, the nature of the State service here and when we hired a lot of people, we're going to get a lot of retirements. It's just, people have been here that period of time and the way the PERS System works, you're going to lose people to retirement and there has been a peak of that that's been happening for years, but I think there's going to be a lot of it.

Yes, we are struggling then to fill those positions because often times, it's not filling one position. You know, this guy retires and this guy bumps up and the next guy bumps up and it's two or three. Frankly, I believe our human resources

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

are bogged down right now and kind of overwhelmed with not just NDOT but everybody else that has positions vacant. We've always had vacant positions, we've just gotten more of them, I believe that we've had, that I can remember and we're fighting through it, but it is a bit of a challenge to keep filling those positions and finding people in this area that we could fill.

Frankly, the other issue is, we used to have design in Las Vegas and we don't do that much anymore. We are just not competitive, kind of wage wise and benefits wise in Nevada, in Las Vegas.

Malfabon: And, Mr. Lieutenant Governor, there is a presentation that the Construction Working Group, later today, on that issue, of NDOT and employee retention and recruitment. I wanted them to kind of present it to the CWG first and then present it to present it to the entire Board, probably next month after we get some input from the CWG Members. The statistics are alarming as far as the turnover and the vacancy rates and we appreciate everything that this Board does. The Governor's comments, it's still a sense of pride for our employees that work on project delivery or maintenance. Also, the approvals from this Board for equipment, to replace some of those pieces of equipment that are really in need of replacement. That goes a long way in improving employee morale and it affects retention of our workforce.

Hutchison: Thank you Rudy. And, will the Construction Working Group take a look at, or has there ever been any discussion about taking a look at the cost benefit analysis with increasing NDOT staff versus continuing to use consultants. There are clearly advantages and disadvantages to both. Particularly as we see this upward trajectory and the statistics that the Governor has just given to us, is there going to be some sort of an analysis, an evaluation of, look do we really ramp up and really make efforts to ramp up internally or do we say, it makes more sense to be flexible and use consultants?

Malfabon: Definitely. It wasn't part of today's presentation at the CWG, but it is something that has been studied before, both nationally and in Nevada. We'll have to look into some of those and probably revise them for the current market and availability of some of the technical areas.

Hutchison: But the CWG is working on that or will make a future presentation on that?

Malfabon: Yes.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

Hutchison: Okay.

Malfabon: So, the CWG presentation is this afternoon and then the follow-up presentation to the entire Board will be, probably next month.

Hutchison: Great, thank you then. I'll wait for that. Thank you very much Governor.

Sandoval: Thank you Mr. Lieutenant Governor. Mr. Nellis?

Nellis: Governor, for the record, Robert Nellis. Just to remind you too, we'll be doing an operational audit that was approved by the Board a few months back. It will be approved by the Interim Finance Committee in April. That will also be looking at our use of consultants and balancing that with the use of in-house staff. So that's something we will be able to report back to the Board on as a result of that audit.

Sandoval: Thank you. Member Skancke.

Skancke: Thank you Governor. John, thank you for this report. I think it's absolutely superb. I think it's a great start for connecting the dots between where the backlogs are, who has what work. I don't think, in my opinion, this is an indication that somebody has more than the other or that there are companies that are getting more work than other companies. I think it's a really good indication of the public and to the Board and to the entire NDOT team, of all the work that we are doing.

I probably want to drill down a little bit and have a couple of questions for you on the engineering divisions and the vacancies that are in these departments or divisions. It appears on the surface, and correct me if I'm wrong, that regardless of whether we had all these positions filled or not in the Department, that would not take away the requirement to have consultants or the number of consultants and the amount of consulting work that's out there, would that be accurate?

Terry: Yes. Again, I would say we're a Department that even if we're at full staff and can't quite staff, that's kind of the troughs of our workload and in no way could handle the peaks of our workload and/or in a peak. So, the vacancies just influence our decision of what to consult out but we would have to consult out the vast majority anyway.

Skancke: So looking at the Roadway Design, if we hired another 14 people, and let's say we have a—God forbid there's another recession, although there will be at some point, and you had an extra 14 people and there wasn't work for them, there'd be

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

14 people either sitting around with nothing to do potentially or we'd have to lay those 14 people off, which causes a different amount of stress on those individuals that we would have to lay off. We're actually taking the approach of, you're comfortable and the Department is comfortable with this number of people in these positions. It might be better if we had a few more right now in some other positions, but your comfortable with where we are.

Terry: I would answer your question as well as the Lieutenant Governor's question too; should we do an analysis that looks at, do we think we're ever going to have an upcoming trough, or a low point in our design that's going to get to the point you described. I believe, based on what the Governor said and our population increasing, probably our gap—now we'll have a stable highway built. Our gas tax revenue will probably increase some. Should we look at the Engineering Division's growing a little bit so we're still below that lowest level? Because we don't ever want to get to the point that you described, that a trough comes and we have to lay people off. I think that low point has increased. For that reason, we as management ought to look at approaching that level that's a little bit higher than the level we've had for many years. I don't know if I answered your question.

Skanccke: I think that's—where I'm headed is, we're being fiscally responsible in how we're managing the Department and that we don't have a lot of unnecessary overhead, but we could use a few more people. A few months ago there was a—I think the Planning Department, I think you guys posted and maybe I have this wrong, but I think you posted a few jobs. We had no applicants for these jobs. Part of it is because they pay better at local governments. The private sector right now has a lot of work so it's difficult to attract that talent. There's probably some observations that we can learn from that.

Moving on to the next piece, I appreciate the historical perspective of kind of how we got to where we are and where we are. I think it's important for all of us to have these educational tools and know what's going on. As I fumble to the page that I have my next note... I do appreciate how you drilled down and connected—can we go back to one of those slides that show all kind of the backlog. The couple extra added slides. [pause] This is very helpful when you can take a look at who's the primes and then who the subs are, which is the conversation that we had earlier in the meeting. Again, there's a limited number of companies that we can work with here. There aren't a lot of consulting

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

engineering firms, even in the country today. They have to kind of divvy up the work and some of the primes are subs.

Governor, part of the reason why I requested this item and this research several months ago is, I think it's really important for the engineering companies to see just how much work you all have and how much work is available. I go to a lot of different functions and a lot of folks complain to me about how much work they're not getting. This is kind of my, pardon the vernacular, this is the Stop the Whining Campaign. Because you all have a lot of work. There's a lot of consulting work that's out there. And not one company is actually getting all of the work. What's happening is, I think it's being very well distributed and evenly and fairly across the Board. Some of these companies are larger than others. Some of the companies are smaller than others. I think you and your Department and the procurement process have done a superb job of making sure that all of the companies have an opportunity to bid and compete. At the end of the day, I think we're selecting some of the best and brightest and I think we're attracting the best and brightest. I think you said in one of the meetings John, that we want the best engineering firms and the best construction firms bidding on our projects. Looking at this list, you have them.

Thank you for the hard work. I know this was not an easy assignment. As the Governor said, I think it was educational for all of us. I hope that we can continue to do these types of analysis in the future so we can see where things are going and where we've been. Thank you for your hard work. Thank you Governor.

Sandoval: Any questions or comments from Southern Nevada?

Martin: No sir.

Sandoval: Any further questions here? Mr. Terry, thank you. That moves us to Agenda Item No. 9 which is a presentation regarding the cost to administer the Federal Highway Program in Nevada. Mr. Nellis.

Nellis: Thank you Governor. Members of the Board, for the record, Robert Nellis, Assistant Director for Administration. Last fall I believe it was, Member Skancke requested that we provide a presentation to the Board on the cost to administer the federal program.

With our internal discussions, we feel that those costs fall into four major categories of federal laws that are required to administer the federal program.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

Various plans, such as financial plans, risk assessment, cost benefit analysis, that we need to prepare for the federal projects. As well as the fact that we're a pass-thru entity. We receive federal dollars, those go to local governments, so there's a cost associated with that. Also, what potential time delays might there be from administering the program through the federal government versus just a State project.

One thing we looked at was, what are the key differences between State and Federal and how does that effect our budget. Because we really don't have two separate NDOTs, where we have a state side of NDOT and a federal side of NDOT. It's all integrated together. And, do these benefits and receiving the federal dollars outweigh the potential costs of administering the program.

As all of you are well aware, there's many federal laws that we're required to follow, regardless of whether it's state or federal funding. Most of these laws on this slide, we need to follow anyway and some are best practices to follow. We may want to follow them regardless of whether it's required or not.

The next slide is going to be hard to read in Southern Nevada. We're not going to take the time to go into every single federal environmental law or executive order that affects transportation. The key to this slide is that, obviously there's been a major change in the 1960s through the present time, where there's several environmental laws that affect transportation that we need to follow regardless of the state funding. Just wanted you to see how there was a steep incline from the 60s on.

Wanted to give a brief and just a broad overview of our budget. Not get into all the details of what goes into our budget, but simply to say how, really there's a 50/50 split between the federal and state funds. That's pretty clear based on this slide. Wanted to point out, we've talked a lot about the FAST Act and how we have secure federal funding over the next five years as a result of that Act. That amounts to \$1.9B of federal funding over the next five years. In Federal Fiscal Year 2016, that amounts to \$368M. When we built our budget, the State budget, we anticipated just a flat budget of \$320M from federal funds. We could be entitled to receive up to as much as \$368M in Federal Fiscal Year 2016. That makes up more than half of our budget. The other half is state funded through gas tax, special fuel tax, registration makes up the majority of that for a total budget just under \$700M.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

This slide, I think is particularly interesting. I hope it gives the Board some comfort based on the last discussion. I think it's a good segway from John's presentation. As you can see, the bottom bar where we're spending the majority of our activities at NDOT are spent on construction. You can see that's well over \$300M. General administration is the next largest category and then maintenance is the next after that. It gets smaller from there.

What we attempted to do was look at what activities actually have a large amount of federal administration costs associated with them. We identified five activities in particular where we could extract what's the estimated federal cost if for some reason we stop receiving federal dollars and just receive them directly to the State. Those main project activities are on the left hand side; project delivery, planning, project development, general administration, fiscal. You see in the second column that adds up to \$143.4M per year. The amount that we attribute to the federal programs, to just administer the program is the percentage in the third column. If you multiply that percent by the second column you get the fourth column which is \$37.9M that we can attribute to our cost to administer the federal program. Say if we didn't get those dollars anymore and it just came directly to the State, that's less administration we would not expend.

There's benefits to receive the federal dollars. To be fair, let's look at the other side. There's three main categories that we've identified that are benefits to the State of Nevada directly. First, Nevada always obligates and expends every federal dollar that's available to us. This is where I just have to get a shout out to our staff on this. Financial management, in particular, I'm going to name an individual, April Pogue, who has helped us year after year to allocate every federal dollar. We've received another \$161M in the last 12 years as a result of her efforts, working with other divisions; that's an average of \$13.4M annually, that we get from other states that are unable to obligate their dollars to projects. Not only do we obligate all of our dollars, but we get extra money that comes in as a result and that's due to the hard work of our staff.

The second bullet, the contribution. NDOT, like most other states is a donation state. We receive more money than we contribute to the Highway Trust Fund. In fact, looking at the federal data from 1956 on through 2013, that's been over \$1.8B more that we've received in Nevada than we've actually put in. In 2013, just recent history, Nevada contributed \$254M to the Highway Trust Fund, we got

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

another \$112M back. That's a 44% return on our investment into the Fund. That's a pretty great investment.

The third item that we talk about a lot is the 95% federal match. The Feds contribute 95% to our federally eligible projects. We only have to put in as little as 5%, sometimes more on projects, but as little as 5%. Compared to other states, they have to put in 20%. They get 80% federal dollars. When you do the math on that, that's \$52M less we're not having to contribute to our federal jobs so we can actually put out to more state jobs.

These are the primary benefits. On a conservative basis, what are these realized benefits? Well, if you just take the federal donation plus redistribution that we get from the Federal Highway Trust Fund every year of \$112M and you deduct the cost to administer that program, just under \$38M. Nevada receives a benefit of \$74M from administering this program. We're not going in the hole from having to administer the federal program at all. We actually get more out of it then we put in.

What are some of the conclusions we can draw and some broad strokes? We talked about federal laws, a lot of those, most of them in fact, need to be followed regardless of the funding source. In fact, it's the best practice to do so regardless. Perhaps we want to pay prevailing wage or Buy America, so we don't have to go back and replace materials that fail on us. In fact, we talked earlier about how it makes sense within NDOT not to have two separate NDOTs, where you have a state portion and a federal portion. There's projects where we may actually want to follow the federal guidelines so we can receive federal funding in the future. It makes sense for us to follow those same guidelines regardless whether it's state or federal. We don't want to follow a separate set of rules and then find out later we can't get federal dollars on that project. It just makes sense, efficiency wise, to do so.

What's the bottom line? Well, Nevada is compensated more for the program than what we actually put in. Right now, things could always change for the future, but right now, based on our analysis, the cost to administer the federal program are not greater than what we actually put into the program.

With that, I'd be happy to answer any questions the Board may have.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

Sandoval: Mr. Nellis, thank you. Very thorough and tremendous. I mean, that's always music to my ears to see that we're a donee state, those are dollars that come back into our program so that we can do more and put more people to work. I'm thrilled about what you presented here. I just want to confirm one thing that you said, with this most recent federal budget, you said that we're going to get \$48M more than we had budgeted for?

Nellis: In our budget, Governor, that we submitted last session, we had counted on \$320M from the federal government. We're actually, on track with this new FAST Act Bill to receive \$368M, that's statewide. That's not necessarily just for the Department, that's statewide. That's \$48M more than we did not count on receiving.

Sandoval: Are we guaranteed of getting those dollars?

Nellis: We have projects in the queue. As long as we keep obligating all of our federal dollars, which we always do, then yes we'll be entitled to those funds.

Sandoval: So, will those dollars just flow into all these different projects that we've talked about? NEON or what have you?

Nellis: Yes sir, correct.

Sandoval: Again, that's a great day for us. That's wonderful. With everybody—this has been a day of accolades, but well deserved. It's kind of a catch-22 because as I sit here, I have the privilege of sitting on a lot of Boards and Commissions. I don't know if there's a more transparent state agency than this one in terms of what has been presented today and what this Board has been seeing. At the same time, there's a lot of information that I think needs to be told and this is one of them. I mean, we're talking big dollars here and that 95%, the 5% match, that's a big deal. This \$48M is a big deal. The other extra money that we get, those Tiger Grants and that, but it also, us getting the money that other states don't use. I love it. I absolutely love it. This all means that it's a better transportation infrastructure for the people of this State. The work never stops. We have to stay on top of it and we are. At the end of the day, look at the results that we're getting. Rudy, thank you for your leadership and thank you for everyone here for doing what they do.

Malfabon: Definitely, great staff at NDOT but I also want to give some props to the Federal Highway Administration, who is just one of the modes that we work with, but

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

having a division office here that works collaboratively with us, both Sue Klekar, the Division Administrator and Paul Schneider, her Assistant Division Administrator are here. I wanted to thank them personally for the efforts because they always work with us to find practical solutions to some of the challenges with policies or procedures that are required.

Sandoval: Thank you. Other comments from Board Members, Mr. Controller.

Knecht: Thank you Governor. It's a good report overall Mr. Nellis. I am struck by one conclusion that you leap to on Page 11, the second bullet. When you say it's a "best practice" and you've got that bolded, to pay prevailing wages. I spent two years in the legislature and eight years on the Board of Regents, in particular on the Board of Regents, I heard time after time after time that prevailing wage laws and related matters increase the cost of our projects 15-20% and more. When you investigate how prevailing wage is set, it's artificially high, it's not a market rate. How can that be a best practice if your perspective is the perspective of the Nevada voter, taxpayer and the broad public interest to be systematically paying more than market rates.

Nellis: Mr. Controller, thank you for your question. Again, for the record, Robert Nellis. This goes back to the whole question of being eligible for federal funding. If we start out a project where we aren't following the Davis Bacon Act, for instance, we may not be eligible to receive federal funding in the future. The best practice is, following those requirement on all of our projects, whether state or federal, because then we're able to tap that funding source. If for some reason that was ever to change where there's no federal dollars available or we don't get the same return on investment that you saw earlier, perhaps that wouldn't make sense in the future, but right now, given the present information, this makes sense. We get more money back as a result, even if some wages paid perhaps are higher than we'd like, but in the end, we get more funds flowing into Nevada. I think it's still a good story to tell.

Knecht: I'll think about that, thank you Mr. Nellis. Thank you Governor.

Sandoval: Mr. Lieutenant Governor.

Hutchison: Thank you Governor. Mr. Nellis, thank you very much. You may not know the answer to this. This is your third bullet point on federal program benefits about Nevada only having to match 5%, because we've got so much federal land

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

controlled by the federal government. Do you know if that's true for other western states? And, is there sort of a sliding scale based on the percentage of federal control and how much that State has to match federal funding?

Nellis: Nevada is unique in that we're over 84% federally owned as most of us know. There's so much federal land that the federal government has said, this is a way to compensate for that fact. Other states are not afforded that. This is a benefit unique to Nevada, which I appreciate.

Hutchison: Are other western states afforded the same sort of funding benefit, because there's Wyoming and Utah and so many other states—

Malfabon: I believe they are Mr. Lieutenant Governor, it's just that it is that type of sliding scale, based on the percentage of federally managed land.

Hutchison: And so we're at the top and so we get the—yeah. We hear a lot about federal lands in Nevada and it's good to know there's a little benefit there.

Nellis: A little bit, that's right.

Hutchison: We'll take what we can get at this point, right? All right, thank you.

Nellis: Thank you sir.

Sandoval: I was going to go to Mr. Skancke. Mr. Skancke, I recall something that was very thought provoking. It was something to do with population and federal funding and such. I'm not sure if you were going to go that direction, but that would be something I would be curious about as well. Mr. Skancke.

Skancke: Thank you Governor. Superb job. This is—both—John, your report and your presentation Mr. Nellis are just superb. I think it really gives the Board and the public an idea to see that the investments that we are making, as well as the funding that we are getting, we're spending every dollar that we need to spend, plus we're getting additional dollars. Kudos to folks in the Finance Department for obligating every one of those pennies. I would be derelict by not mentioning our partnerships with Federal Highways. Sue, you do a great job for our State. Please don't have any ideas of retiring in the next 30-40 years. We're fortunate to have you here, so thank you.

I had a couple of questions. On Page 6, if you would have a breakdown by chance of the gas and special fuel taxes, registration, motor carrier, driver's

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

license and other revenues, would you happen to have a breakdown of what those numbers are?

Nellis: We normally get those from the DMV. They track that. I can tell you that gas and special fuel taxes make up the majority of those at \$276M and then registration at \$110M. That goes into the overall Highway Fund, where we're one of three agencies, of course, that receive funds from that Fund. I don't have the breakdown for you of how much goes to each agency, but I could certainly get that for you.

Skanccke: I think it's also important to re-note on Page 7, the amount of money that we take and we invest in construction, that there's not a lot of irresponsible spending that most of this money goes out into our construction, which directly correlates to creating more jobs in our State. We do not have a lot of overhead. There is not a lot of money being spent on equipment. We know that because we spend two hours on a snow blower purchase. Our equipment vetting process is very extensive. I think it's also important to note that on Page 8, how you've broken down the cost here and the fact that our federal investment is—that the amount of money that we're getting in from the federal government that we're getting more than our fair share, but more importantly, we're topping out here at an additional \$37.9M.

Finally, to the population number. Governor, I'm not quite certain—there has been in the past some questions around, and I've asked them as have others, if the FAST Act actually has the right population numbers, whether they were 2000, 2005, 2013 and if those population numbers are accurate. A lot of that conversation is still going on nationally. The EPW Committee says that they used the most accurate census numbers. I think a lot of that was done in the final hours of passing the FAST Act, when a lot of states were making those inquiries. I think Nevada has done extremely well. I will tell you, the fact that we are a donee state, heads up to all of us here in Nevada, that could change substantially in 2017 when our Congressional Delegation changes. I think the partnership between the Governor's Office and the Delegation and the work that the Department does internally and externally, I can tell you all and the public that we are getting every penny. For every penny that we get, we're getting our penny, in fact, we're getting a dollar and a half more than what we're putting into it.

Thank you for the report and Governor, thank you.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

Sandoval: Thank you Member Skancke. I will say, I was almost in a blizzard and I was behind one of those snow blowers and I was very thankful that we approved that. That was my guiding light to get through Washoe Valley. Whoever was in that truck, tell them thank you from the Department. In any event, do Board Members, any of you have any further questions with regard to this Agenda Item? Mr. Nellis, any further presentation?

Nellis: No sir, thank you.

Sandoval: All right, thank you very much. Let's move to Agenda Item No. 10 which is a report on NDOT American with Disabilities Act draft transition plan.

Malfabon: Thank you Governor. Presenting this to the Board is Kristena Shigenaga, she's the Assistant Division Chief in Roadway Design. Kristena.

Shigenaga: Good morning Governor and Members of the Transportation Board. As Rudy said, my name is Kristena Shigenaga, I'm the Assistant Chief Road Design Engineer, over Engineering Services. I'm here today to talk to you about the Department's ADA Transition Plan.

Section 504 of the Rehabilitation Act and the Americans with Disabilities Act or ADA, require that government agencies ensure equal access to services and programs to individuals with disabilities. Title II of the ADA is specific to state and local governments and it requires that agencies with more than 50 employees have a transition plan.

A transition plan is a document that identifies the physical barriers to accessibility and how the agency plans on removing those barriers. The Transition Plan must identify the agency's ADA Coordinator, identify their ADA complaint process, the design standards that the agency uses for ADA. It must identify their public involvement opportunities, identify the barriers to access and the agency's plan to remove those barriers, including a schedule and budget. In addition, it must include a re-evaluation schedule of that document.

As of December of 2015, 50% of all State DOTs had an approved Transition Plan. The remaining half, including NDOT were still working on their plans. As of today however, NDOT has an ADA Coordinator, the position currently is vacant but we're in the process of filling it. We've recently updated our ADA complaint process and our complaint form and changed the location of it on our website to make it easier to find. We have adopted the draft Public Rights-of-Way

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

Accessibility Guidelines as our standard for new construction. We worked with the Division of Aging and Disability Services to outreach to advocacy groups for input on our Transition Plan. We've completed the inventory of our facilities. We've developed a plan for addressing the issues we found and we are in fact working on some of the first projects developed in the plan. We've got a re-evaluation schedule and a reporting schedule documented in the Transition Plan.

I am happy to say that we were able to submit our Transition Plan to the Federal Highway Administration last month, in February and that it's currently in the Washington DC office being reviewed.

I wanted to kind of highlight some of our efforts with the Transition Plan. One of the largest efforts on the Transition Plan was collecting information about our infrastructure. My staff and I worked with our GIS Staff to develop a tool to collect and display this information. We had NDOT Staff from the Design Division, Construction Crews, Rotational Engineers and public service interns walk over 800 miles of roads, in both directions, collecting information on our facilities. The collected information on the sidewalk ramps, the driveways, pedestrian push buttons, obstructions, gaps in the sidewalk and vertical discontinuities.

We displayed all this information on a map that is accessible to the public. If you go to Maps, or NDOT.Maps.RTIS.com/home, you'll find the ADA features inventory map. This map allows you to zoom into specific locations. You can change it to an aerial view. All these little points you see on here are sites where we collected information on different features. The different shapes are telling you the different types of features, whether it's a ramp or a driveway. If you click on one of these features, it will bring up the information we collected about that. Here you see a ramp, it's telling you the different slopes and different information we collected on it. We even have pictures of the different facilities that we inventoried.

Once we collected this information, we looked at it and we determined, in our right-of-way that 53% of the sidewalk ramps were compliant. That 55% of the pedestrian buttons were compliant and that 6% of driveways in our right-of-way were compliant with the current standards. We also noted areas where we were missing features, such as gaps in the sidewalk, missing ramps or missing ped buttons or other impediments to accessibility, such as power poles in the sidewalk.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

We are collecting this information and analyzing it and then we are trying to decide how are we going to proceed with our projects. We started looking at facilities on the roadway segments that had transit, that had a lot of essential services and essential services being government offices, schools, hospitals; to kind of focus our first efforts on. Doing that, we develop projects, determining locations, limits and the scope of work and then we develop cost estimates.

Once we have that list of projects, we started prioritizing them. We prioritized those projects considering existing conditions, using the level of compliance as a rating criteria. The pedestrian generators, what types of services and the density of those services along those projects. We also looked at the safety along those projects, looking at the number and the severity of pedestrian related crashes, as well as traffic volumes. And, we considered complaints that we might have received on these routes.

This gave us our initial list of ADA improvement projects. It's important to understand that these ADA projects are projects that are intended to fix ADA issues. They're over and above the improvements that we typically do on our projects, such as improving the sidewalk ramps. Based on the target budget of \$2M to \$5M, we spread these projects out over the upcoming years and came up with a list of projects. The list of projects will need to be refined over time, as impacts to right-of-way and environmental are established and schedules and budgets are adjusted.

This is the list of the projects that we have included in our Transition Plan for the next five years. It's anticipated that when these projects are completed, that our compliance for ramps will increase to 76%, 73% on pedestrian buttons and 44% of driveways.

Lastly, we want to emphasize the fact that a Transition Plan is a living document. It's intended to be updated on a regular basis. NDOT will continue to update its list of projects as projects are completed, new projects are identified, prioritized and added to our work program. In addition, we'll be out maintaining the information we collected in the field, as improvements to features are implemented, new features are added or removed from our system. NDOT plans on evaluating and reporting on our progress for our Transition Plan on an annual basis.

That's my presentation for you today.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

- Sandoval: Thank you very much. I guess just a little more specifically for me, when we have these lists of projects for the next five years and you talk about the interstate, so are these mostly for wheelchairs, so where they exit, the ingress and egress to the interstate, if there's someone who is handicap and needs to get across that it makes it easier? What do these projects look like?
- Shigenaga: So, the ones on the interstate Governor are the sidewalk ramps, as the sidewalks come up to the off-ramps or on-ramps at an interchange. So it is the pedestrian ramps at the interstate ramp locations.
- Sandoval: So do we not have these right now, or are we just...
- Shigenaga: We have them right now, they just do not meet the standards, or may not meet the standards.
- Sandoval: Thank you. Other questions from Board Members. Any questions from Southern Nevada?
- Martin: I have one. It seemed to me like back a couple of pages, you mentioned residential driveways. Is that—that's Page 6 on my deal. You've got residential development, pedestrian generators, but I thought some place in here you had referenced driveways.
- Shigenaga: We did. It says residential driveways, but it's actually a combination of residential and commercial driveways.
- Martin: Okay, so the residential driveways, is that an NDOT expense to correct those, or an NDOT responsibility?
- Shigenaga: It's a responsibility if it's within our right-of-way. The driveways are somewhat problematic because we can fix the portion of the driveway in our right-of-way, but you're probably going to have to change the slope changes on to the private property. So, the right-of-way impacts and the costs will go up as we are looking at the driveways.
- Martin: And that's the same way in commercial areas too?
- Shigenaga: Correct. On a residential, you'll probably be looking at changing the driveway slope. On the commercial, you're probably looking at having to make changes to the parking lot to account for the slope changes.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

- Malfabon: Our policy, Member Martin, is when a commercial business wants to upgrade or revise their driveways, we make them comply with the ADA slope requirements at that time. So you have a lot of older driveways where the slope was more steep because it just went to the back of a sidewalk, for instance, or just not enough far back on to their property to have the slope that meets the current standards. We do address it permit by permit, but as far as, if somebody hasn't upgraded their driveway in decades, then we would have to take that responsibility for the portion in our right-of-way.
- Martin: So, if I have a house that borders one of our right-of-ways and my driveway is 8% and only have of it is in the right-of-way, what happens in that instance?
- Malfabon: NDOT would most likely be responsible for the portion in our right-of-way. As a homeowner, unlikely you're going to be redoing your driveway to address the slopes for ADA requirements. We would take that responsibility and we'd have to work with the homeowner to get their rights to do the construction work on their property too, and coordinate that. It's unique in that it is our responsibility within our right-of-way, but to address it, we have to go on to private property to fix it. That is kind of a longer term area that we have to look at as slopes in those personal driveways.
- Martin: Okay, thank you.
- Sandoval: One more question that I thought of. So, does this schedule that you have with regard to these projects keep us in compliance with federal law and so that we're not vulnerable to any type of litigation?
- Shigenaga: Having a Transition Plan keeps us in compliance and will help us not be vulnerable. Having a list of the projects and the schedule for that is one of the main components of the Transition Plan. So having the list in there and sticking to it, or as close as we can, will keep us safer.
- Sandoval: Thank you. Mr. Lieutenant Governor.
- Hutchison: Just a quick follow-up on that. Is there any federal funding available for any of these projects or is this all coming out of NDOT's just general budget and the state's portion.
- Malfabon: I can respond to that Kristena. So, typically we want to use state funds for this because they're usually minor projects or we incorporate the ADA improvements

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

in a larger, federally funded project so that it's—because of the point taken before, there might be some additional requirements on a state funded project, would be simpler to just get out there and do a quick smaller project and deliver it that way. We spend every dollar also that was stated, every dollar in federal funds that are available and so we'd rather keep the federal funds on the larger projects and do these smaller projects with state funds.

Hutchison: Thank you.

Almberg: Governor, I have a question.

Sandoval: Oh Mr. Almberg.

Almberg: Yeah, Rudy, you just mentioned on one of those driveways or as an example if that driveway was installed decades ago, that you now are going in to look at repairing it. Do we have to repair that just because if decades ago or years ago it actually was constructed to compliance at the time? Now that our regulations have changed, do we need to modify and update that if we are not going to have a project on that roadway or not modifying that roadway? Would we still have to go in, the fact that it was built in compliance at the time, and fix that?

Malfabon: In response Member Almberg, we would eventually have to address it, but as Shigenaga had presented, there's kind of a, what's more pressing right now. Obviously we'd want to look at where there's a lot of pedestrians for a transit stop or for a government office, a school. The idea is to prioritize these projects and eventually get to everything, but it might take a while for some of those that are accessible but don't meet the current standards.

Almberg: Okay, thank you.

Sandoval: Anything further? Thank you very much.

Malfabon: Thank you Kristena. I wanted to also acknowledge that the Roadway Design Division at NDOT has really helped a lot for the External Civil Rights Group. Acknowledge Sonny, down South, that is our Civil Rights Officer. He's got the responsibility of the ADA Program, but definitely the engineering side of the house was more appropriate to develop the plan and eventually hand off the program to, when we get that ADA position filled, to the External Civil Rights. Thank you to Kristena.

Sandoval: Thank you again. Next is Agenda Item No. 11, Old Business.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

Malfabon: Under Old Business, we have the standing items of Report of Outside Counsel Costs on Open Matters and the Monthly Litigation Report. Our Chief Deputy Attorney General, Dennis Gallagher is able to answer any questions from the Board. Also, we did provide an electronic copy and a handout because we had the updated information on the printed version for you and recognized that some of the information in the packet that was emailed out was not updated.

Sandoval: Rudy, just a question with regard to the fatalities. I know when we were deciding where to prioritize that safety money, we had a map that showed us where these tragedies occurred. Are we still doing that with these recent fatalities? Again, it's alarming to say the least, in terms of the increase in the number of fatalities this year. Do we need to be even more strategic with where we're programming that money or are we seeing these fatalities occur in new places, same places?

Malfabon: One of the things, Governor, that we want to do is to consider the data inputs and look at the locations, but definitely, we want to when a fatality occurs in one spot, if we focus on that spot then a fatality occurs somewhere else, we don't want to be hopping around. We try to approach it systematically and prioritize the needs. I know that we had presented to the Board the need for traffic signals on Blue Diamond and that project now is out and underway for those two intersections on Blue Diamond Road.

We had fatality at one location that I didn't have a lot of information about where we did some improvements. When we hear about a fatality, we have to dig into the details. Were they at the crosswalk? Were they jaywalking? What are some of the other factors?

We really appreciate the efforts of our partners drawing attention to pedestrian safety recently with a campaign that was kicked off with the help of Metro, UNLV, the RTC of Southern Nevada and Department of Public Safety and NDOT. The idea is to educate drivers, educate the pedestrians, bicyclists, whatever program it is under the Zero Fatalities Program that we definitely always take into consideration some of the locations of fatalities and hopefully that will impact the locations of the projects that are selected. Often, it takes a while to deliver the projects. The ones that are in the pipeline are going to still come out but we definitely want the safety group at NDOT working with its partners to take into consideration those recent fatalities and where they're occurring so we can have appropriate changes to our program in the future years.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

Sandoval: I'm just hoping that we have the same success, in a small example, as North Virginia. I'm not aware of any incidents since the time that we've installed that signal. Hopefully as we put in these projects statewide that one by one that hopefully we'll be able to decrease this. Again, some of these, if you've got jaywalkers and depending on high speed, alcohol, those types of things, but those that we can control, that we get that money in the ground and get those installed, the sooner the better. I know we're doing the best we can. We won't be able to count the people that we've saved because they didn't happen, but at the same point, I think there's some solace in that.

Mr. Whaley is here and I read one of his tweets. He said out loud something that I was thinking of, not a day goes by it seems like when I look at the Review Journal and I don't see that there's a pedestrian death or some type of injury. I know this Board and this Department is doing everything it can and let's just, again, if there's more that we can do and identify and be even more strategic, if we have to drill down even more to get that done and be more efficient, I'd appreciate it. Other comments, Mr. Controller.

Knecht: Thank you Governor. Mr. Malfabon, just one question. Organizationally on our Public Safety Programs, where within the Department of Transportation, what department, what division, what office are they located in and headquartered in?

Malfabon: The Traffic Safety Office is under Planning, at the Department. Definitely they have collaboration with other parts of the Department, Roadway Design does a lot of the project development and engineering. Traffic Operations also deals with signals and some of those issues with the Traffic Signal Warrant Analysis. We're looking at maybe pedestrian activity and counts and larger traffic studies. Everybody has a role to play, in the Department. Definitely the Districts have a responsibility.

One of the things that we want to do this year is, our Department sends out a survey, an external survey, from our Rural Traffic Safety Center that is going to be the springboard for changing our safety culture. Much like we did with our Storm Water Program. It was everybody's responsibility, but in the past it was looked at as an environmental program. Safety is looked at as just a few people's responsibility and we want to make that everybody's responsibility in the Department.

Knecht: Thank you and thank you Governor.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

Sandoval: Mr. Lieutenant Governor.

Hutchison: Thank you Governor. Mr. Gallagher, I just wanted to follow-up on the monthly litigation report. I see that we've got one new eminent domain matter related to Project NEON. I'm not seeing any fees or costs, so I believe you told me before that that means it's being handled in house, at the Attorney General's Office?

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

Hutchison: Well, I want to just compliment you again, as I do month to month because I know that you're working hard to where appropriate keep those in house and save those outside counsel fees. So, congratulations and thank you for paying attention to that and bringing where we can those matters in house. Thank you.

Sandoval: All right, any other questions from Board Members with regard to Agenda Item No. 11? Rudy, anything else you wanted to present?

Malfabon: No, I just wanted to just mention the Project NEON groundbreaking event, we're really looking forward to that April 7th. Hopefully some of the Board Members can attend with us.

Sandoval: Thank you.

Martin: Governor?

Sandoval: Yes.

Martin: In last month's Board Meeting, Member Savage had asked for a dollar figure of the total amount that we have taken in over a period of years for auctioned properties. That was in the meeting minutes this month and during the meeting minute portion, I neglected to mention that and I was wondering, Rudy, if somebody had followed up to see what that total dollar amount was from auctioned properties?

Malfabon: Yes. We're collecting that information and we wanted to present it next month, Member Martin.

Martin: Okay, thank you.

Sandoval: Thank you Frank. We'll move to Agenda Item 12, Public Comment. Is there any of the member of the public here in Carson City that would like to provide public

Transcript of Nevada Department of Transportation
Board of Directors Meeting
March 14, 2016

comment to the Board? Hearing and seeing none, any public comment from Las Vegas?

Martin: None here sir.

Sandoval: Okay. We'll move to Agenda Item 13, Adjournment. Is there a motion to adjourn?

Skancke: So moved.

Sandoval: Member Skancke has moved—

Martin: Second.

Sandoval: Member Martin has seconded, all in favor say aye. [ayes around] Motion passes unanimously, this meeting is adjourned, thank you.

Secretary to Board

Preparer of Minutes



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

MEMORANDUM

March 24, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: April 11, 2016 Transportation board of Directors Meeting
Item #6: Update by the Regional Transportation Commission of Southern Nevada regarding the Transportation Investment Business Plan – *Informational Item Only.*

Summary:

Tina Quigley, General Manager of the Regional Transportation Commission (RTC) of Southern Nevada, will provide an informational update to the State Transportation Board of Directors regarding the Transportation Investment Business Plan (TIBP).

Background:

The TIBP is an effort spearheaded by the Regional Transportation Commission of Southern Nevada with the assistance of the Las Vegas Convention and Visitors Authority and many business and transportation stakeholders, including NDOT. This collaboration has a singular goal: to create an efficient, high-quality transportation experience that is uniquely Las Vegas. The outcome of this effort will be a consensus-driven business plan to guide regional infrastructure investment and economic development.

The TIBP is a comprehensive blueprint for developing a modern transportation system in Las Vegas. Peer cities from around the globe were studied to identify state-of-the-art mobility options and understand best practices in urban planning. This research confirmed that innovations in transportation and infrastructure are essential to securing a city's long-term economic growth and sustainability.

The TIBP was completed in the last few months and presentations were made to various boards and committees, including the Southern Nevada Tourism Investment Committee (SNTIC) in January 2016. The SNTIC was created by Nevada Governor Brian Sandoval to identify and prioritize tourism improvement projects in southern Nevada, explore potential funding mechanisms to support new tourism-related initiatives, and submit a report to the Governor by July 31, 2016 outlining the SNTIC's recommendations.

The RTC will seek financing and will support others that seek financing to implement projects based on the recommendations of the TIBP. This briefing will provide an overview of the TIBP to the Transportation Board of Directors.

Analysis:

N/A

Recommendation for Board Action:

For information only.

Prepared by: Rudy Malfabon, P.E., NDOT Director



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

MEMORANDUM

March 24, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: April 11, 2016 Transportation board of Directors Meeting
Item #7: Receive a Report on the XpressWest High-Speed Rail Project -
Informational Item Only.

Purpose:

The purpose of this agenda item is to provide an overview of XpressWest, a high-speed passenger rail project which will link Las Vegas with Southern California.

Background:

During the 2015 Legislative Session, SB 457 created the five-member Nevada High-Speed Rail Authority which was tasked with facilitating the implementation of a high-speed rail system connecting southern California and southern Nevada.

Governor Brian Sandoval appointed the five members to the Authority:

- George Smith, Executive Vice President of Bank of America Merrill Lynch (Authority Chairman)
- Fred Dilger, Principal of Black Mountain Research
- Peter Thomas, Managing Partner of Thomas and Mack Company
- Tina Quigley, General Manager of the Regional Transportation Commission of Southern Nevada (RTC)
- Hualiang (Harry) Teng, Director of railroad, high-speed rail, and transit initiative and Associate Professor in the Department of Civil and Environmental Engineering at the University of Nevada, Las Vegas

The criteria used by the Authority in selecting a franchisee were the criteria required by applicable Nevada Revised Statute (formerly Senate Bill 457) for Nevada High Speed Rail.

- The extent to which environmental studies have been completed;
- Confirmation of the level of private investment;
- A review of the readiness of a potential franchisee to engage in construction of the system; and
- Pending or completed permit applications to implement the system.

After receiving information from four different proponents, the Authority selected XpressWest as the state's franchisee for constructing and operating a high-speed rail link between Las Vegas and Southern California.

The selected franchisee may, with the assistance of the Authority, acquire or gain control of use of land for the system, conduct engineering and other studies related to selection and acquisition of land, and accept funding from a variety of public and private entities.

The selected franchisee must coordinate the implementation with all governmental entities that have jurisdiction over the system, including, without limitation, the relevant counties and the Nevada Department of Transportation.

Summary:

A representative of XpressWest will present an overview of the current project status to the Transportation Board.

Recommendation for Board Action:

For information purposes only

Prepared by:

Rudy Malfabon, NDOT Director

Andrew Mack, XpressWest COO



MEMORANDUM

April 4, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: April 11, 2016 Transportation Board of Directors Meeting
Item #8: Approval of Contracts Over \$5,000,000 – For Possible Action

Summary:

The purpose of this item is to present to the Board a list of construction contracts which are over \$5,000,000 for discussion and approval.

Background:

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.

The attached construction contracts constitute all contracts over \$5,000,000 for which the bids were opened and the analysis completed by the Bid Review and Analysis Team and the Contract Compliance section of the Department from February 19, 2016, to March 17, 2016.

Analysis:

These contracts have been prepared 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 for Approval, February 19, 2016, to March 17, 2016.

Recommendation for Board Action:

Approval of the contracts listed on Attachment A.

Prepared by: Administrative Services Division

Attachment

A

**STATE OF NEVADA DEPARTMENT OF TRANSPORTATION
CONTRACTS FOR APPROVAL
February 19, 2016 to March 17, 2016**

1. March 10, 2015, at 1:30 PM the following bids were opened for Contract 3627, Project No. SPF-050-1(040), US 50 from Cave Rock to SR 28, Spooner Junction, in Douglas County, to construct water quality and erosion control improvements and extend westbound tunnel.

Q & D Construction, Inc.....	\$5,687,013.00
Granite Construction Company	\$7,322,322.00
MKD Construction, Inc.....	\$7,992,318.25

Engineer's Estimate..... \$4,653,326.00

The Director recommends award, to Q & D Construction, Inc. for \$5,687,013.00.

Line Item 1



MAP KEY

- WATER QUALITY
- TUNNEL EXTENSION
- CONE ZONE

**CAVE ROCK TUNNEL EXTENSION
AND WATER QUALITY PROJECT**

SITE MAP

4/14/16

ALL INFORMATION PRESENTED IS PRELIMINARY
AND SUBJECT TO REVISION

Line Item #1 – Contract 3627
Project Manager: Devin Cartwright
Proceed Date: May 1, 2016
Estimate Completion: Fall 2016



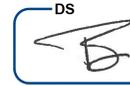
1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7070
Fax: (775) 888-7101

MEMORANDUM
Administrative Services

March 17, 2016

To: John Terry, Assistant Director, Engineering
Reid Kaiser, Assistant Director, Operations
Rudy Malfabon, Director

From: Teresa Schlaffer, Business Process Analyst III



Subject: Concurrence in Award for Contract No. 3627, Project No. SPF-050-1(040), US 50 from Cave Rock to SR 28 Spooner Junction, in Douglas County, described as construct water quality and erosion control improvements and extend westbound tunnel, Engineer's Estimate \$4,653,326.00.

This memo is to confirm concurrence in award of the subject contract.

Bid proposals were opened on March 10, 2016. Q & D Construction, Inc is the apparent low bidder at \$5,687,013.00 and they submitted a properly executed proposal, bid bond and anti-collusion affidavit. The second low bidder is Granite Construction Company with a bid of \$7,322,322.00.

The project is State funded; required 2.50% DBE participation and Bidder's Preference was applied, but did not affect the successful contractor's ranking.

The subcontractor and supplier listings submitted by the Q & D Construction, Inc. have been reviewed and confirmed by Contract Services. The DBE information submitted by Q & D Construction, Inc. has been reviewed and certified by the External Civil Rights office. The bid is above the Engineer's Estimate Range, and a copy of the Unofficial Bid Results report is attached for your reference. The BRAT Co-Chairs have provided their recommendation to award, and the report is attached.

Your concurrence in award of this contract by endorsement hereon is respectfully requested. Upon receipt a packet will be prepared to obtain Transportation Board approval of the award at the next available meeting.

Concurrence in award:

DocuSigned by:

F8663DD92AE37415...
John Terry, Assistant Director

DocuSigned by:

8DD040180434471...
Reid Kaiser, Assistant Director

DocuSigned by:

C4C7CE5CD384445...
Rudy Malfabon, Director

Attachments:
Unofficial Bid Results Report
DBE Certification
BRAT Summary Report



Nevada Department of Transportation
Unofficial Bid Results
 March 10, 2016

Contract Number: 3627 Designer: KIMBERLY DIEGLE Senior Designer: CHRISTOPHER PETERSEN Estimate Range: R25 \$4,600,000.01 to \$5,500,000 Project Number: SPF-050-1(040), SPF-050-1(049)	Bid Opening Date and Time: 3/10/2016 1:30 PM Liquidated Damages: \$15,000.00 Working Days: 120 District: DISTRICT 2
---	--

County: DOUGLAS
Location: US 50 from Cave Rock to SR 28 Spooner Junction
Description: Construct water quality and erosion control improvements and extend westbound tunnel

Apparent Low Bidder: <u>Q & D Construction, Inc.</u>	Actual Bid \$5,687,013.00
Apparent 2nd: <u>Granite Construction Company</u>	\$7,322,322.00
Apparent 3rd: <u>MKD Construction, Inc.</u>	\$7,992,318.25

Bidders:	Certificate of Eligibility	Actual Bid Amount
1 Q & D Construction, Inc. 1050 South 21st Street Sparks, NV 89431 (775) 786-2677	✓	\$5,687,013.00
2 Granite Construction Company PO Box 50085 Watsonville, CA 95077-5085 (831) 724-1011	✓	\$7,322,322.00
3 MKD Construction, Inc. 20 Stokes Drive Moundhouse, NV 89706-7764 (775) 246-1900	✓	\$7,992,318.25



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7497
Fax: (775) 888-7235

MEMORANDUM
External Civil Rights Division
Contract Compliance Section

March 15, 2016

To: Jenni Eyerly, Administrative Services Division Chief

From: Nancy Ficco, Contract Compliance Manager ^{DS} 

Subject: NDOT Bidder Subcontract Information – Contract no. 3627

US 50 from Cave Rock to SR 28 Sooner Junction
Construct water quality and erosion control improvements and extend westbound tunnel.

The DBE subcontractors, Nevada Barricade & Sign Company, Inc. and Kelley Erosion Control Inc., submitted by the apparent low bidder, Q & D Construction, Inc. have been received by Contract Compliance and we have concluded:

Titan Electric Contracting Inc. is an SBE and therefore cannot be counted in the DBE goal participation on this project.

Nevada Barricade & Sign Company, Inc. and Kelley Erosion Control Inc. hold active State of Nevada Business Licenses. The DBE subcontractors are cleared through SAM.

The DBE goal of 2.50% is exceeded with a 5.8%% (\$329,940.73) DBE committed participation by the apparent low bidder by a Nevada certified DBE firms.

Therefore, the DBE subcontractors are approved on this contract.

cc: Contract Services



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7070
Fax: (775) 888-7101

MEMORANDUM
Administrative Services

March 17, 2016

To: Jenni Eyerly, Chief - Administrative Services
From: Bid Review and Analysis Team
Subject: BRAT Summary Report for Contract # 3627

The Bid Review and Analysis Team met on March 16, 2016, to discuss the bids for the above referenced contract. The following were in attendance:

- Paul Frost, Chief Roadway Design Engineer
- Sharon Foerschler, Chief Construction Engineer
- Stephen Lani, Assistant Chief Construction Engineer
- Casey Connor, Assistant Chief Roadway Design Engineer
- Shawn Howerton, Principal Roadway Design Engineer
- Scott Hein, Principal Roadway Design Engineer
- Shawn Paterson, Principal Roadway Design Engineer
- Jeff Cobb, Constructability
- Rupali Mohansingh, Hydraulics
- Matthew Nussbaumer, Hydraulics
- John Angel, Resident Engineer
- Devin Cartwright, Project Coordinator, Roadway Design
- Ronald Marwin, Staff I, Roadway Design
- Teresa Schlaffer, BPA III, Administrative Services
- Tom Yeatts, BPA II, Administrative Services
- Tianne Simpson, PO II, Administrative Services

Via Teleconference:

- Rick Bosch, Assistant District Engineer
- Jon Dickinson, Traffic Operations
- Kimberly Diegle, Designer

The apparent low bidder, Q & D Construction, Inc., submitted a bid which is 122.21% of the Engineer's Estimate. The BRAT considered many aspects of the contract including the difficulty of administering a project in the Lake Tahoe Basin, the complexity of construction phasing in the area, and the current upward trend in market conditions. With the critical public safety aspect of the contract, not only after completion, but also during construction, the overall bid proposal was determined to be acceptable, and the BRAT recommends award of this contract. The Price Sensitivity report, with comment, is attached.

Submitted:

DocuSigned by:

916B64045CA947F...
Paul Frost, BRAT Co-Chair

DocuSigned by:

67A4C09A4CB7477...
Sharon Foerschler, BRAT Co-Chair

cc: Attendees
Pierre Gezelin, Legal
Design Admin

Price Sensitivity

March 10, 2016

Contract: 3627

Project No(s): SPF-050-1(040), SPF-050-1(049)

Project Id: 73653 & 73948

County: Douglas

Range: \$4,600,000.01 to \$5,500,000.00

Working: 120

RE: John Angel

Designer: Kimberly Diegle

Engineer's Estimate	Q & D Construction, Inc.	Granite Construction	Diff. Between Low & 2nd	Diff Between EE & Low	Low Bid % of EE
\$4,653,326.00	\$5,687,013.00	\$7,322,322.00	\$1,635,309.00	\$1,033,687.00	122.21%

Item No.	Quantity	Description	Unit	Engineer's Est. Unit Price	Low Bid Unit Price	2nd Low Bid Unit Price	Qty Chg Req'd to Chg Bid Order	% Change in Qty Req'd	Low % of EE	Significantly Unbalanced	Quantity Check Comments
2020990	5435.600	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	SQYD	\$10.00	\$4.00	\$5.00	-1,635,309.00	-30085.16%	40.00%	Yes	Quantity OK, EE High, \$5 good
2030140	3654.600	ROADWAY EXCAVATION	CUYD	\$40.00	\$50.00	\$70.00	-81,765.45	-2237.33%	125.00%	No	Quantity OK, EE OK
2060110	1660.700	STRUCTURE EXCAVATION	CUYD	\$60.00	\$50.00	\$145.00	-17,213.78	-1036.54%	83.33%	No	Quantity OK, EE OK
2120040	1126.300	AESTHETIC PATTERNING	SQYD	\$150.00	\$15.00	\$15.00	N/A	N/A	10.00%	Yes	Quantity OK, EE was based on asthetics to match existing rock on new structure. EE reasonable for the quantity.
2120045	2648.300	PAINTING	SQYD	\$12.00	\$22.00	\$30.00	-204,413.63	-7718.67%	183.33%	Yes	Quantity OK, EE OK, Asthetic patterning was intended to match the existing rock on the new structure. EE is reasonable for quantity.
3020140	2578.800	TYPE 1 CLASS B AGGREGATE BASE	CUYD	\$40.00	\$100.00	\$110.00	-163,530.90	-6341.36%	250.00%	Yes	Quantity OK, EE Low \$100 acceptable for site conditions.
4020180	2932.000	PLANTMIX SURFACING (TYPE 2)(WET)	TON	\$125.00	\$115.00	\$140.00	-65,412.36	-2230.98%	92.00%	No	Quantity OK, EE OK
4030110	287.000	PLANTMIX OPEN-GRADED SURFACING (3/8-INCH)(WET)	TON	\$175.00	\$180.00	\$250.00	-23,361.56	-8139.92%	102.86%	No	Quantity OK, EE OK
5020120	4130.000	CONCRETE BARRIER RAIL (MODIFIED)	LINFT	\$50.00	\$150.00	\$180.00	-54,510.30	-1319.86%	300.00%	Yes	Quantity OK, EE Low, EE was based on a more std. rail, This rail has more rebar and Concrete. \$150 acceptable.
5020750	74.330	CLASS AA CONCRETE (MINOR)	CUYD	\$1,500.00	\$1,240.00	\$2,000.00	-2,151.72	-2894.82%	82.67%	No	Quantity OK, EE OK
5020990	540.000	CLASS DA CONCRETE, MODIFIED (MAJOR)	CUYD	\$800.00	\$640.00	\$1,300.00	-2,477.74	-458.84%	80.00%	No	Quantity OK, EE OK
5050120	182000.000	REINFORCING STEEL (EPOXY COATED)	POUND	\$1.50	\$1.10	\$1.12	-81,765,450.00	-44926.07%	73.33%	Yes	Quantity OK, EE High, Bids OK
6090850	1.000	STORMWATER TREATMENT VAULT (TYPE B)	EACH	\$60,000.00	\$90,000.00	\$100,000.00	-163.53	-16353.09%	150.00%	No	Quantity OK, EE OK based on past projects
6091742	938.000	24-INCH PIPE LINER	LINFT	\$200.00	\$205.00	\$200.00	327,061.80	34868.00%	102.50%	No	Quantity OK, EE OK
6091755	231.000	30-INCH PIPE LINER	LINFT	\$250.00	\$280.00	\$270.00	163,530.90	70792.60%	112.00%	No	Quantity OK, EE OK
6100170	527.000	RIPRAP (CLASS 150)	CUYD	\$80.00	\$95.00	\$110.00	-109,020.60	-20687.02%	118.75%	No	Quantity OK, EE a Little Low for Site Conditions
6100570	876.900	EROSION CONTROL MAT	SQYD	\$45.00	\$105.00	\$80.00	65,412.36	7459.50%	233.33%	Yes	Quantity OK, EE OK based on past projects
6130850	2912.000	CLASS AA CONCRETE CURB AND GUTTER (TYPE 6)	LINFT	\$20.00	\$30.00	\$40.00	-163,530.90	-5615.76%	150.00%	No	Quantity OK, EE low \$25-\$30 good
6180550	377.000	GALVANIZED GUARDRAIL (TRIPLE CORRUGATION)	LINFT	\$40.00	\$185.00	\$188.00	-545,103.00	-144589.66%	462.50%	Yes	Quantity OK, EE low \$50-\$60 good
6230135	1.000	HIGHWAY LIGHTING SYSTEM	LS	\$212,000.00	\$300,000.00	\$290,000.00	N/A	N/A	141.51%	No	Quantity OK, Specified Light may be obsolete
6230525	2.000	SPECIAL STEEL POLE	EACH	\$15,000.00	\$40,000.00	\$38,000.00	817.65	40882.73%	266.67%	Yes	Quantity OK, EE Low, bid price reasonable
6231115	1.000	ROAD AND WEATHER INFORMATION SYSTEM	LS	\$40,000.00	\$60,000.00	\$58,000.00	N/A	N/A	150.00%	No	Quantity OK, EE Low, \$60k is reasonable
6240110	2800.000	FLAGGER	HOUR	\$55.00	\$55.00	\$60.00	-327,061.80	-11680.78%	100.00%	No	Quantity OK, EE Good
6240140	120.000	TRAFFIC CONTROL SUPERVISOR	DAY	\$600.00	\$800.00	\$1,500.00	-2,336.16	-1946.80%	133.33%	No	Quantity OK, EE may be low for location
6250510	2000.000	RENT PORTABLE PRECAST CONCRETE BARRIER RAIL	LINFT	\$30.00	\$63.00	\$50.00	125,793.00	6289.65%	210.00%	Yes	Quantity OK, EE may be low for contractor's construction phasing
6280120	1.000	MOBILIZATION	LS	\$260,869.61	\$536,418.27	\$620,844.45	N/A	N/A	205.63%	Yes	Fixed % should have been doubled for Tahoe project, but wasn't.
6600125	280.000	PNEUMATICALLY PLACED CONCRETE MORTAR (12-INCHES)	SQYD	\$1,000.00	\$650.00	\$700.00	-32,706.18	-11680.78%	65.00%	Yes	Quantity OK, EE high, based on difficult conditions, Bid is reasonable

Recommend award



MEMORANDUM

April 4, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: April 11, 2016, Transportation Board of Directors Meeting
Item #9: 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 February 19, 2016, through March 17, 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 February 19, 2016, through March 17, 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, February 19, 2016, through March 17, 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
February 19, 2016, through March 17, 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	70715	00	CA GROUP, INC.	ENGINEERING SERVICES	Y	503,452.00	-	503,452.00	-	4/11/2016	1/31/2018	-	Service Provider	JENICA KELLER	04-11-16: PROVIDE PROJECT MANAGEMENT, RISK MANAGEMENT, VALUE ENGINEERING, CONSTRUCTABILITY REVIEWS, BID ABILITY ANALYSES, CONSTRUCTION ESTIMATES AND SCHEDULING, AND PUBLIC INVOLVEMENT FOR THE WIDENING OF US 95 FROM DURANGO DRIVE TO KYLE CANYON ROAD PROJECT. CLARK COUNTY. NV B/L#: NVD20081407877-R SUBMITTED PROPOSALS: CA GROUP, INC., SLATER HANIFAN GROUP
2	53215	00	JOINT VENTURE: AZTECH INSPECTIONS & TESTING AND AZTECH MATERIALS TESTING	ENGINEERING SERVICES	Y	5,151,917.35	-	5,151,917.35	-	4/11/2016	6/30/2020	-	Service Provider	LISA SCHETTLER	04-11-16: CONSTRUCTION ENGINEERING SERVICES FOR FIELD TESTING AUGMENTATION FOR CREW 915, FOR PROJECT NEON. CLARK COUNTY. NV B/L#: NVD20091455548/NVD19991253304-R SUBMITTED PROPOSALS: 3M INSPECTION, ANGLE ENGINEERING, AZTECH, CONSTRUCTION TESTING SERVICES, GEOTEK, KLEINFELDER, NOVA GEOTECHNICAL
3	19216	00	PARSONS TRANSPORTATION GROUP, INC.	ENGINEERING AND DESIGN SERVICES	Y	456,000.00	-	456,000.00	-	4/11/2016	6/30/2017	-	Service Provider	JAIME TUDDAO	04-11-16: MASTER SERVICE AGREEMENT TO PROVIDE PROJECT MANAGEMENT, BASIS OF DESIGN DOCUMENTATION, FIELD REVIEW AND DATA COLLECTION, DEVELOP PROJECT ALTERNATIVES, SAFETY ANALYSIS, STAKEHOLDER MEETINGS AND PRESENTATIONS, AND DESIGN SERVICES THROUGH FINAL DESIGN FOR FUTURE PROJECTS TO IMPROVE TRAFFIC SAFETY FOR ROAD USERS, THEREBY REDUCING THE NUMBER AND SEVERITY OF ROADWAY CRASHES. STATEWIDE. NV B/L#: NVF19781009263-R SUBMITTED PROPOSALS: CA GROUP, JACOBS, KIMLEY HORN, PARSONS, WSP PARSONS BRINCKERHOFF
4	54515	00	KIMLEY-HORN AND ASSOCIATES, INC.	ENGINEERING AND DESIGN SERVICES	Y	456,000.00	-	456,000.00	-	4/11/2016	6/30/2017	-	Service Provider	JAIME TUDDAO	04-11-16: MASTER SERVICE AGREEMENT TO PROVIDE PROJECT MANAGEMENT, BASIS OF DESIGN DOCUMENTATION, FIELD REVIEW AND DATA COLLECTION, DEVELOP PROJECT ALTERNATIVES, SAFETY ANALYSIS, STAKEHOLDER MEETINGS AND PRESENTATIONS, AND DESIGN SERVICES THROUGH FINAL DESIGN FOR FUTURE PROJECTS TO IMPROVE TRAFFIC SAFETY FOR ROAD USERS, THEREBY REDUCING THE NUMBER AND SEVERITY OF ROADWAY CRASHES. STATEWIDE. NV B/L#: NVF19911015458-R SUBMITTED PROPOSALS: CA GROUP, JACOBS, KIMLEY HORN, PARSONS, WSP PARSONS BRINCKERHOFF
5	63415	00	ATKINS NORTH AMERICA, INC.	ROW SERVICES	N	391,400.00	-	391,400.00	-	4/11/2016	6/30/2018	-	Service Provider	NICK JOHNSON	04-11-16: PROVIDE APPRAISAL, APPRAISAL REVIEW, ACQUISITION, AND RELOCATION SERVICES FOR APPROXIMATELY 11 EASEMENTS AND TO OBTAIN APPROXIMATELY 200 PERMISSION TO CONSTRUCT AGREEMENTS FOR ADA IMPROVEMENTS ALONG TROPICANA AVENUE. CLARK COUNTY. NV B/L#: NVF19981347315-R SUBMITTED PROPOSALS: ACQUISITION SCIENCES, LTD., ATKINS NORTH AMERICA, HDR ENGINEERING, INC., OVERLAND, PACIFIC & CUTLER, INC.
6	43114	01	KEMP, JONES, & COULTHARD, LLP	LEGAL SERVICES	Y	350,000.00	1,400,000.00	1,750,000.00	-	10/13/2014	11/30/2016	4/11/2016	Service Provider	DENNIS GALLAGHER	AMD 1 04-11-16: INCREASE AUTHORITY \$1,400,000.00 FROM \$350,000.00 TO \$1,750,000.00 AND EXTEND TERMINATION DATE FROM 11-30-16 TO 06-30-17 FOR COMPLEX LITIGATION EXPECTED TO LAST THROUGH JUNE OF 2017. 10-13-14: TO PROVIDE LEGAL SERVICES TO REPRESENT THE DEPARTMENT IN THE EMINENT DOMAIN CONDEMNATION MATTER OF NDOT VS. WALKER FURNITURE FOR PROJECT NEON. CLARK COUNTY. NV B/L#: NVD20021000155-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
7	06216	00	PARSONS BRINCKERHOFF, INC.	ENGINEERING AND DESIGN SERVICES	N	TBD	-	TBD	-	4/11/2016	6/30/2017	-	Service Provider	DWAYNE WILKINSON	04-11-16: PROJECT MANAGEMENT, SCOPING, ENVIRONMENTAL, PUBLIC INVOLVEMENT AND OUTREACH, PRELIMINARY DESIGN, LANDSCAPE AND AESTHETICS, TRAFFIC ANALYSIS AND REPORTING, RIGHT OF WAY AND UTILITIES, AND STORM WATER SERVICES FOR THE GARNET INTERCHANGE, I-15 NORTH AND US 93, AND THE WIDENING OF US 93 FROM THIS INTERCHANGE FIVE MILES NORTH. CLARK COUNTY. NV B/L#: NVF19911025871-R SUBMITTED PROPOSALS: CDM SMITH, HORROCKS ENGINEERS, PARSONS BRINCKERHOFF, WOOD RODGERS FINAL PAYMENT AMOUNT AND NEGOTIATION SUMMARY TO BE PROVIDED AT MEETING

Line Item 1

**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): 73627

Type of Services: Engineering Services

Originated by: Jenica Keller Division: Project Mgmt Date Originated: 11/5/2015

Division Head/District Engineer: Amir Soltani

Budget Category #: 06-DLDG LND IMP Object #: 814D Organization #: B015

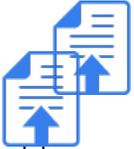
Estimated Cost: \$803,000 Type of Funding: Federal/State % of Fund: 95/5

Funding Notes: State Fiscal Year(s): 2016

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

Purpose of, and Justification for, Budget Request:

Subject: REQUEST TO SOLICIT ENGINEERING SERVICES AND OBTAIN BUDGET APPROVAL FOR A REQUEST FOR PROPOSAL (RFP) FOR THE US95NW PHASE 2B/5 (EA 73627) PROJECT



Due to the high work load of Crew 926, the complex nature of the US95NW Phase 2B/5 project, and the aggressive delivery schedule, the Project Management Division will be contracting for engineering services through the RFP process. Historically, constructability reviews for the Department have ranged from 0.28% to 0.64% of the engineer's estimate. The current engineer's estimate for Phase 2B/5 is approximately \$55M.

The approximate cost for the services are \$803,000 (see attached man-hour estimate), 95 percent Federal-aid and 5 percent State funded for Fiscal Year 2016.

Scope of Services:

The scope of services for this RFP will include project management, risk management, value engineering, constructability reviews, bidability analyses, construction estimates and schedules and public involvement for the following:

Widen US95 from Durango Drive to Kyle Canyon Road; construct HOV Drop Ramps at Elkhorn Drive; Expand existing park and ride lot at Durango Drive; construct new service interchange at Kyle Canyon Road.

Additional Information Attached

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

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

March 11, 2016

TO: John Terry, Assistant Director

FROM: Jenica Keller, Project Manager 

SUBJECT: Negotiation Summary for RFP 707-15-015 Engineering Services for US-95NW Phase 2B/5

Negotiation meetings were held via phone call and subsequent emails on February 12, 2016, February 29, 2016 and March 10, 2016, with Jim Caviola of CA Group and Jenica Keller of NDOT in attendance.

The DBE goal for this agreement has been established at eight percent (8%).

The scope of services that are to be provided by CA Group and their sub-consultants was reaffirmed by both parties at the outset. The scope of services includes:

1. Project Management
2. Value Engineering
3. Constructability Review
4. Construction Cost Estimate
5. Construction Schedule
6. QA/QC Review of Plans, Specifications and Estimates
7. Public and Stakeholder Involvement/Outreach

The DEPARTMENT's original estimate was \$803,000 including direct labor (4,178 man-hours of work by the Service Provider), overhead rate of 168.32%, an 11% fee, and direct expenses at \$245,435 (including sub-consultant expenses).

The Service Provider's original estimate was \$938,572, including direct labor (5,650 man-hours of work by the Service Provider), overhead rate of 110.34%, an 11% fee, and direct expenses at \$672,926 (including sub-consultant expenses).

The overhead rate of 110.34% was provided by the Internal Audit Division.

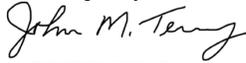
The negotiations yielded the following:

1. Some items of work were removed from the scope after discussion with the internal team which reduced the man-hours and overall cost. These items included risk management, detailed cost estimate and construction schedule at the Intermediate Plan review.
2. There will be 1,530 total man-hours allotted to this agreement at a direct labor cost of \$117,442, including a prorated amount for anticipated raises, which will take effect over the term of the agreement.
3. Based upon the direct labor costs and an overhead rate of 110.34%, the overhead amount will be \$129,586.
4. A fee of 11% was agreed to by both parties, and will be \$27,173 for this agreement based upon direct labor costs and an overhead rate of 110.34%.

5. The direct expenses agreed to total \$229,251 for sub-consultants, reproduction, communication, travel and per diem. There will be no direct compensation for computer time.

6. The total negotiated cost for this agreement, including direct labor, overhead, fee and direct expenses will be \$503,452.

Reviewed and Approved:

DocuSigned by:

F8663DD9AE87415...

Assistant Director

Scope of Services

1.0 GENERAL

The proposed Project is the widening of US-95 from Durango Drive to Kyle Canyon Road (US-95NW Phase 2B/5) located in Clark County, Nevada. Improvements include the widening of US-95 to 3 general purpose lanes and an auxiliary lane in each direction, construction of HOV Direct Access Ramps at Elkhorn Road, extension of the Centennial Park and Ride lot and construction of a new service interchange at Kyle Canyon Road.

The work consists of assisting the DEPARTMENT's in-house design team in the following areas:

- Project Management
 - Risk Management
 - Value Engineering
 - Constructability Review
 - Construction Cost Estimate
 - Construction Schedule
 - QA/QC Review of Plans, Specifications and Estimates
 - Risk Analysis / Annual Financial Plan Updates for the US95NW Corridor Project
- Public Involvement

The SERVICE PROVIDER will provide a licensed professional engineer in the State of Nevada as a Project Manager to deliver the services described above.

The DEPARTMENT's project manager will manage the Project Team (including SERVICE PROVIDER augmentation) and deliver the project.

1.1 Conduct Monthly Invoicing and Project Accounting: SERVICE PROVIDER will provide monthly invoicing and perform project accounting activities consistent with DEPARTMENT requirements.

1.2 Manage and Document Project Correspondence: The SERVICE PROVIDER's project manager shall correspond directly with the DEPARTMENT's project manager. All correspondence between the SERVICE PROVIDER and the DEPARTMENT shall include notification to the DEPARTMENT's project manager unless directed otherwise by the DEPARTMENT's project manager.

Copies of all formal correspondence will be forwarded to the DEPARTMENT's Project Manager for review prior to sending them out.

Deliverables:

- All formal correspondence for review and comment
- All general correspondence to include the DEPARTMENT project manager

1.3 Prepare for and Participate in Monthly Team Meetings, including Kick-off Meeting: The DEPARTMENT's team meetings are held monthly. The team meeting is attended by video conference between the DEPARTMENT's District I (Las Vegas) and the DEPARTMENT's headquarters (Carson City). SERVICE PROVIDER will prepare for and attend these meetings in person at either the District I location or at Headquarters. The SERVICE PROVIDER will correspond with all DEPARTMENT Divisions during the team meetings for the success of the project. The DEPARTMENT will arrange and conduct a kickoff meeting with the SERVICE PROVIDER. The meeting will be scheduled within ten (10) business days of the issuance of the Notice to Proceed (NTP). This meeting will review the scope of work, Project schedule, and

establish lines of communication. It will inform the SERVICE PROVIDER of project status and scoping to complete critical path items.

- 1.4 Prepare Meeting Minutes:** SERVICE PROVIDER will take minutes of project meetings and provide draft minutes of the meeting to the DEPARTMENT Project Manager within five (5) business days of the meeting. The DEPARTMENT Project Manager will finalize and distribute the minutes to meeting participants.

Deliverables:

- Draft and Final meeting minutes

- 1.5 Prepare for and Hold Bi-weekly Internal Team Coordination Meetings:** SERVICE PROVIDER will hold bi-weekly team meetings with sub-consultant team to track progress and coordinate activities.

2.0 PROJECT MANAGEMENT SUPPORT

The SERVICE PROVIDER will assist the NDOT Project Manager with PM activities following DEPARTMENT standards for DEPARTMENT Project Management and Risk Management activities including, but not limited to:

Preparing Project Management Plan, Risk Management Plan, Value Engineering, Bidability/Constructability/Maintenance Reviews, Construction Cost Estimates, Construction Scheduling, QA/QC Review, and Risk Analysis / Annual Financial Plan Updates for the US95NW Corridor Project.

- 2.1 Prepare Project Management Plan:** SERVICE PROVIDER to prepare Project Management Plan in accordance with DEPARTMENT standards for the construction phase. SERVICE PROVIDER will provide periodic updates to plan as necessary. Update the existing Major Project Management Plan as required per FHWA guidelines.

Deliverables:

- Project Management Plan
- Updated Major Project Management Plan for US95NW Corridor Improvements Project

- 2.2 Perform Periodic Updates to Existing Risk Register and Prepare Risk Management Plan:** SERVICE PROVIDER to conduct Risk Workshop and provide period updates to Risk Register and prepare the Risk Management Plan.

Deliverables:

- Risk Management Plan

- 2.3 Conduct Value Engineering Workshop and Prepare Value Engineering Report:** In conjunction with the Risk Workshop, conduct a Value Engineering Workshop and prepare a report documenting the outcome.

Deliverables:

- Value Engineering Report

- 2.4 Conduct Bidability and Constructability Review and Prepare Bidability and Constructability Report:** Conduct an independent and structured review of construction bid documents by construction professionals to make certain that the work requirements are clear, the documents are coordinated, and that the documents assist the contractor

in bidding, construction and project administration to result in reduced impacts to the project.

The review will focus on constructability issues, sequencing of construction, traffic control, appropriateness of bid items and quantities, and reviewing the plans, special provisions and comparing them to the Standard Specifications for conflicts or omissions. The review will be performed with the objective of improving bidability, constructability, reducing claims, reducing conflicts between the Contractor and the DEPARTMENT and enhancing the quality of the project within the existing design. The review will utilize the Plans, Special Provisions and other appropriate documents provided by the DEPARTMENT.

Assist in the development of the traffic control plans and corresponding specifications (limitations of operations). Assist the designers, as needed, with technical recommendations.

Review the project on-site with the designers (DEPARTMENT and CITY) and Resident Engineer for key staff to become familiar with the project.

Deliverables:

- Bidability and Constructability Report

2.5 Develop and Update Construction Cost Estimate: 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 verification. Provide summary and detailed cost breakdowns, translate production-based estimates into the DEPARTMENT's unit price estimate format. Utilize DEPARTMENT standards with a demonstrated familiarity of Nevada labor laws and the local labor union environment. Provide assistance to the Project Team with respect to determining cost impacts of risk, labor availability, mobilization, site access, sequence of design and construction, availability and procurement of equipment and materials, and maintainability.

Deliverables:

- Cost estimates

2.6 Develop and Update Project Schedule: Develop and maintain a project schedule for the design activities through advertisement of bid documents. Develop and update a project schedule for the construction activities per DEPARTMENT Standard Specifications. Prepare an independent construction schedule identifying the appropriate number of working days, sequence of construction, major tasks and durations, high-risk activities, interdependencies between such tasks, risks, and the critical path. Assist in the development of the limitations of operations to be specified in the contract documents including milestones, marathon weekend work, and special event limitations, as needed.

Develop an initial schedule at the 90% design milestone and update as needed until

Deliverables:

- Project Schedule for design
- Project Schedule construction

2.7 Preform QA/QC and Prepare QA/QC Report: Provide a QA/QC review at 60%, 90% level of design development, and a complete page turn of the full set at each review. This includes specifications and drawings for the combined set of Phase 2B/5 plans designed by NDOT, Stantec and GCW Engineering. Document reviews with a QA/QC Report.

The SERVICE PROVIDER shall review the following areas of the construction plans and special provisions for this project:

- Roadway: Review for constructability, adequate construction work areas, construction access, and possibly conflicts with other construction elements, existing structures, and utilities. The plans will be reviewed for consistency of information between the various types of plan sheets such as typical sections, roadway plan and profile sheets and special details. Consistency of information between plans and special provisions will also be reviewed.
- Drainage Elements: Review for constructability, with specific emphasis, on trench depth, adequate construction work areas, construction access, and possible conflicts with existing and other proposed structures. The drainage plans will be reviewed for consistency of information between the drainage sheets and other areas of the construction documents.
- Structures: Review for constructability, with emphasis on traffic control, excavation depth, adequate construction work areas, construction access, possible conflicts with existing structures and other improvements depicted on the plan sheets. Review construction details such as location and constructability of piles, pier footings, and the overall sequence the items of work. Review the completeness and consistency of special details provided. Spot check the bill of materials for consistency and completeness.
- Traffic Control: Review traffic movements through the project where construction activities and/or specified limitations of operations may impede traffic movements. A check will be made to assure that all major construction activities are covered by corresponding traffic control. Review detours for adequacy of construction work areas, signing, sequence of construction, and required traffic switches.
- Detour Construction: Review for adequacy of construction work areas, signing, sequencing of construction, and required traffic switches.
- Landscape Architecture/ITS/Lighting/Signals/Signs: Review for constructability, completeness and consistency of special details provided.
- Specifications and Plans: Review the Special Provisions and Plans for discrepancies or conflicts with the Standard Specifications. Check for the need of additional special details and for the completeness of the special details provided in the review plans. Examine the bid item list contained in the contract documents to assure the bid items are appropriate for the work being performed and to determine that all work is covered by a bid item or is specifically covered by a (no direct payment comment) in the contract documents.
- Special Emphasis: Special emphasis will be placed on identifying potential construction-related problems, such as: conflicts between construction items, inadequate room for construction activities, potential drainage and flooding areas, falsework clearance and protection, trench depths, etc.

Deliverables:

- QA/QC Report (design, structures, etc. look good and reasonable)

2.8 Financial Plan Annual Updates: SERVICE PROVIDER will update the Cost Risk Assessment (CRA) in order to create the 2017, 2018, and 2019 Financial Plan Annual Update (FPAU) for the US95NW Corridor project as required by FHWA for major projects.

Deliverables:

- Financial Plan Annual Updates

2.9 Provide Support for Miscellaneous Management Items: Provide miscellaneous support for additional items not described specifically in the scope. Work to be performed as requested by the DEPARTMENT Project Manager.

3.0 PUBLIC INVOLVEMENT

- 3.1 Stakeholder and Agency Meetings:** SERVICE PROVIDER will prepare and assist with meetings with county commissioners, resource agencies, business owners or property owners and the general public may be necessary as the project progresses. The SERVICE PROVIDER will prepare for, attend, and document these meetings throughout the project. DEPARTMENT will attend all meetings with resource agencies and stakeholders.
- 3.2 Develop Public/Stakeholder Outreach Materials:** The SERVICE PROVIDER, in conjunction with the DEPARTMENT, will develop collateral materials for public/stakeholder meetings and for distribution as the project progresses. These materials include handouts describing the project, purpose and need, and resources of concern; comment forms; and project flyer / newsletter. This will be a brief one-page summary of project information, meeting announcements, and status and will be updated and distributed via email and on the agencies' websites. The SERVICE PROVIDER, working closely with the DEPARTMENT Project Manager, will also prepare PowerPoint presentations for public/stakeholder meetings and DEPARTMENT updates.
- 3.3 Public Information Meetings:** The SERVICE PROVIDER will conduct and assist with public involvement activities for the project making sure the citizen engagement opportunities are designed to promote public interest and encourage public input for the project and the DEPARTMENT's decision-making process. SERVICE PROVIDER will plan public meetings with federal noticing requirements.

Activities to include but not limited to:

- Promoting a comprehensive public involvement campaign for the project; and
- All activities to follow Federal, State and DEPARTMENT policies and procedures; and
- Develop and maintain mailing and email contact lists for businesses, residents, stakeholders, interested parties and elected officials within and adjacent to the project corridor, no less than one quarter mile within the project area; and
- Secure appropriate venue, handle logistics for the hearing/meeting, including venue, audio/visual needs, venue to be ADA accessible; and
- Design and print for distribution informational brochures related to the DEPARTMENT project; and
- Prepare/design and distribute public hearing/meeting notification mailers/flyers to those businesses and residents within and adjacent to the project corridor, no less than ¼ mile within the project location; and
- Place public notice in the main news section as display advertising in major news publications and minority news publications and outlets where deemed appropriate; and
- Design, develop, and print public hearing/meeting materials such as display boards and handout materials with DEPARTMENT staff oversight; and
- Develop the hearing/meeting presentation(s) with DEPARTMENT staff overseeing the content; and
- Deliver all public hearing/meeting materials to the meeting site; and
- Develop project website, to be hosted on the DEPARTMENT's project website, with DEPARTMENT oversight, update website as required; and
- Prepare media kits of the hearing/meetings for news outlets; and
- Take photos of hearings/meetings and events for the project records; and
- Provide staff to greet and sign-in guests to the hearing/meeting or event; and
- Provide Spanish translation services of hearing/meeting materials and attend hearing/meeting or events to act as an on-site Spanish translator to the public; and

- Assist with set up and break down of the public hearing/meeting or event; and
- Attending and assisting with required stakeholder working group meetings which may include some of the above-mentioned items.

Public Involvement Summary Report: Prepare a close out summary within thirty (30) calendar days of the hearing/meeting or event to include a synopsis of the activity, mailing notification(s), mailer distribution area map, newspaper advertising tear sheets, public attendance records including minority identification (Title VI, Federal requirement for public involvement activities),

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): 60670

Type of Services: Engineering Services - Construction Field Testing

Originated by: Lisa Schettler Division: Construction Date Originated: 8/31/2015

Division Head/District Engineer: Sharon Foerschler

Budget Category #: 06 Object #: 814B Organization #: C040

Estimated Cost: \$5,339,075.70 Type of Funding: Federal % of Fund: 95

Funding Notes: State Fiscal Year(s): FY16-20

FY16=\$188,496.00; FY17=\$1,322,487.60; FY18=\$1,364,386.80; FY19=\$1,364,386.80; FY20=\$1,099,318.50

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

Purpose of, and Justification for, Budget Request:

Request to solicit construction crew augmentation for field testing services for Crew 915 and obtain budget approval for a Request for Proposal (RFP)

As a result of the size and scope of the NEON Phases 1-4 Project and the crew workload, the Construction Division is requesting approval to proceed with a solicitation to provide construction crew field testing augmentation services.



Scope of Services:

The scope of services includes professional and technical engineering field testing services to ensure that the construction of Project NEON Phases 1-4 Design Build, Project ID 60670, Project No STP-015-1(155) is accomplished in conformance with the plans, specifications, and all other contract documents. The estimated duration of this project is 1650 Calendar Days.

Additional Information Attached

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

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

March 21, 2016

TO: Reid Kaiser, Assistant Director

FROM: Lisa Schettler, Project Manager

SUBJECT: Negotiation Summary for RFP P532-15-040: Construction Engineering Services for Testing Augmentation of Crew 915 for Project NEON, Phases 1-4 Design Build, Project STP-015-1(155)

A negotiation meeting was held at the NDOT District 1 Office in Las Vegas on February 29, 2016, with Claire Kohatsu, representing of Aztech Materials Testing Inc. (AMT) and Aztech Inspections & Testing, LLC (AIT) working as a Joint Venture collectively referred to as "Aztech" in this memorandum, and Mario Gomez, Martin Strganac, Jeffrey Freeman, and Lisa Schettler of the Nevada Department of Transportation (DEPARTMENT) in attendance.

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

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

The SERVICE PROVIDER shall provide qualified personnel and equipment; up to four (4) Testers, a fully equipped and functional lab trailer, nuclear gauges, trucks, and cell phones.

All key personnel are employees of Aztech. There are no subconsultants providing employees or services under this agreement.

The DEPARTMENT's original estimate was \$5,339,075.70 including direct labor, overhead rate, an 10% fee, and direct expenses (including sub-consultant expenses).

The SERVICE PROVIDER's original estimate was \$4,584,270.11 including direct labor, overhead rate of 122%, a 10% fee, and direct expenses. No sub-consultants are planned for this augmentation.

The negotiations yielded the following:

1. The staffing needs would be based upon the accelerated schedule proposed by the Design-Build Team.
2. Hours worked by the Service Provider are at the direction of the Resident Engineer.
3. Based upon recent audit performed by Aztech's CPA an overhead rate of 122% is acceptable.
4. We agreed with the overtime estimate for field staff would remain at 20%
5. Aztech agreed to reduce the monthly rate for vehicles from \$1,160 per month to \$1,000 per month and supplied a detailed Cost analysis.
6. Adjustments to the number of Vehicles and Cell phones used needed to be modified in accordance to the staff being provided at different stages of the project

7. We anticipate that the contractor will provide for sewer, electrical hookup, electric monthly bill, etc. for the lab trailer. However, pending clarification of the contractor's responsibility in NEON's Design-Build Contract language, Aztech has included costs for these items in their cost proposal with the understanding that those costs will only be paid when expended upon approval from the NDOT Resident Engineer.
8. Aztech provided for two methods for sewage disposal for the lab trailer, a regular sewer hookup at \$200 per month or at \$1,300 per month. Aztech lowered the rate of the sewer connection to \$100 per month, but removed the cost during the duration of the project.
9. We asked Aztech to include the higher monthly sewer service via a "honey truck" cost option to ensure whichever option was determined viable would be covered in their cost proposal. Aztech lowered the rate of the sewer service via a "honey truck" from \$1,300 per month to \$1,020 per month by reducing the number of tanks from two 300-gallon tanks to one 300-gallon tank.
10. We requested Aztech include two additional testers, trucks and cell phones during 2017 and 2018 based upon needs identified by the Resident Engineer.
11. Aztech included an optional additional auxiliary asphalt laboratory (20 foot Conex) and a second ignition oven with the understanding that the optional additional equipment will only be provided and paid for at the request and approval of the Resident Engineer.
12. The total negotiated cost for this agreement, including direct labor, overhead, fee and direct expenses will be **\$5,151,917.35**

Reviewed and Approved:

DocuSigned by:

Reid G. Kaiser

Assistant Director

CONSTRUCTION CREW 915 CONSTRUCTION MANAGEMENT AUGMENTATION –
FIELD TESTING SERVICES
PROJECT STP-015-1(155) – PROJECT NEON PHASES 1-4
SCOPE OF SERVICES

1. The SERVICE PROVIDER agrees to perform professional and technical engineering services to ensure that the construction of Project NEON Phases 1-4, Project ID 60670, Project No STP-015-1(155) is accomplished in conformance with the plans, specifications, and all other contract documents.

2. The SERVICE PROVIDER will provide four (4) Testers, a fully equipped Lab Trailer, nuclear gauges, trucks and cell phones. The SERVICE PROVIDER also agrees to provide incidental equipment as may be required by the DEPARTMENT.

3. The SERVICE PROVIDER shall use its own, or lease, vehicles which shall be equipped with high intensity flashing yellow strobe lights.

4. The SERVICE PROVIDER shall provide a principal engineer as required, who shall be certified by the Nevada State Board of Registered Professional Engineers and Land Surveyors, in accordance with Nevada Revised Statutes Chapter 625, as a licensed Civil Engineer. Principals shall be limited to billing no more than eight (8) hours per month, unless SERVICE PROVIDER has obtained prior approval from the DEPARTMENT.

5. The SERVICE PROVIDER shall provide personnel who possess the experience, knowledge and character to adequately perform the requirements of this Agreement, so as not to delay the progress of construction. The SERVICE PROVIDER shall provide all personnel assigned to this project any specialized training or equipment necessary to perform the assigned duties. All testing personnel must meet and be certified under American Concrete Institute (ACI) as Concrete Field Testing Technician - Grade I; certified under Nevada Alliance for Quality Transportation Construction (NAQTC) or certification under Western Alliance for Quality Transportation Construction (WAQTC) will be accepted in lieu of NAQTC. Personnel provided for testing must be approved by the DEPARTMENT prior to performance of work on this project. In the event the SERVICE PROVIDER fails to provide the required experienced, trained and/or certified personnel, the SERVICE PROVIDER shall reimburse the DEPARTMENT for all delays caused by such failure.

6. The SERVICE PROVIDER shall provide all personnel assigned to this project the proper safety equipment, including but not limited to, soft caps, hard hats and vests meeting the current DEPARTMENT standards for Work Zone Apparel.

7. The SERVICE PROVIDER shall provide testing personnel assigned to this project any specialized training or equipment necessary for the use of any hazardous materials required to perform testing on this project. The SERVICE PROVIDER shall have current licenses as required by the appropriate regulatory agencies. All SERVICE PROVIDER personnel who will operate or transport any nuclear density gauge shall have in their possession evidence of current certification pertaining to the nuclear density gauges under their control. Nuclear density gauges provided by the SERVICE PROVIDER are not to be stored in any DEPARTMENT facility, or transported by DEPARTMENT personnel. The

SERVICE PROVIDER is responsible to provide their own storage facility and transportation for nuclear density gauges during the duration of the project.

8. The SERVICE PROVIDER will provide one (1) field laboratory of the minimum size as required by the DEPARTMENT and including any cabinets, shelves, sinks, counter space and filing cabinets needed. The laboratory must be wired for 220 volts and have the exhaust vent required for the testing equipment needed for the project. The laboratory will contain equipment needed to perform the testing on the project including but not limited to sieves, sieve shakers, scales, balances, sample splitters, drying devices such as ovens and burners, sand equivalent test set, specific gravity testing equipment, proctor compaction set, sand volume apparatus, nuclear testing devices, concrete testing equipment, density testing equipment, dry film thickness testing equipment, asphalt content tester and other miscellaneous equipment needed such as sampling devices, pans and tools. The SERVICE PROVIDER agrees that this is a minimum equipment list and additional equipment may be required. The SERVICE PROVIDER also agrees to provide incidental equipment as may be required by the DEPARTMENT.

9. The SERVICE PROVIDER shall be familiar with the standard practices of the NDOT and shall ensure all personnel provided to work on the project are familiar with the NDOT's contract documents, including the plans, specifications, special provisions, and any change orders thereto. The SERVICE PROVIDER shall perform the procedures for field testing in accordance with NDOT's specifications, documentation procedures, Construction Manual, and Documentation Manual.

10. The SERVICE PROVIDER agrees to comply with all requirements contained in this Request for Proposal.

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: Traffic Safety Engineering Design Services(TSEDS), 100% Design Services

Originated by: Jaime Tuddao Division: Safety Eng Date Originated: 9/10/2015

 Division Head/District Engineer: Ken Mammen

Budget Category #: Fund 1 Object #: 814P Organization #: C816

Estimated Cost: \$960,000.00 Type of Funding: Federal % of Fund: 95%

Funding Notes: State Fiscal Year(s): 5%

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

Purpose of, and Justification for, Budget Request:

One of the guiding principles of the Nevada Strategic Highway Safety Plan (SHSP) is to integrate traffic safety engineering type improvements across the entire system of roads and coordinate with all state and local agencies that have a hand in addressing traffic safety issues on public roads.



In the interest of optimizing transportation safety (especially pedestrian safety projects), Traffic Safety Engineering Division requests approval to solicit engineering design services and budget approval for a Request for Proposal. The estimated cost for the above services is \$960,000.00, 95% Federal-aid (\$912,000.00) and 5% state funding (\$48,000.00) for FY 16 (please see attached estimates) with an option extending to FFY 17 contingent upon the availability of fund. Also, Traffic Safety Engineering is considering contracting with two (2) consultants for the TSEDS on an as-needed basis (by Task Order).

Scope of Services:

Please see attached Scope of Services

Additional Information Attached

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

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

Signed: DocuSigned by:
Donna Spelts 9/14/2015 Approve
2E3A12007A12151 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:

Approved based on Federal funding being available to apply to this project.

Signed: DocuSigned by:
Norfa Lanuza 9/15/2015 Approve
38A8E3A6C2084DA Project Accounting Date

Project Accounting Comments:

Signed: DocuSigned by:
Lindy Mayson 9/15/2015 Approve
2A67CE5E9564445 Director Date

Director Comments:

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

Agreements over \$300k require Transportation Board approval. - RM

MEMORANDUM

March 11, 2016

TO: Sondra Rosenberg, Assistant Director Planning

FROM: Ken Mammen, Chief Traffic Safety Engineer 

SUBJECT: Master Agreement Negotiation Summary for Parsons Transportation Group
(RFP 545-15-816, Traffic Safety Engineering Design Services)

A negotiation meeting was held at NDOT conference room in Carson City on March 9, 2016 with Parsons Transportation Group (Parsons) staff, and NDOT Traffic Safety Engineering staff in attendance. Parsons is one of the two top ranked Service Providers chosen as the most qualified through the Request for Proposal (RFP).

The following key items were discussed and agreed upon by both parties:

1. There are two Service Providers selected for this RFP. There will be an individual master agreement for each Service Provider. The master agreement is by Task Orders on an as-needed basis and as required by NDOT. Each Task Order shall be processed through the Request for Approach (RFA) procedures and, if selected after an Approach is finalized, the Task Order will be issued to the successful Service Provider.
2. This agreement is a cost plus fixed fee method of compensation. The total master agreement amount for each Service Provider is \$456,000.00 for FFY16 with an option to be extended to FFY17 contingent upon the availability of fund.
3. The objective of this agreement is to perform traffic safety engineering design (100%) services (anticipated 3-100% design services for each Service Provider for FFY 16) on various road safety improvement projects statewide.
4. There has been no DBE goal established for this Agreement.
5. Parsons Fixed Fee is 11.50% (please see attached Fixed Fee calculation).
6. The scope of services that are to be provided by Parsons was reaffirmed by both parties at the outset. Please see "Attachment A" for the general tasks of the Scope of Services.
7. Parsons provisional indirect cost rate of 121.97% of direct labor costs was verified and provided by the NDOT Audit Services Division.
8. Please see Attachment B for Parsons Key personnel who will be dedicated to this project.

Reviewed and Approved:



Assistant Director Planning

ATTACHMENT A

Scope of Work

100% Final Design, Traffic Safety Engineering Design Services (TSEDS)

1.0 BACKGROUND:

The TSEDS projects may be located in urban or rural areas statewide. The projects could be performed on roadways/corridors or intersections or a combination of both. The purpose of this program is to improve traffic safety for all road users, thereby reducing the number and severity of roadway crashes.

2.0 PROJECT MANAGEMENT AND MEETINGS

2.1 Kick-Off Meeting

The successful consultant shall prepare an agenda and schedule, and arrange a kick-off meeting with the DEPARTMENT Project Manager, relevant agencies, and stakeholders. This meeting will be held to review the scope of work, and discuss the available data and information provided by the DEPARTMENT. The successful consultant will introduce the project team key personnel, establish line of communications, and clarify the DEPARTMENT's requirements for the project. Identify any missing data and information necessary to proceed with the Project. The successful consultant shall prepare and distribute meeting minutes after the draft meeting minutes are approved by DEPARTMENT's Project Manager.

2.2 Progress Meeting

The successful consultant shall arrange and schedule progress/coordination meetings with the DEPARTMENT Project Manager and relevant agencies. Design Progress meetings shall be conducted on a basis specified in the agreement. Each meeting will discuss the project status, work accomplishment, budget, issues, and other relevant topics for the timely completion of the project. The successful consultant shall prepare and distribute meeting minutes after the draft meeting minutes are approved by DEPARTMENT's Project Manager.

Deliverables:

- *Project Schedule/meeting minutes/invoices/summary of work performed*
- *Progress Meeting Agenda and Notes*

3.0 BASIS OF DESIGN DOCUMENTATION:

The successful consultant will write a basis of design memorandum to establish the specific design criteria for the project. A list of current general standards/references used in the design are as follows:

- AASHTO's A Policy on Geometric Design of Highways and Streets, 2011

- DEPARTMENT's Road Design Guide, 2010
- The Manual on Uniform Traffic Control Devices, 2009
- AASHTO's Roadside Design Guide
- DEPARTMENT's Standard Plans for Road and Bridge Construction, 2010
- DEPARTMENT's Standard Specifications for Road and Bridge Construction, 2014
- AASHTO' Highway Safety Manual
- Other related approved references by the DEPARTMENT:

As a part of the basis of design document the successful consultant will:

- Establish a list of key DEPARTMENT stake holders and key stakeholders having interest in the design of the project.
- Work with various appropriate divisions of the DEPARTMENT to finalize the outline of the design criteria applicable to the project.
- Assist the DEPARTMENT in executing an Interlocal Government Agreement (if required) with the using agency by supplying project information and recommendations.

Deliverables:

Basis of Design Document, and Assistance to DEPARTMENT with project information in writing the Interlocal Government Agreement (IGA)

4.0 FIELD REVIEW AND DATA COLLECTION:

The successful consultant will perform a project field review, and confirm existing conditions, and Road Safety Assessments (RSA) and scoping recommendations/suggestions. The successful consultant will take digital photographs and index locations of project features and produce a photo log.

Deliverables:

Summary of site visit information and findings

5.0 DEVELOP PROJECT ALTERNATIVES:

The successful consultant will develop three (3) alternative conceptual designs (if required) and create exhibits for each alternative in sufficient detail to perform a comprehensive analysis for the purpose of selecting a preferred design concept alternative with corresponding cost estimates, and to identify potential project risks.

Deliverables:

- *Conceptual design plans*
- *Summary of project requirements for each alternative*
- *Conceptual level cost opinion for each alternative*
- *CD with electronic versions of the roll plots, summaries, and cost opinions.)*

6.0 SAFETY ANALYSIS:

The successful consultant will perform a safety analysis to evaluate the alternatives. The analysis will include the following:

- Determine Crash Modification Factor (CMF) applicable to improvements based on Project Alternatives using HSM methods.
- Evaluate the existing crashes based on the data already available through the RSA and Scoping Report.
- Calculate reduction of crashes for the various improvements using HSM methods.
- Determine cost for each of the CMF alternative.
- Determine BCR (Benefit Cost Ratios) for each alternative.
- Prepare a matrix to compare reductions, costs, and BCRs.
- Prepare Safety Alternatives Evaluation Memo.

The successful consultant will submit a Safety Alternatives Evaluation memo to the DEPARTMENT Project Manager for approval.

Deliverables:

- *Operational Analysis Memo*
- *Safety Alternatives Evaluation Memo*
- *CD of electronic version of each memo*

7.0 PRELIMINARY DESIGN (30%):

The successful consultant will prepare the plans in accordance with the above tasks. Submit deliverables at 30% completion for review by the DEPARTMENT staff and other relevant agencies (as required).

Deliverables:

- *30% design plans as described above for the preferred alternative.*
- *A CD of the Microstation CADD files*

8.0 STAKEHOLDER MEETING/PRESENTATION:

The successful consultant will attend and present the preferred project alternative to the public stakeholders (also to public officials if required) meeting. The purpose of the meeting is to present the project design and receive public feedback on the project. The team will prepare project presentation materials and public meeting materials. The team will work with DEPARTMENT for final meeting content, location of meeting, and list of attendees.

The successful consultant will arrange the public meeting with the assistance of the DEPARTMENT Public Information Officer.

Deliverables:

- *Develop and Distribute Mailers/Flyers, Newspaper Notice*
- *Presentation Materials (Plots, Handouts, Power Point)*

- *Public meeting attendance (six attendees from Successful consultant)*

9.0 INTERMEDIATE DESIGN (60%)

After considering and incorporating all the comments/suggestions from the Preliminary Design (30%), the successful consultant will proceed and prepare the Intermediate Design plans, Specifications, and Cost Estimate for the project in accordance with the above tasks. The contract documents will comprise preparation of design plans including traffic control plans, special provisions, and bid items list. The cost estimate shall be calculated by successful consultant which include quantities for bid items utilizing the DEPARTMENT standard bid items and approximate construction costs. The format and procedures for developing quantities and estimates will be established in accordance with DEPARTMENT requirements. A Structure List will be inserted into plans package(s) and the methods of measurement and basis of payment to be used will be developed. Successful consultant will prepare the 60% level quantities and engineer's opinion of probable cost and provide them in Excel spreadsheet format to the DEPARTMENT Project Manager. The successful consultant will submit deliverables at 60% completion for review by the DEPARTMENT staff and other relevant agencies, if required.

Deliverables:

- *60% design plans as described above for the preferred alternative.*
- *A CD of the Micro station CADD files*
- *Construction cost opinion for 60% design*

10.0 FINAL DESIGN (90%)

The goal of this task is to produce plan sets that are ready for submittal to the DEPARTMENT for use in gaining approval for advertisement. It is referred to as 90% complete, but it is intended that the design, and specifications be 100% complete except for any minor revisions which may come about as a result of unanticipated condition. The 60% submittal will be revised and refined to 90%.

Plans

This subtask extends the design efforts in the 60% design task and will result in a 90% design package that includes all plan sheets, detail sheets, and related design sheets to be updated and revised according to comments and further refinement.

Supplemental Survey

During the 90% design process, locations that require additional survey for clarity and staking.

Special Provisions

This subtask refines and completes the content of the Special Provisions outlined in 60% design task

Final Constructability Review

Constructability review will be conducted independently by successful consultant prior to submittal of the 90% design plans. The findings and comments developed from the constructability review will be incorporated into the 90% design plans prior to submittal to DEPARTMENT for review.

Final Design Submittal & Review

This subtask will address the preparation of a 90% level package and submittal to DEPARTMENT's Project Manager for review. Schedule demands suggest that this review will be a working meeting between the Consultant and DEPARTMENT's Project Manager, reconciling comments and producing those documents needed by DEPARTMENT to move forward in their process.

Deliverables:

- *Final Technical Memorandum*
- *Two (2) master plan sets of the 90% design plans (11"x 17" format) and Bid List with a modified engineer's estimate of probable cost for a working meeting with DEPARTMENT and PDF versions of each.*
- *A comment/review meeting minutes with DEPARTMENT at 90% design submittal*
- *Comments by other relevant agencies*

11.0 SPECIFICATION REVIEW:

This task addresses successful consultant attending the Specifications Review meeting with DEPARTMENT and confirming that plans/specifications match procurement procedures. The successful consultant will prepare responses from comments at the Specifications Review Meeting in coordination with the design team and meet with DEPARTMENT to discuss and finalize responses to all Specification Review comments before proceeding to Pre-Final Submittal.

Deliverables:

- *One (1) reproducible Specs Review 11"x 17" color plan set and PDF version.*
- *Specs Review Bid List*
- *Specs Review Opinion of Probable Cost*
- *Spec Review Responses*

12.0 FINAL PS&E (100%)

This task addresses the preparation of signed and sealed plans, specifications and cost estimate materials that will be incorporated into bidding documents. The PS&E Final Documents will be submitted to DEPARTMENT for advertisement.

Successful consultant will integrate all reconciled DEPARTMENT and relevant agencies comments and prepare final plan sets for inclusion in bid documents. Major design changes to the pre-bid and bid documents are outside the scope, and only minor changes to the plan set are to be incorporated. The successful consultant will coordinate closely with DEPARTMENT in providing reproducible originals in hard copy (11"x 17" format, bond, color) and electronic file format to the appropriate DEPARTMENT personnel for bid document preparation.

All Improvement Plans to be sealed by a Nevada Registered Professional Engineer.

Deliverables:

- *One (1) final reproducible 11"x 17" color plan set and PDF version*
- *Final Bid List*
- *Final Opinion of Probable Cost*

13.0 POST DESIGN

Successful consultant will provide contract administration and construction support during the bidding and construction phase of the project. This task will include the following post-design services:

Supplemental Notices

Successful consultant will prepare addendum to the bid plan sheets, structures list, and technical specifications.

Pre-Bid Conference

Under this subtask, successful consultant will attend pre-bid conference with DEPARTMENT and the potential bidders.

Pre-Construction Conference

Successful consultant will attend meeting with DEPARTMENT and the successful Contractors to provide design clarification, if needed.

Shop Drawing Review

Review shop drawings for design compliance. DEPARTMENT will supply sufficient copies so that successful consultant may retain one (1) copy. The successful consultant will be responsible for initial review and review of subsequent re-submittal.

Submittal Data Review

Review submittal data and provide comments and recommendations to DEPARTMENT regarding conformance with the project plans and specifications. This process typically spans six to twelve months. The successful consultant will compare the submittal against the requirements defined in the Special Provisions. Critical deviations will be noted in writing on each copy of the submittal along with the resulting review status.

Request for Information

Each contracting entity will also encounter elements of the contract documents that require more information to be provided before work on the specific element can proceed. The successful consultant will develop and submit to DEPARTMENT a response to each RFI.

Prepare Supplemental Analysis and Drawings

Provide supplemental analysis and drawings to accommodate the Departments' requests as conveyed to the successful consultant. These supplemental drawings would be requested by the Department due to (a) unforeseen field conditions, (b) changed field conditions or (c) Contractor proposed/caused design changes. As requested by the DEPARTMENT Project Manager, provide signed and sealed drawings and/or sketches required for this project.

Meeting Attendance

Attend project meetings held to discuss issues that arise during the construction and/or system integration phase of the project.

Deliverables:

- *Shop drawing review*
- *Submittal data review*
- *RFI response development*
- *Supplemental Analyses and Drawings*
- *Meeting Attendance*

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: Traffic Safety Engineering Design Services(TSEDS), 100% Design Services

Originated by: Jaime Tuddao Division: Safety Eng Date Originated: 9/10/2015

 Division Head/District Engineer: Ken Mammen

Budget Category #: Fund 1 Object #: 814P Organization #: C816

Estimated Cost: \$960,000.00 Type of Funding: Federal % of Fund: 95%

Funding Notes: State Fiscal Year(s): 5%

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

Purpose of, and Justification for, Budget Request:

One of the guiding principles of the Nevada Strategic Highway Safety Plan (SHSP) is to integrate traffic safety engineering type improvements across the entire system of roads and coordinate with all state and local agencies that have a hand in addressing traffic safety issues on public roads.



In the interest of optimizing transportation safety (especially pedestrian safety projects), Traffic Safety Engineering Division requests approval to solicit engineering design services and budget approval for a Request for Proposal. The estimated cost for the above services is \$960,000.00, 95% Federal-aid (\$912,000.00) and 5% state funding (\$48,000.00) for FY 16 (please see attached estimates) with an option extending to FFY 17 contingent upon the availability of fund. Also, Traffic Safety Engineering is considering contracting with two (2) consultants for the TSEDS on an as-needed basis (by Task Order).

Scope of Services:

Please see attached Scope of Services

Additional Information Attached

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

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

Signed: DocuSigned by:
Donna Spelts 9/14/2015 **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:

Approved based on Federal funding being available to apply to this project.

Signed: DocuSigned by:
Norfa Lanuza 9/15/2015 **Approve**
Project Accounting Date

Project Accounting Comments:

Signed: DocuSigned by:
Lindy Mayson 9/15/2015 **Approve**
Director Date

Director Comments:

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

Agreements over \$300k require Transportation Board approval. - RM

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

March 11, 2016

TO: Sondra Rosenberg, Assistant Director Planning

FROM: Ken Mammen, Chief Traffic Safety Engineer 

SUBJECT: Master Agreement Negotiation Summary for Kimley-Horn and Associates
(RFP 545-15-816, Traffic Safety Engineering Design Services)

A negotiation meeting was held at NDOT conference room in Carson City on March 9, 2016 with Kimley-Horn and Associates (Kimley-Horn) staff, and NDOT Traffic Safety Engineering staff in attendance. Kimley-Horn is one of the two top ranked Service Providers chosen as the most qualified through the Request for Proposal (RFP).

The following key items were discussed and agreed upon by both parties:

1. There are two Service Providers selected for this RFP. There will be an individual master agreement for each Service Provider. The master agreement is by Task Orders on an as-needed basis and as required by NDOT. Each Task Order shall be processed through the Request for Approach (RFA) procedures among the two Service Providers and, if selected after an Approach is finalized, the Task Order will be issued to the successful Service Provider.
2. This agreement is a cost plus fixed fee method of compensation. The total master agreement amount for each Service Provider is \$456,000.00 for FFY16 with an option to be extended to FFY17 contingent upon the availability of fund.
3. The objective of this agreement is to perform traffic safety engineering design (100%) services (anticipated 3-100% design services for each Service Provider for FFY 16) on various road safety improvement projects statewide.
4. There has been no DBE goal established for this Agreement.
5. Kimley-Horn Fixed Fee is 11.50% (please see attached Fixed Fee calculation).
6. The scope of services that are to be provided by Kimley-Horn was reaffirmed by both parties at the outset. Please see "Attachment A" for the general tasks of the Scope of Services.
7. Kimley-Horn provisional indirect cost rate of 192.16% of direct labor costs and 0.66% Facility Capital cost of money rate of direct labor were verified and provided by the NDOT Audit Services.
8. Please see Attachment B for Kimley-Horn Key personnel who will be dedicated to this project.

Reviewed and Approved:



Assistant Director Planning

ATTACHMENT A

Scope of Work

100% Final Design, Traffic Safety Engineering Design Services (TSEDS)

1.0 BACKGROUND:

The TSEDS projects may be located in urban or rural areas statewide. The projects could be performed on roadways/corridors or intersections or a combination of both. The purpose of this program is to improve traffic safety for all road users, thereby reducing the number and severity of roadway crashes.

2.0 PROJECT MANAGEMENT AND MEETINGS

2.1 Kick-Off Meeting

The successful consultant shall prepare an agenda and schedule, and arrange a kick-off meeting with the DEPARTMENT Project Manager, relevant agencies, and stakeholders. This meeting will be held to review the scope of work, and discuss the available data and information provided by the DEPARTMENT. The successful consultant will introduce the project team key personnel, establish line of communications, and clarify the DEPARTMENT's requirements for the project. Identify any missing data and information necessary to proceed with the Project. The successful consultant shall prepare and distribute meeting minutes after the draft meeting minutes are approved by DEPARTMENT's Project Manager.

2.2 Progress Meeting

The successful consultant shall arrange and schedule progress/coordination meetings with the DEPARTMENT Project Manager and relevant agencies. Design Progress meetings shall be conducted on a basis specified in the agreement. Each meeting will discuss the project status, work accomplishment, budget, issues, and other relevant topics for the timely completion of the project. The successful consultant shall prepare and distribute meeting minutes after the draft meeting minutes are approved by DEPARTMENT's Project Manager.

Deliverables:

- *Project Schedule/meeting minutes/invoices/summary of work performed*
- *Progress Meeting Agenda and Notes*

3.0 BASIS OF DESIGN DOCUMENTATION:

The successful consultant will write a basis of design memorandum to establish the specific design criteria for the project. A list of current general standards/references used in the design are as follows:

- AASHTO's A Policy on Geometric Design of Highways and Streets, 2011

- DEPARTMENT's Road Design Guide, 2010
- The Manual on Uniform Traffic Control Devices, 2009
- AASHTO's Roadside Design Guide
- DEPARTMENT's Standard Plans for Road and Bridge Construction, 2010
- DEPARTMENT's Standard Specifications for Road and Bridge Construction, 2014
- AASHTO' Highway Safety Manual
- Other related approved references by the DEPARTMENT:

As a part of the basis of design document the successful consultant will:

- Establish a list of key DEPARTMENT stake holders and key stakeholders having interest in the design of the project.
- Work with various appropriate divisions of the DEPARTMENT to finalize the outline of the design criteria applicable to the project.
- Assist the DEPARTMENT in executing an Interlocal Government Agreement (if required) with the using agency by supplying project information and recommendations.

Deliverables:

Basis of Design Document, and Assistance to DEPARTMENT with project information in writing the Interlocal Government Agreement (IGA)

4.0 FIELD REVIEW AND DATA COLLECTION:

The successful consultant will perform a project field review, and confirm existing conditions, and Road Safety Assessments (RSA) and scoping recommendations/suggestions. The successful consultant will take digital photographs and index locations of project features and produce a photo log.

Deliverables:

Summary of site visit information and findings

5.0 DEVELOP PROJECT ALTERNATIVES:

The successful consultant will develop three (3) alternative conceptual designs (if required) and create exhibits for each alternative in sufficient detail to perform a comprehensive analysis for the purpose of selecting a preferred design concept alternative with corresponding cost estimates, and to identify potential project risks.

Deliverables:

- *Conceptual design plans*
- *Summary of project requirements for each alternative*
- *Conceptual level cost opinion for each alternative*
- *CD with electronic versions of the roll plots, summaries, and cost opinions.)*

6.0 SAFETY ANALYSIS:

The successful consultant will perform a safety analysis to evaluate the alternatives. The analysis will include the following:

- Determine Crash Modification Factor (CMF) applicable to improvements based on Project Alternatives using HSM methods.
- Evaluate the existing crashes based on the data already available through the RSA and Scoping Report.
- Calculate reduction of crashes for the various improvements using HSM methods.
- Determine cost for each of the CMF alternative.
- Determine BCR (Benefit Cost Ratios) for each alternative.
- Prepare a matrix to compare reductions, costs, and BCRs.
- Prepare Safety Alternatives Evaluation Memo.

The successful consultant will submit a Safety Alternatives Evaluation memo to the DEPARTMENT Project Manager for approval.

Deliverables:

- *Operational Analysis Memo*
- *Safety Alternatives Evaluation Memo*
- *CD of electronic version of each memo*

7.0 PRELIMINARY DESIGN (30%):

The successful consultant will prepare the plans in accordance with the above tasks. Submit deliverables at 30% completion for review by the DEPARTMENT staff and other relevant agencies (as required).

Deliverables:

- *30% design plans as described above for the preferred alternative.*
- *A CD of the Microstation CADD files*

8.0 STAKEHOLDER MEETING/PRESENTATION:

The successful consultant will attend and present the preferred project alternative to the public stakeholders (also to public officials if required) meeting. The purpose of the meeting is to present the project design and receive public feedback on the project. The team will prepare project presentation materials and public meeting materials. The team will work with DEPARTMENT for final meeting content, location of meeting, and list of attendees.

The successful consultant will arrange the public meeting with the assistance of the DEPARTMENT Public Information Officer.

Deliverables:

- *Develop and Distribute Mailers/Flyers, Newspaper Notice*
- *Presentation Materials (Plots, Handouts, Power Point)*

- *Public meeting attendance (six attendees from Successful consultant)*

9.0 INTERMEDIATE DESIGN (60%)

After considering and incorporating all the comments/suggestions from the Preliminary Design (30%), the successful consultant will proceed and prepare the Intermediate Design plans, Specifications, and Cost Estimate for the project in accordance with the above tasks. The contract documents will comprise preparation of design plans including traffic control plans, special provisions, and bid items list. The cost estimate shall be calculated by successful consultant which include quantities for bid items utilizing the DEPARTMENT standard bid items and approximate construction costs. The format and procedures for developing quantities and estimates will be established in accordance with DEPARTMENT requirements. A Structure List will be inserted into plans package(s) and the methods of measurement and basis of payment to be used will be developed. Successful consultant will prepare the 60% level quantities and engineer's opinion of probable cost and provide them in Excel spreadsheet format to the DEPARTMENT Project Manager. The successful consultant will submit deliverables at 60% completion for review by the DEPARTMENT staff and other relevant agencies, if required.

Deliverables:

- *60% design plans as described above for the preferred alternative.*
- *A CD of the Micro station CADD files*
- *Construction cost opinion for 60% design*

10.0 FINAL DESIGN (90%)

The goal of this task is to produce plan sets that are ready for submittal to the DEPARTMENT for use in gaining approval for advertisement. It is referred to as 90% complete, but it is intended that the design, and specifications be 100% complete except for any minor revisions which may come about as a result of unanticipated condition. The 60% submittal will be revised and refined to 90%.

Plans

This subtask extends the design efforts in the 60% design task and will result in a 90% design package that includes all plan sheets, detail sheets, and related design sheets to be updated and revised according to comments and further refinement.

Supplemental Survey

During the 90% design process, locations that require additional survey for clarity and staking.

Special Provisions

This subtask refines and completes the content of the Special Provisions outlined in 60% design task

Final Constructability Review

Constructability review will be conducted independently by successful consultant prior to submittal of the 90% design plans. The findings and comments developed from the constructability review will be incorporated into the 90% design plans prior to submittal to DEPARTMENT for review.

Final Design Submittal & Review

This subtask will address the preparation of a 90% level package and submittal to DEPARTMENT's Project Manager for review. Schedule demands suggest that this review will be a working meeting between the Consultant and DEPARTMENT's Project Manager, reconciling comments and producing those documents needed by DEPARTMENT to move forward in their process.

Deliverables:

- *Final Technical Memorandum*
- *Two (2) master plan sets of the 90% design plans (11"x 17" format) and Bid List with a modified engineer's estimate of probable cost for a working meeting with DEPARTMENT and PDF versions of each.*
- *A comment/review meeting minutes with DEPARTMENT at 90% design submittal*
- *Comments by other relevant agencies*

11.0 SPECIFICATION REVIEW:

This task addresses successful consultant attending the Specifications Review meeting with DEPARTMENT and confirming that plans/specifications match procurement procedures. The successful consultant will prepare responses from comments at the Specifications Review Meeting in coordination with the design team and meet with DEPARTMENT to discuss and finalize responses to all Specification Review comments before proceeding to Pre-Final Submittal.

Deliverables:

- *One (1) reproducible Specs Review 11"x 17" color plan set and PDF version.*
- *Specs Review Bid List*
- *Specs Review Opinion of Probable Cost*
- *Spec Review Responses*

12.0 FINAL PS&E (100%)

This task addresses the preparation of signed and sealed plans, specifications and cost estimate materials that will be incorporated into bidding documents. The PS&E Final Documents will be submitted to DEPARTMENT for advertisement.

Successful consultant will integrate all reconciled DEPARTMENT and relevant agencies comments and prepare final plan sets for inclusion in bid documents. Major design changes to the pre-bid and bid documents are outside the scope, and only minor changes to the plan set are to be incorporated. The successful consultant will coordinate closely with DEPARTMENT in providing reproducible originals in hard copy (11"x 17" format, bond, color) and electronic file format to the appropriate DEPARTMENT personnel for bid document preparation.

All Improvement Plans to be sealed by a Nevada Registered Professional Engineer.

Deliverables:

- *One (1) final reproducible 11"x 17" color plan set and PDF version*
- *Final Bid List*
- *Final Opinion of Probable Cost*

13.0 POST DESIGN

Successful consultant will provide contract administration and construction support during the bidding and construction phase of the project. This task will include the following post-design services:

Supplemental Notices

Successful consultant will prepare addendum to the bid plan sheets, structures list, and technical specifications.

Pre-Bid Conference

Under this subtask, successful consultant will attend pre-bid conference with DEPARTMENT and the potential bidders.

Pre-Construction Conference

Successful consultant will attend meeting with DEPARTMENT and the successful Contractors to provide design clarification, if needed.

Shop Drawing Review

Review shop drawings for design compliance. DEPARTMENT will supply sufficient copies so that successful consultant may retain one (1) copy. The successful consultant will be responsible for initial review and review of subsequent re-submittal.

Submittal Data Review

Review submittal data and provide comments and recommendations to DEPARTMENT regarding conformance with the project plans and specifications. This process typically spans six to twelve months. The successful consultant will compare the submittal against the requirements defined in the Special Provisions. Critical deviations will be noted in writing on each copy of the submittal along with the resulting review status.

Request for Information

Each contracting entity will also encounter elements of the contract documents that require more information to be provided before work on the specific element can proceed. The successful consultant will develop and submit to DEPARTMENT a response to each RFI.

Prepare Supplemental Analysis and Drawings

Provide supplemental analysis and drawings to accommodate the Departments' requests as conveyed to the successful consultant. These supplemental drawings would be requested by the Department due to (a) unforeseen field conditions, (b) changed field conditions or (c) Contractor proposed/caused design changes. As requested by the DEPARTMENT Project Manager, provide signed and sealed drawings and/or sketches required for this project.

Meeting Attendance

Attend project meetings held to discuss issues that arise during the construction and/or system integration phase of the project.

Deliverables:

- *Shop drawing review*
- *Submittal data review*
- *RFI response development*
- *Supplemental Analyses and Drawings*
- *Meeting Attendance*

Line Item 5

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): 73879

Type of Services: Right of Way Acquisition Services for Tropicana Phase 2

Originated by: Nick Johnson Division: Project Mgmt Date Originated: 9/23/2015

Division Head/District Engineer: Amir Soltani

Budget Category #: 06 Object #: 814D Organization #: B015

Estimated Cost: \$450,000 Type of Funding: State % of Fund: 100

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



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

Purpose of, and Justification for, Budget Request:

Due to the need to meet the current schedule and augment the Department's right of way staff, the Project Management Division will be contracting for the above services. The major activities for this scope of services will right of way appraisal, appraisal review, acquisition, relocation, and additional right of way services for Permission to Construct Agreements. All right of way services are needed to help secure easements and access to construct ADA improvements along Tropicana Avenue from Dean Martin Drive to Boulder Highway.



Scope of Services:

The scope of services are to perform appraisals, appraisal reviews, acquisitions, and relocations for approximately 11 easements and to obtain approximately 200 permission to construct agreements for ADA improvements along Tropicana Ave.. Construction funding is anticipated for FFY 2018, therefore, requiring all acquisitions and right of way agreements to be completed by the fall of 2017.

Additional Information Attached X

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



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

Signed: Donna Spelts 9/25/2015 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:

What percentage of the total expense is going to be applied in FY16, FY17 and FY18 still needs to be determined.

Signed: Notfa Lanuza 9/29/15
Project Accounting Date

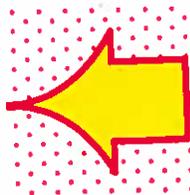
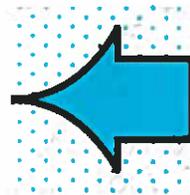
Project Accounting Comments:

Requires scope budget change form to revise project amount and funding.

Signed: Ruby Muehlen 10-1-15
Director Date

Director Comments:

- ✓ Requires Transportation Board ^{approval re} presentation
- Does not require Transportation Board presentation



**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

MEMORANDUM

March 15, 2016

TO: John Terry, Assistant Director 

FROM: Nick Johnson, Project Manager 

SUBJECT: Negotiation Summary for RFP 634-15-015 SR 593 Tropicana Avenue Phase 2

An initial meeting to discuss the project and scope of work was held on December 29, 2015 with Alan Yoshida from Atkins, and Nick Johnson and Glendyne Shull from the Nevada Department of Transportation (DEPARTMENT). Two negotiation meetings were held via conference call in on February 3, 2016, and March 1, 2016 with Alan Yoshida from Atkins and Nick Johnson, Glendyne Shull, and Ruth Borrelli from the DEPARTMENT in attendance.

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

1. Appraisal, Acquisition, and ROW support services for the acquisition of 9 permanent easements and 9 temporary construction easements along Tropicana Ave.
2. Permission to construct letters for approximately 181 property owners along Tropicana Ave.

All acquisitions and Permission to construct letters will be completed by October 2017.

Key personnel dedicated to this project are as follows:

Alan Yoshida	Atkins	Project Management
Don Dorsey	Don Dorsey & Associates	Senior Right of Way Agent
Ray Luciani	Atkins	Senior Right of Way Agent II
DeAnn Franklin	Atkins	Senior Right of Way Agent II
Brent Taylor	Atkins	Senior Right of Way Agent I

The DEPARTMENT's original estimate was \$450,000 including direct labor, overhead rate, and 10% fee (3003 man-hours of work by the SERVICE PROVIDER), and direct expenses at \$93,500 (including sub-consultant expenses).

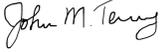
The SERVICE PROVIDER's original estimate was \$1,553,900 including direct labor (10,719 man-hours of work by the SERVICE PROVIDER), overhead rate of 152.36%, a 10% fee, and direct expenses at \$333,360 (including sub-consultant expenses).

The negotiations yielded the following:

1. There will be 2543 total man-hours, a reduction in 8176 man-hours, allotted throughout the course of this agreement at a direct labor cost of \$106,025.
2. Based upon the direct labor costs and an overhead rate of 152.36%, the overhead amount will be \$162,331.96.
3. A fee of 10% was agreed to by both parties, and will be \$26,887.70 for this agreement based upon direct labor costs and an overhead rate of 152.36%.
4. The direct expenses agreed to total \$90,600 for sub-consultants, reproduction, communication, travel and per diem.

5. The total negotiated cost for this agreement, including direct labor, overhead, fee and direct expenses will be \$391,400, a reduction of \$1,162,500 from the service provider's original estimate.

Reviewed and Approved:

DocuSigned by:

F8663DD9AFC97415
Assistant Director

Attachment C Scope of Services

1.0 GENERAL

1.1.1 OVERVIEW OF SCOPE OF SERVICES

Under this scope of services, the SERVICE PROVIDER will provide Appraisal, Appraisal Review, Acquisition, and Right-of-Way support services. The area of work is described as potentially all parcels identified in Right-of-Way Exhibit Sheets (Attachment G).

The SERVICE PROVIDER will provide these services for the area of the project defined in scope of work. It is anticipated that construction will begin by the spring of 2018. Based on this schedule for construction, which is subject to change, it is anticipated that all acquisition activities be completed no later than October 1, 2017.

The SERVICE PROVIDER is to be available for deposition or expert witness testimony as needed through the condemnation process.

It is anticipated that all right-of-way engineering activities will be performed by the DEPARTMENT and includes the following; obtaining title reports, legal descriptions, calculating property boundaries, and providing all right-of-way mapping. This information will be provided as it becomes available. The SERVICE PROVIDER will be able to move forward with acquisition activities as soon as they are ready and have the Notice to Proceed (NTP) from the DEPARTMENT. All updating of title reports will be done upon request from the SERVICE PROVIDER and will require additional time to complete.

It is anticipated that the Major activities include:

- Appraisal
 - *Provide appraisals in accordance with the DEPARTMENTs Right-of-Way Manual, the Uniform Standards of Professional Appraisal Practice (USPAP), 49 CFR 24.103 and, to the extent appropriate, the Uniform Appraisal Standards for Federal Land Acquisitions. Departure is permitted only under the provisions of the USPAP Departure Rule with the concurrence of the DEPARTMENT. The format and level of documentation for an appraisal report depends on the complexity of the appraisal problem. Complex property assignments may be required to be reported in a self-contained, narrative format. A summary report in conformance with USPAP Standards Rule 2-2(b) is permitted in cases, which, do not require the in-depth presentation necessary in a self-contained appraisal report. A summary report may be acceptable on complex property assignments on a case-by-case basis as determined by the DEPARTMENT.*
- Appraisal Review
 - *All appraisal reviews must conform to the policies contained within the DEPARTMENT Right-of-Way Manual, the Uniform Standards of Professional Appraisal Practice (USPAP), 49 CFR 24.103, and, to the extent appropriate, the Uniform Appraisal Standards for Federal Land Acquisitions. Departure is permitted only under the provisions of the USPAP Departure Rule with the concurrence of the DEPARTMENT.*
- Acquisition
 - *Acquisition services include, but are not limited to, reviewing title search documents, right-of-way plans and legal descriptions in order to become familiar*

with a project and to verify that the information provided is accurate and consistent with approved appraisal reports; preparing and presenting written offers of just compensation to property owners; negotiating the acquisition of needed right-of-way parcels; preparing administrative settlements to the division chief or reports to the legal division, as necessary; opening and monitoring escrow activities through the close of escrow; maintaining complete diaries and documentation of each negotiation.

2.0 DETAILED DESCRIPTION OF SCOPE OF SERVICES

As more fully described in the following subsections, provide all services necessary to update project cost estimates for appraisal, appraisal review, and acquisition. Acquire title to real property in the name of the State of Nevada, acting by and through its Department of Transportation, in form and substance acceptable to the DEPARTMENT. Preparation of condemnation case information and recording deeds transferring interests to local public agencies as applicable, maintain and provide complete and detailed records of all right-of-way activities performed in a manner acceptable to the DEPARTMENT.

Complete all administrative activities and prepare all documentation sufficient to acquire the right-of-way and relocate the displaced personal property. Obtain the DEPARTMENT's review and approval of all appraisals, appraisal reviews, acquisition documentation, administrative settlements, and closing procedures. Do not commence any negotiations with landowners until the amount of Just Compensation has been established by the DEPARTMENT. Incorporate ninety (90) days into the schedule for negotiations. Include a minimum of three personal contacts per ownership during the initial thirty (30) day negotiation period. After the initial thirty (30) day negotiation period has ended if an agreement has not been reached, the agent must contact the property owner at a minimum of once every two (2) weeks for a period not less than sixty (60) days unless directed otherwise.

Deliver all reports, correspondence, and documents relating to acquisition to the DEPARTMENT's Right-of-Way Division in both electronic format and as hard copy, or as requested by the Right-of-Way Division. Provide copies of all incoming and outgoing correspondence as requested.

Maintain an electronic file, with accessibility upon request to the Right-of-Way and Project Management Divisions, and electronically transmit to the DEPARTMENT's Right-of-Way and Project Management Divisions, in a format acceptable to the DEPARTMENT, monthly status reports of all parcels and activities related to right-of-way including but not limited to property acquisitions by parcel, disposition of temporary easements or other property interests. Update electronic records weekly (or as requested) and make accessible to the DEPARTMENT's Right-of-Way Division.

SERVICE PROVIDER will update and modify right-of-way cost estimates for this Scope of Services work as the acquisitions progress. The cost estimate will include the cost of appraisal, appraisal review, and acquisition.

Maintain Separation of Duties on all parcels. In no case shall any agent perform more than one of the following activities on any parcel:

- Acquisition of real property rights;
- Appraisal of property interests;

Legal Compliance. Complete and document all right-of-way activities in compliance with applicable laws (including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), DEPARTMENT Right-of-Way Manual (Manual), Uniform Standards of Professional Appraisal Practice, Nevada Revised Statutes and other applicable rules and regulations. The DEPARTMENT retains the right to replace any or all team members on the project that fail to comply with required state or federal statutes, regulations or policies for the acquisition, appraisal and appraisal review of real property for State Highway projects.

Note: The Manual is a living document and is revised yearly. The DEPARTMENT shall provide the SERVICE PROVIDER with the most currently approved Manual; the SERVICE PROVIDER shall conform and adhere to the Manual.

Note: At this point in time it is anticipated that all of the right-of-way engineering activities will be performed by the DEPARTMENT. This includes the following; obtaining title reports, legal descriptions, calculating property boundaries, and providing all right-of-way mapping. However, the SERVICE PROVIDER may be called upon to supplement this effort if the need arises.

Deliverables:

- R/W Status Reports
- Updated Cost Estimates

2.1.1 DEPARTMENT OVERSIGHT, MONITORING, AND REVIEW

The DEPARTMENT's Chief Right-of-Way Agent retains the right to approve team members and/or sub- contractors working on the project prior to their involvement with the project.

The DEPARTMENT or its designee, may, at its discretion, review and/or monitor the right-of-way activities and services performed by the SERVICE PROVIDER. This will be for oversight as a secondary review. Primary review shall be conducted by the SERVICE PROVIDER. The DEPARTMENT will notify the SERVICE PROVIDER in writing of any Project oversight monitor or reviewer under contract with the DEPARTMENT. The SERVICE PROVIDER will provide in a timely manner to the DEPARTMENT any information the DEPARTMENT requests to assist in the DEPARTMENT's review and assessment of the progress, timeliness, adequacy, and sufficiency of the SERVICE PROVIDER's right-of-way activities. SERVICE PROVIDER shall maintain an electronic record, in a format acceptable to the DEPARTMENT and readily accessible by the DEPARTMENT, of all contacts, discussions, concerns, actions taken and correspondence sent documenting all right-of- way activities completed on the project by ownership.

Submittal. Within twenty (20) working days after issuance of Notice to Proceed (NTP), SERVICE PROVIDER shall submit a schedule for the acquisition and delivery of right-of-way to the Right-of-Way Division for review and written approval. Include in the schedule the following:

- The beginning date and anticipated completion date of right-of-way acquisition; the process shall include milestones for each step in the right-of-way process. Update monthly until acquisitions are complete. The schedule will be provided in Microsoft Project and Adobe Acrobat or other approved software.
- Priorities for parcels whose acquisition will significantly impact the Project Schedule and/or affect its critical path;

Communications. In all correspondence, whether electronic or hard copy, with the owner and/or the DEPARTMENT, relating to right-of-way activities, include the following information (at a minimum) in a heading:

- Project Number;
- E.A.;
- Project Name and Phase;
- DEPARTMENT's Parcel Number(s);
- Assessor's Parcel Number(s); and
- Name-of-record owner(s)

Deliverables:

- Monthly Schedule for acquisition and delivery of right-of-way

2.1.2 CONDUCT MEETINGS/WORKSHOPS AS REQUIRED FOR DISCUSSION OF RIGHT-OF-WAY PROCESSES AND ISSUES

Attend bi-meeting to discuss:

- Appraisal;
- Appraisal Review;
- Kick-off/ training meetings;
- Acquisitions (i.e., Fee, Permanent Easements, Temporary Easements, and Permissions to construct.)
- Quality Assurance /Quality Control

Deliverables:

- Meeting minutes
- Agendas
- Reports

2.1.3 OWNER/ PUBLIC INQUIRIES

Respond to property owners and to general public inquiries regarding right-of-way acquisition under the Uniform Act and provide an interrupter services as necessary. Respond to property owners within one (1) working day, and the general public within two (2) working days.

2.1.4 APPRAISAL ACTIVITIES

For each right-of-way parcel to be acquired for the DEPARTMENT, SERVICE PROVIDER will provide the following:

Provide the DEPARTMENT with a fair market value, (the highest price the property would bring on the open market), appraisal prepared by a DEPARTMENT approved appraiser.

Coordinate selection of qualified, MAI (Member of the Appraisal Institute) certified appraisers who are licensed by the State of Nevada with the DEPARTMENT's Right-of-Way Division. DEPARTMENT approval is required for each appraiser and each Review Appraiser the SERVICE PROVIDER plans to use for this Project.

Provide the DEPARTMENT with a detailed written Scope of Work for review and approval. The detailed written Scope of Work shall consider and/or include the following:

- Tenant Owned Improvements (TOI's), Outdoor Advertising Signs or any other extraordinary improvements (cell towers etc.) that the appraiser should be prepared to appraise and include in his/her bid estimate.
- Applicable outdoor advertising sign sites. Including all pertinent special analysis, studies, or reports, including but not limited to a Real and Personal Property Report.
- For each parcel, provide the Department's Right-of-Way Division with copies of all written leases, licenses, and other agreements to identify lessees, licensees, and other occupants with potential compensable interests in each parcel to determine the value of each such interest.
- Immediate written notification to the DEPARTMENT of any concerns that could require environmental remediation of or other special attention to right-of-way parcels and/or additional properties.
- Updated appraisals and appraisal reviews are required every six (6) months from the initial date of value, unless waived by the Chief Right-of-Way Agent.
- Establishment of personal pre-appraisal contact with each owner of record and each occupant lessee or tenant. Contact shall be in person and in writing. The written contact shall be, but is not limited to, the mailing of an introductory letter. Offer each owner of record, party of interest and any occupants, tenants and lessees; or their designated representatives, in writing, via certified mail return receipt, the opportunity to accompany the appraiser on the appraiser's inspection of the parcel. The Appraiser shall maintain a record of all such contacts (i.e. Diary). Said diary shall be included with the appraisal in the acquisition file. If the Appraiser is not able to contact the owner by certified mail, the Appraiser shall use other reasonable and necessary methods to contact that owner and document the methods used in that effort. If contact is not possible or the owner(s) decline to accompany the Appraiser for the property inspection, the Appraiser shall document these facts in his/her diary.
- Appraisal reports shall include, where applicable: cost-to-cure damages (even if planned to be cured under the contract by construction contract work) determination of retention values for improvements, contributory value of tenant-owned improvements and economic rent for properties that may be rented prior to clearances.

Provide the approved Scope of Work to each Appraiser and Review Appraiser.

Prepare an appraisal report for each parcel and other lease hold interests such as sign or cell tower sites that:

- Complies with and includes all matters required by this agreement and the Manual; and other applicable guidelines;
- Satisfies the requirements of the Uniform Standards of Professional Appraisal Practices (USPAP) in effect at the time the appraisal is submitted; and
- Provides copies upon request of appraisal file documents in a searchable digital format as they may be needed to respond to discovery motions.

Pre-Appraisal Activities

SERVICE PROVIDER shall perform the following pre-appraisal activities:

- Obtain pertinent portions of articles of incorporation or partnership information on property owners from Secretary of State for current status and list of officers. Provide project Planning Notices and General Information Notices to property owners/tenants. Contact and meet with owners/tenants as necessary to obtain signed real property inventory lists and certification of ownership forms. Work with owners and tenants to identify tenant-owned improvements on applicable properties. Provide owner/tenant inventory list to the appraiser.
- Prepare a detailed scope of work for each parcel.
- Obtain current title reports for all parcels from the DEPARTMENT.

Appraisal Management

The DEPARTMENT will provide project Planning and General Information Notices to property owners/tenants.

The DEPARTMENT will provide the SERVICE PROVIDER title reports for all parcels.

SERVICE PROVIDER Appraiser and Review Appraiser shall provide the following appraisal activities:

- Analyze each parcel for project impacts, the larger parcel and partial vs. total take concepts, and access to the remainders in the after condition. For partial acquisitions the appraiser will meet with the Designer and the DEPARTMENT to review each partial acquisition to analyze and determine how each partial is impacted by the project during and after construction.
- Appraiser will forward report to the SERVICE PROVIDER.
- Appraiser will establish personal pre-appraisal contact with each owner of record and each occupant lessee or tenant. Contact shall be in person and in writing. The written contract may be but is not limited to mailing of an introductory letter.
- Appraiser will forward the appraisal report to the SERVICE PROVIDER for formal reviews based on the DEPARTMENT format.
- Review Appraiser will submit approved Review Appraiser's reports and values to the SERVICE PROVIDER for approval.
- Review Appraiser will submit approved Review Appraiser's reports and values to the SERVICE PROVIDER for Approval.
- Review Appraiser will document all observed issues with Appraiser's submittal.
- Review Appraiser will document Appraiser's response to communicated issues when applicable.
- Review Appraiser will perform Review Determinations, as necessary.

The SERVICE PROVIDER shall forward the appraisal report and review to the DEPARTMENT (R/W Division, ATTN: Glendyne Shull) for formal reviews and approval for the purpose of setting just compensation.

Deliverables:

- Appraisal Report
- Appraisal Review Report

2.1.5 SETTING OF JUST COMPENSATION

The State of Nevada Department of Transportation must set Just Compensation for each parcel within 10 (ten) working days.

2.1.6 REAL PROPERTY ACQUISITION

SERVICE PROVIDER shall perform the following tasks upon receipt of the DEPARTMENT's approved just compensation for each acquisition:

Conduct all assigned property negotiations in accordance with the requirements of the Right-of-Way Manual, Nevada Revised Statutes, The Code of Federal Regulations (CFRs) and the Uniform Act. All acquisition agents hired to acquire real property for this project must be qualified agents approved by the DEPARTMENT's Chief Right-of-Way Agent.

All agents working as Acquisition Agents or Negotiators shall be qualified and experienced. Experience shall include acquisition and relocation activities which have been performed under the requirements of the Code of Federal Regulations (CFRs) and the Uniform Act. Senior agents are expected to have at least five (5) years professional experience directly related to right-of-way. Agents shall be adequately supervised by a qualified SERVICE PROVIDER acquisition manager who has extensive experience and knowledge of pertinent CFRs and the Uniform Act. All agents must be fully qualified to perform the duties assigned.

Prepare a working file for each acquisition parcel following the procedures listed in the Manual. Include a just compensation memorandum. Provide the DEPARTMENT with direct access to a maintained and regularly updated electronic file containing the negotiator's diary for each owner documenting each owner contact with the date, time, location, persons present and subjects discussed during each contact.

Ensure all title and appraisal reports are current and updated at least every six (6) months by contacting the DEPARTMENT by written request.

Verify negotiation data by reviewing and verifying right-of-way engineering data, title and appraisal reports, deeds, legal descriptions, parcel maps and conducting field reviews. Identify all title exceptions and subordinate rights to be cleared and obtain necessary documents to clear these from title. Conduct field review of the acquisition.

Make initial contact with owners by telephone to gather pertinent data, lease facts, and information to complete an Ownership Occupancy form (Form 547).

Identify lessees, licensees, occupants, or other parties with potential compensable interests and if appropriate, after consultation with the DEPARTMENT, negotiate with such parties for the acquisition of their compensable interests. Provide timely response to the verbal or written inquiries of any property owner, lessee, licensee, occupant or other holder of a compensable interest, as applicable, not more than five (5) working days after the inquiry.

Prepare acquisition packages in accordance with the Manual.

Prepare and deliver documents of conveyance to the property owner, tenants of any compensable interest, as applicable, and obtain their execution of the same. Obtain notarization of all signatures on documents to be recorded, in accordance with Nevada law. All owners of record need to sign the conveying document. If new parties of interest are discovered during negotiations or vesting is other than was indicated on the original documents, the SERVICE PROVIDER shall contact the Assistant Chief Right-of-Way Agent as to how to proceed. The acquisition file shall be revised to include all corrected grantors and all appropriate forms, deeds and other documents will be revised accordingly.

Present a Title VI Compliance Questionnaire and The Title VI Nondiscrimination complaint Procedures for Federally Assisted Programs or Activities and give the owners their agents, and lessees of property to be acquired a copy of the "DEPARTMENT Division of Civil Rights Fact Sheet" brochure.

Submit the QA/QC Plan to the DEPARTMENT for review and approval.

Make every reasonable effort to meet with owners as soon as possible after receipt of acquisition approval from the DEPARTMENT. As much as possible, SERVICE PROVIDER shall meet owners in person to present the acquisition packages. When owners are outside the local area the initial offer may be made by certified mail return receipt requested. In such cases the agent shall follow up within three (3) business days to ensure the owner understands the details of the project, its effect on the property, the amount of the offer and the owner's rights under the Uniform Act. Such contacts shall be clearly documented in the Agent's parcel diary. Negotiations for acquisition shall include explaining the acquisition process, answering questions, addressing concerns and problem solving, and coordinating meetings and field inspections with appropriate staff, SERVICE PROVIDER or public agency. Allow a reasonable amount of time (at least thirty (30) days) for the owner/tenant to consider the offer with multiple contacts being made to answer questions, research issues and concerns, resolve differences, and obtain the DEPARTMENT's input or approval.

When tenant-owned improvements have been certified and released by owner and tenant, make offers to tenants for tenant-owned improvements including offer letter, Appraisal Summary Statement, Public Highway Agreement, Deed, and obtain and record a signed Mutual Release & Certification form.

Coordinate with title companies and open escrows on all purchases. Monitor escrows, review all escrow documents. Promptly prepare and transmit closing package to the DEPARTMENT's Supervisory Right-of-Way Agent with a summary memo, request for payment and all appropriate documents and forms as outlined in the Manual. Provide the DEPARTMENT information for payment of escrow fees including an escrow invoice and supporting documentation. Ensure the DEPARTMENT receives title insurance policies in the amount of the purchase cost of the land and improvements and clear title to all properties acquired. Meet owner/tenant onsite for a walk-through, obtain keys and take physical possession of property. Monitor closing of escrow to ensure timely payment to owners.

For rejected offers, advise the property owners, and other holders of compensable interests, or their representatives of the administrative settlement process. In all dealings with property owners and other holders of compensable interests, clearly represent and maintain that the DEPARTMENT has the ultimate decision authority regarding any settlement requests. Confer with and deliver to the Supervisory Right-of-Way Agent any settlement request from property owners as applicable, including a detailed recommendation from the SERVICE PROVIDER. Assist with counter-offers as required and present them to the DEPARTMENT for consideration. Assist with the negotiation of administrative settlements. Review and provide a written recommendation together with supporting documentation on all counter proposals submitted by

the property owners to the DEPARTMENT for review and prepare settlement packages. Deliver the administrative settlement request and the SERVICE PROVIDER's recommendation with supporting documentation to the DEPARTMENT within five (5) working days of receipt of the request. Remain open to all reasonable settlement requests (that comply with the regulations as outlined herein) from property owners that are feasible and are justified and will help expedite the right-of-way acquisition process.

Where agreements cannot be reached, consult with the DEPARTMENT's as needed, request the DEPARTMENT to convene a Condemnation Review Board meeting, prepare condemnation packages as required including Negotiator's Report, provide complete condemnation packages to the DEPARTMENT no less than ten (10) working days prior to the meeting of the Condemnation Review Board, prepare for and attend the Condemnation Review Board meeting to brief the Board on all conditions and progress of the acquisition. Prepare the proper noticing letters Condemnation Referral Letter Rescinding Offer (Forms 586) or Condemnation Referral w/continued Negotiations (Form 587) and Notice of Public Meeting (Form 503) and when applicable the Letter Rescinding Offer (Form 586B), upon receipt of proper notice from the DEPARTMENT.

Deliverables:

- Acquisition Closing Package
- Escrow Closing Package
- Acquisition Files

Line Item 6

**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

MEMORANDUM

DATE March 22, 2016

TO: 1. Donna Spelts, Budget Section
2. Norfa Lanuza, Project Accounting *N. Lanuza*
3. Rudy Malfabon, P.E., Director

FROM: Dennis Gallagher, Chief Deputy Attorney General, Legal Division 

SUBJECT: REQUEST APPROVAL TO OBTAIN BUDGET APPROVAL
AMENDMENT NO. 1 TO AGREEMENT NO. P431-14-004
FOR KEMP, JONES & COULTHARD, LLP (William L. Coulthard, Esq.)
IN THE MATTER OF *NDOT vs. WALKER FURNITURE*
REGARDING PROJECT NEON – PROJECT NO. 73652E1R AND
PROJECT IDENTIFICATION NO. NH-STP-015-1(147)

Kemp, Jones & Coulthard Law Firm is under contract to provide outside legal counsel representing and advising the Nevada Department of Transportation in the Project Neon eminent domain condemnation matter of *State of Nevada, ex rel., Department of Transportation vs. Walker Furniture, et al.* to be filed in the Eighth Judicial District Court of the State of Nevada (the "Lawsuit") Case No. A-14-707519-C.

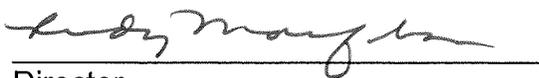
The original agreement for the services as the inception of the eminent domain condemnation complaint was projected to be approximately was \$350,000.00. This Amendment No. 1 allows for an additional \$1,400,000.00. The \$1,400,000 amendment for this complex litigation is anticipated to be used between the fiscal year ending June 30, 2016 and fiscal year ending June 30, 2017. This project is eligible for 95% Federal reimbursement.

The estimated cost for the services is anticipated \$850,000.00 for fiscal year 2016 and \$550,000.00 for fiscal year 2017. The exact amount to be spent each fiscal year has yet to be determined.

Approval of this memo by the Project Accounting Section and the Budget Section indicates funding authority is available for consulting services for Budget Category 06, Object 814R, Organization A004. The A04 Financial Data Warehouse, Budget by Organization Report No. NBDM30 must be attached. Actual availability of funds and the monitoring of actual expenditures must be determined by the Division Head/District Engineer. Return this memo to the originator for inclusion in the project.

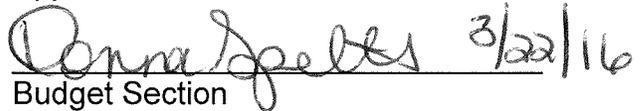
Approval of this memo by the Director's Office authorizes this request.

Approved:



Director

Approved



Budget Section

Requires Transportation Board Presentation

Requires IT Review

COMMENTS:

cc: Ruth M. Borrelli, Chief, NDOT Right-of-Way Division
Tina Kramer, Right of Way Control Officer

Line Item 7

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

Request to Solicit Services and Budget Approval (2A)

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

If Amendment or Task Order, name of Company:

Agreement #: Project ID #(s): TBD

Type of Services: Highway Engineering and Design-Build Procurement

Originated by: Lynnette Russell Division: Project Mgmt Date Originated: 1/19/2016

Division Head/District Engineer: Amir Soltani

Budget Category #: 06 Object #: 814D Organization #: B110

Estimated Cost: \$4,500,000 Type of Funding: State % of Fund: 100%

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

Advance construct with State funds for future Federal reimbursement. \$1.5M FY 2016, \$3.0M FY 2017

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

Purpose of, and Justification for, Budget Request:

Due to the need to develop alternatives, environmental documentation and conceptual design for the Garnet Interchange (I-15 N and US 93 Interchange) and the widening of US 93 from this interchange to five miles north, the Project Management Division will be contracting with a Consultant for Services and would like to request budget approval.



Scope of Services:

The consultant scope of services will include project management, scoping, environmental, public involvement and outreach, preliminary design, landscape and aesthetics, traffic analysis and reporting, right of way and utilities, and storm water for improvements on both I-15 and US 93 in Clark County. This initial effort is for up to 18 months of services. See attached Scope of Services

Additional Information Attached X

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



ATTACHMENT "A"
SCOPE OF SERVICES for GARNET INTERCHANGE

PROJECT LOCATION AND PURPOSE

The RFP technical scope of work consists of two major components: (1) operational improvements on the I-15 / US 93 Interchange (Garnet Interchange) on I-15 from MP 63.79 to 64.79, including the I-15 on and off ramps, and (2) the US 93 operational/capacity improvements on approximately 5 miles of US 93 (MP CL 52 to MP CL 57).

PROJECT AND DEPARTMENT GOALS

The Interstate-15 / US 93 Interchange (Garnet Interchange) is an important link for the economic development for Southern Nevada and access of US 93 to the I-15 corridor. It carries an increasing level of freight traffic to and from Northern Nevada and beyond. Development in the area immediately surrounding the interchange is rebounding with the improving economy. Multiple sites of industrial and/or manufacturing enterprises, such as the Apex Industrial Park, are being proposed and designed over the next 1 to 3 years.

The existing interchange consists of two bridges, one each direction over the US 93 roadway. Each bridge was built to accommodate two general purpose lanes on I-15 with a single lane each direction on US 93. US 93, also known as the Great Basin Highway, exists as a two lane roadway with right and left turn pockets providing access to the existing Love's Travel Stop.

The goals of this project are to conduct necessary technical studies including traffic studies and modeling to identify solutions to improve the operations and safety of the interchange; increase the capacity and safety; and accommodate bicycles/pedestrians along US 93 for approximately five miles north of the I-15 interchange.

The DEPARTMENT goal is to commence construction on the improvements no later than the end of State Fiscal Year 2017. The project delivery method will be determined on or before the consultant procurement is completed. As such proposers must show qualifications working on Design Bid Build (DBB), Design Build (DB) or CMAR delivery methods.

The SERVICE PROVIDER's effort will include: conducting detailed scoping and stakeholder outreach to identify project's purpose and need; identify project phasing if applicable; completing the environmental documentation and approvals on all or a phase of the project; and perform all aspects of Right-Of-Way acquisition following the uniform act and; leading the effort to prepare documents required to complete the project procure regardless of the project delivery method selected.

GENERAL DESCRIPTION OF SERVICES

The scope of services for this Request For Proposal (RFP) includes, but may not be limited to, the following:

- a) Project management based on DEPARTMENT's and Federal Highway Administration's Major PM guidelines

- b) Detailed scoping analysis
- c) Traffic studies and modeling
- d) Value Engineering, Cost Risk Analysis, Benefit/Cost analysis, Constructability reviews, Production Based Estimating; maintainability reviews
- e) Environmental studies and services to support NEPA approval
- f) Subsurface utility explorations and utility coordination
- g) Surveying and aerial mapping
- h) Public relations and outreach
- i) Right-of-way acquisition and support
- j) Landscape architecture services
- k) Geotechnical investigation
- l) Preparing Design Plans
- m) Developing final geometrics
- n) Preparing design and technical provisions supporting the selected delivery method
- o) Preparation of the necessary documents to procure the project as regardless of which project delivery method is selected
- p) Document management
- q) Project scheduling during design and construction

The SERVICE PROVIDER must have knowledge of all DEPARTMENT standards, Federal and Nevada State laws and regulations, and be in compliance with them. The SERVICE PROVIDER is expected to demonstrate the ability, knowledge, and expertise to perform and complete all work described in this RFP.

Considering the nature of the project, the Department will negotiate an initial agreement with the selected service provider to achieve several major milestones and deliverables including, but not limited to:

- Preliminary design on selected alternative
- Final geometrics
- Final surveying and mapping
- Necessary geotechnical and utilities investigation
- Cost risk assessment and benefit-cost analyses
- Project phasing

- Preparation of the necessary documents to procure the project, regardless of which project delivery method is selected
- Conduct environmental studies
- Preparing design and technical provisions supporting the selected delivery method

After completion of the initial agreement scope or sooner, the DEPARTMENT, based on the selected delivery method, may issue additional amendments to the selected service provider to deliver the project. This work may include, but not be limited to, finalizing the plans specifications and estimate, innovative delivery procurement support and administration and innovative delivery construction contract administration.

SERVICE PROVIDER will provide the required staff, resources, and expertise to effectively manage the delivery project regardless of the project delivery method selected. The project management tasks and activities include, but are not limited to:

- Develop and maintain the Project Management Plan
- Risk assessment monitoring and control
- Collection and review of pertinent Record Drawings, project reports, data and other information.
- Preparation of RFP and assisting with the procurement of the DB or CMAR contract if one of these project delivery methods is selected
- Providing cost, schedule, and document control
- Providing project progress reports and meetings
- Preparation and implementation of a Quality Assurance and Quality Control (QA/QC) plan
- If requested, management and administration of the DB or CMAR contract during construction under a contract amendment

The SERVICE PROVIDER may be responsible for leading the effort to prepare the documents required to procure the project as a DB/CMAR. Such documents include, but are not limited to the documents described in the DEPARTMENT's Pioneer Program Guidelines.

SERVICE PROVIDER shall obtain, review, and make use of available project data and information including, but not limited to, plans, cost estimates, environmental documents and technical studies, advance planning studies, agreements and other project information provided by the DEPARTMENT.

SERVICE PROVIDER shall also obtain, review, and comply with all existing laws, policies, procedures, standards, and requirements of the DEPARTMENT, and local and regulatory agencies that are applicable and govern the procurement, design, and construction of the PROJECT.



MEMORANDUM

April 4, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: April 11, 2016, Transportation Board of Directors Meeting
Item #10: 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 February 19, 2016, through March 17, 2016
- Agreements under \$300,000 executed February 19, 2016, through March 17, 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 February 19, 2016, through March 17, 2016, and agreements executed by the Department from February 19, 2016, through March 17, 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, February 19, 2016, through March 17, 2016
- B) State of Nevada Department of Transportation Executed Agreements – Under \$300,000, February 19, 2016, through March 17, 2016

Recommendation for Board Action: Informational item only

Prepared by: Administrative Services Division

Attachment

A

**STATE OF NEVADA DEPARTMENT OF TRANSPORTATION
 CONTRACTS AWARDED - INFORMATIONAL
 February 19, 2016 to March 17, 2016**

1. February 4, 2015, at 1:30 PM the following bids were opened for Contract 3620, Project No. SPSR-0160(020), SR 160, Blue Diamond Highway at Fort Apache Road and El Capitan Way, in Clark County, to install signal system and pedestrian facilities.

Las Vegas Paving Corporation	\$2,373,106.00
Aggregate Industries SWR, Inc	\$2,427,999.00

Engineer's Estimate..... \$2,647,126.02

The Director awarded the contract, February 23, 2016, to Las Vegas Paving Corporation for \$2,373,106.00.

2. February 4, 2015, at 2:00 PM the following bids were opened for Contract 3621, Project No. NHP-093-4(020), US 93 north of McGill from 3.61 miles south of Success Summit Road to 5.74 miles north of Success Summit Road, in White Pine County, for cold milling and placing plantmix bituminous surface with open graded surface.

W.W. Clyde and Co.	\$3,612,781.22
Road and Highway Builders LLC	\$3,939,939.00
A & K Earth Movers, Inc.	\$4,195,000.00

Engineer's Estimate..... \$4,508,615.63

The Director awarded the contract February 23, 2016, to W.W. Clyde and Co., for \$3,612,781.22.

3. February 4, 2015, at 2:30 PM the following bids were opened for Contract 3622, Project No. SI-0032(159), at multiple intersections in the City of Las Vegas, in Clark County, for signal system modification, flashing yellow arrows.

Acme Electric	\$390,983.00
Fast-Trac Electric (Nev-Cal Investors, Inc.)	\$654,560.40

Engineer's Estimate.....\$ 397,777.49

The Director awarded the contract, February 25, 2016, to Acme Electric for \$390,983.00.

4. February 25, 2016, at 1:30 PM the following bids were opened for Contract 3623, Project No. SI-0431(009), SR 431, Mt. Rose Highway, in Washoe County, to construct a truck escape ramp.

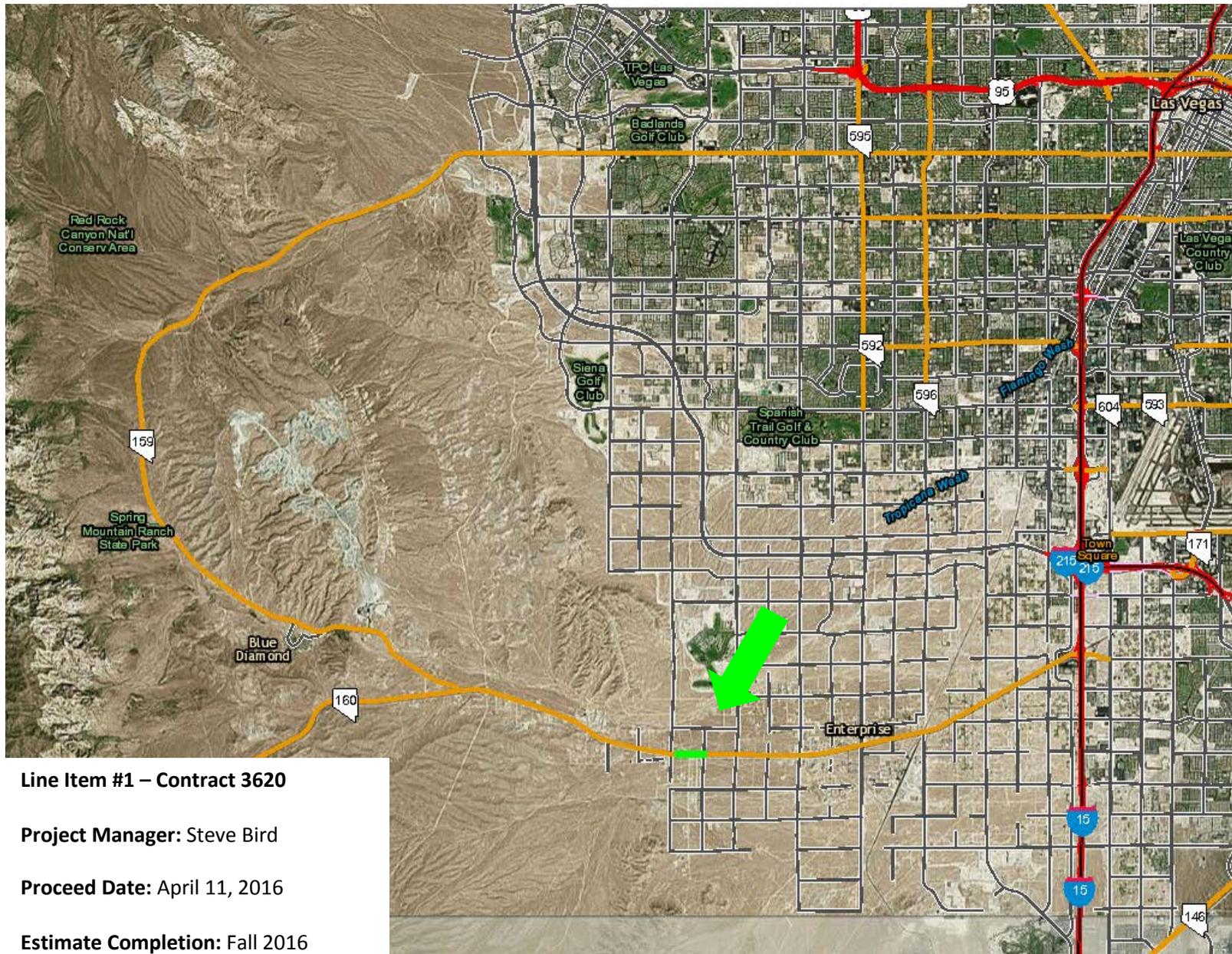
Q & D Construction, Inc.....	\$4,669,566.69
Teichert Construction	\$5,454,033.00
MKD Construction, Inc.....	\$5,941,348.75
Granite Construction Company	\$6,123,123.00

Engineer's Estimate..... \$3,603,460.55

The Director awarded the contract March 17, 2016, to Q & D Construction, Inc., for \$4,669,566.69

5. March 4, 2015, the Department received a proposal for Emergency Contract 803-16, at NDOT Headquarters Building, in Carson City County, for emergency stabilization and replacement of windows on floors 2 through 4 in the NDOT Headquarters building.

The Director awarded the contract, March 11, 2016, to Custom Glass for \$401,205.00.

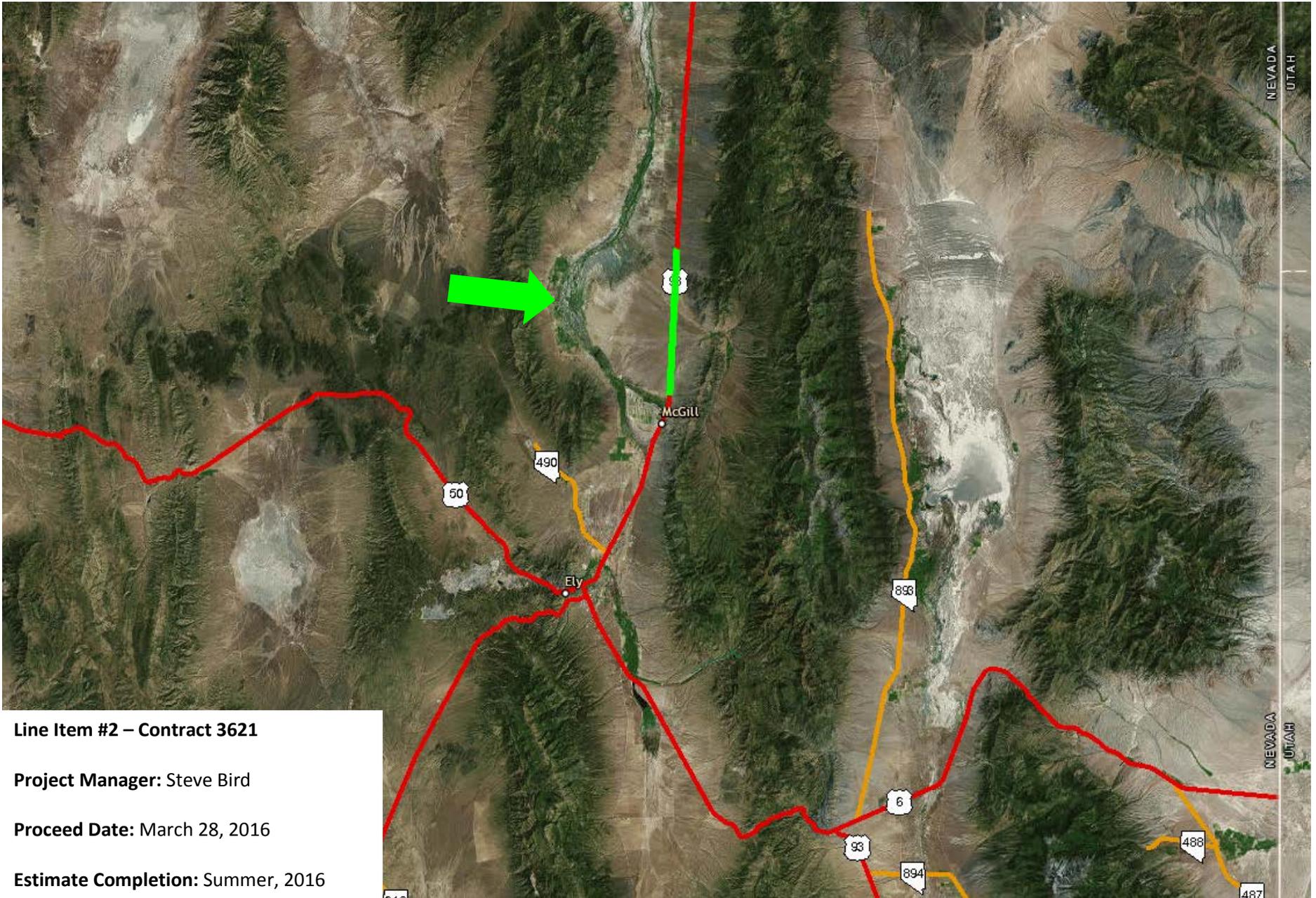


Line Item #1 – Contract 3620

Project Manager: Steve Bird

Proceed Date: April 11, 2016

Estimate Completion: Fall 2016

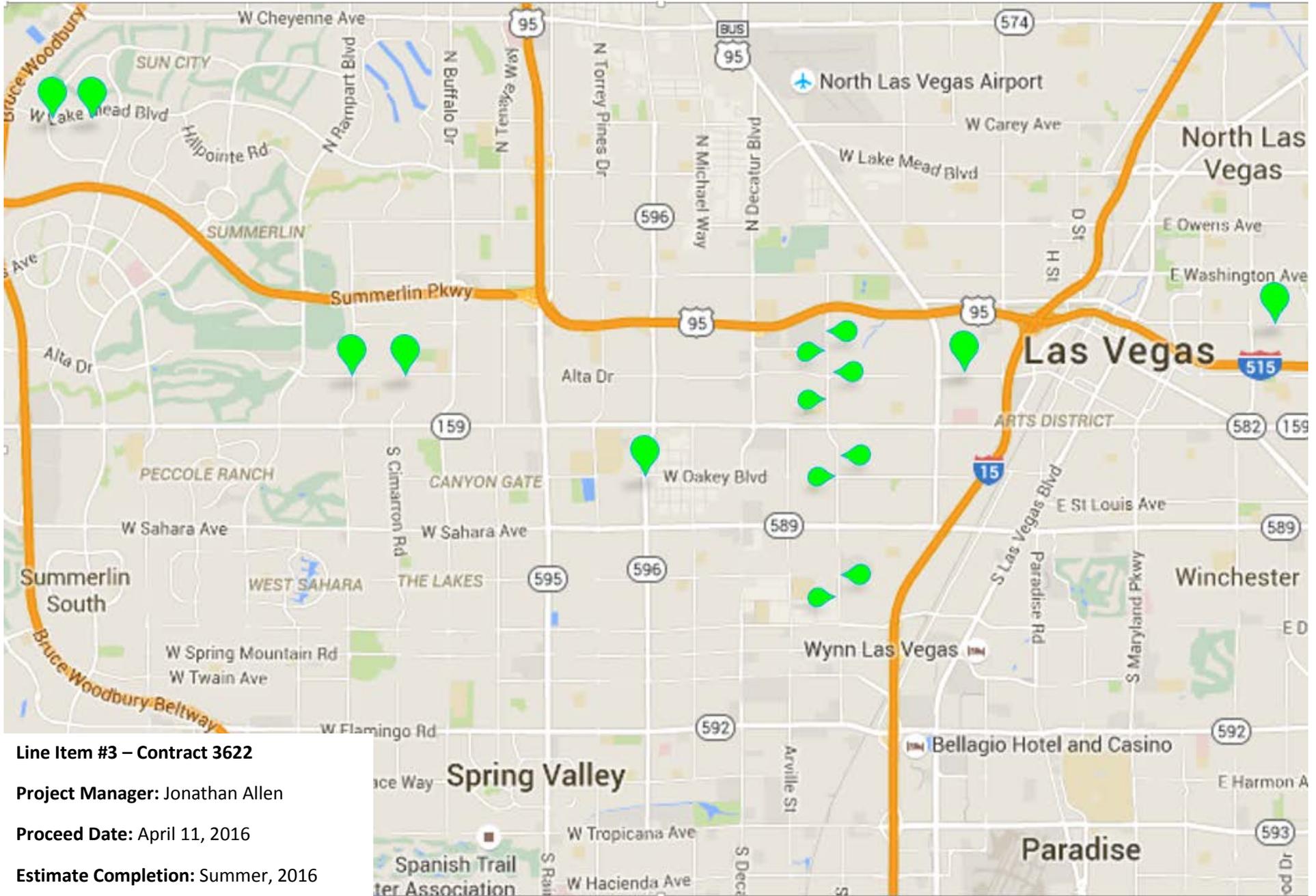


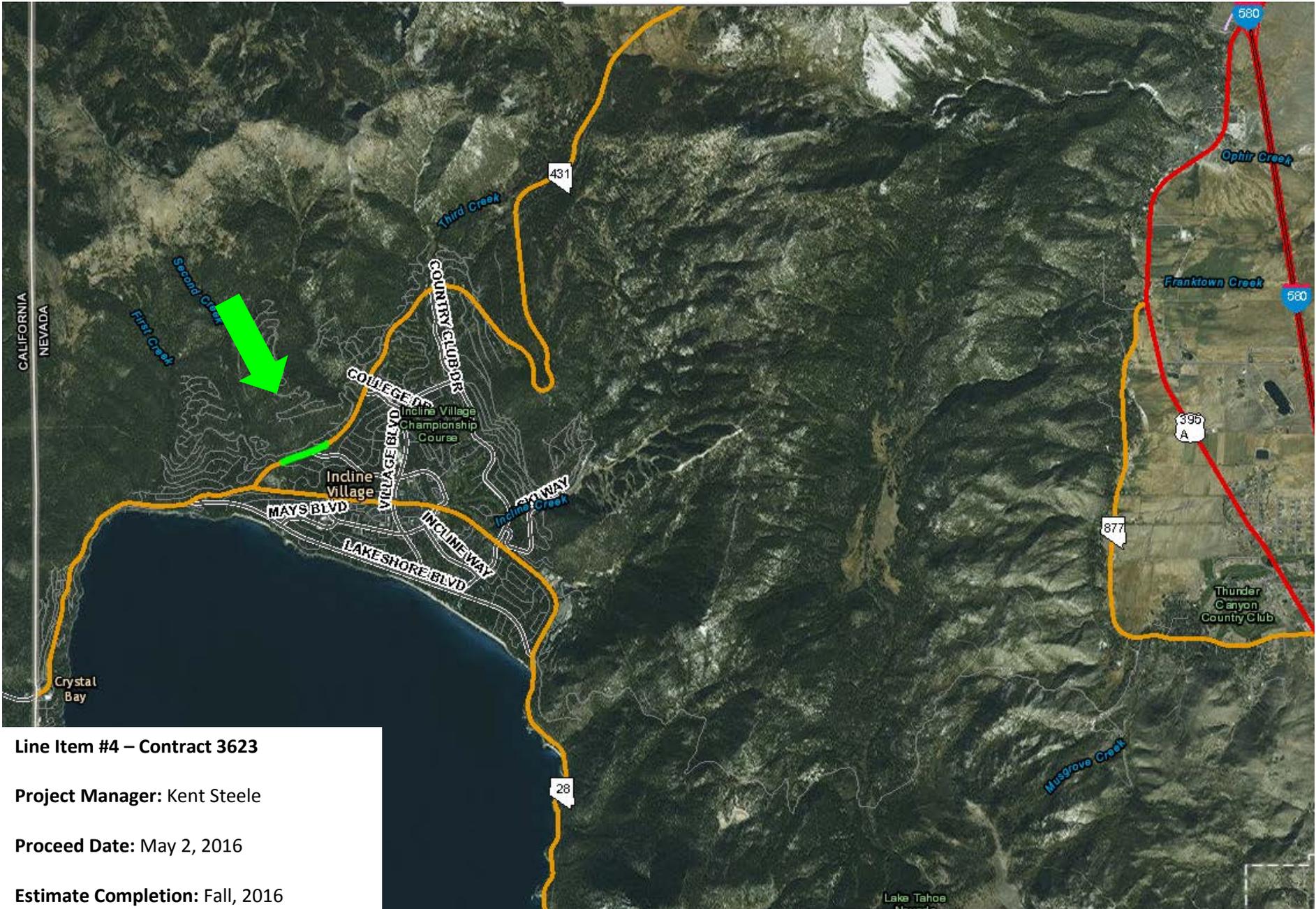
Line Item #2 – Contract 3621

Project Manager: Steve Bird

Proceed Date: March 28, 2016

Estimate Completion: Summer, 2016





Line Item #4 – Contract 3623

Project Manager: Kent Steele

Proceed Date: May 2, 2016

Estimate Completion: Fall, 2016



Line Item #5 – Contract 803-16

Project Manager: Ross Baker

Proceed Date: February 26, 2016

Estimate Completion: Summer 2016

Attachment B

State of Nevada Department of Transportation
 Executed Agreements - Informational
 February 19, 2016, through March 17, 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	03516	00	7-ELEVEN	PROPERTY ACQUISITION	Y	372,550.00	-	372,550.00	-	2/17/2016	5/30/2019	-	Acquisition	TINA KRAMER	02-17-16: ACQUISITION OF THREE PROPERTIES; PARCEL NO. I-015-CL-041.190, 9,526 SQUARE FEET OF LAND FOR \$155,000, A BILLBOARD SITE FOR \$160,000.00, PARCEL NO. 1-015-CL-041.190PE, 2,999 SQUARE FEET OF PERMANENT EASEMENT FOR \$45,000.00, AND PARCEL NO. I-015-CL-041.190TE, 1,907 SQUARE FEET OF TEMPORARY EASEMENT FOR A FOUR YEAR TERM TOTALING \$12,550.00, FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NVD19951135191
2	04016	00	CLEAR CHANNEL OUTDOOR, INC.	PROPERTY ACQUISITION	Y	12,000.00	-	12,000.00	-	2/9/2016	5/30/2019	-	Acquisition	TINA KRAMER	02-19-16: ACQUISITION OF PARCEL I-015-CL-041.190, CLEAR CHANNEL BILLBOARD, FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NVF19981236769
3	04116	00	CLEAR CHANNEL OUTDOOR, INC.	PROPERTY ACQUISITION	Y	6,000.00	-	6,000.00	-	2/9/2016	5/30/2019	-	Acquisition	TINA KRAMER	02-19-16: ACQUISITION OF PARCEL I-015-CL-041.236, CLEAR CHANNEL BILLBOARD, FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NVF19981236769
4	12916	00	CLEAR CHANNEL OUTDOOR, INC.	PROPERTY ACQUISITION	Y	455,000.00	-	455,000.00	-	3/8/2016	5/30/2019	-	Acquisition	TINA KRAMER	03-08-16:ACQUISITION OF PARCEL I-015-CL-041.560, CLEAR CHANNEL BILLBOARD, FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NVF19981236769
5	12516	00	DURANGO 95 MINI STORAGE PARTNERS	PROPERTY ACQUISITION	Y	-	-	-	-	3/2/2016	3/31/2019	-	Acquisition	TINA KRAMER	03-02-16: NO COST AGREEMENT FOR THE REMOVAL OF EXISTING FENCE IN DEPARTMENT RIGHT OF WAY ALONG US 95, CLARK COUNTY. NV B/L#:NVD20141506580
6	03316	00	MICHAEL WATT & ANN WATT	PROPERTY ACQUISITION	N	15,600.00	-	15,600.00	-	2/17/2016	1/31/2018	-	Acquisition	TINA KRAMER	02-17-16: PROTECTIVE RENT AGREEMENT FOR PARCEL S-439-LY-000.176, 3095 OPAL AVENUE, FOR THE USA PARKWAY DESIGN-BUILD PROJECT, LYON COUNTY. NV B/L#: EXEMPT
7	03616	00	MOVE 4 LESS	COMMERCIAL MOVER	Y	2,351.77	-	2,351.77	-	9/25/2015	12/15/2016	-	Acquisition	TINA KRAMER	09-25-15: COMMERCIAL MOVER FOR PARCEL NUMBER I-015-CL-042.051, 640 SOUTH MARTIN L. KING BLVD, LAS VEGAS, TO 2151 CITRUS HILLS AVE, LAS VEGAS, FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NVD20041105072
8	04216	00	MOVE 4 LESS	COMMERCIAL MOVER	Y	3,418.52	-	3,418.52	-	2/19/2016	12/15/2016	-	Acquisition	TINA KRAMER	02-19-16: COMMERCIAL MOVER FOR PARCEL I-015-CL-042.051 FROM 640 SOUTH MARTIN LUTHER KING BLVD, LAS VEGAS, TO 230 SOUTH MARYLAND PARKWAY, LAS VEGAS, FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NVD20041105072

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
9	04316	00	MOVE 4 LESS	COMMERCIAL MOVER	Y	3,000.00	-	3,000.00	-	2/17/2016	12/15/2016	-	Acquisition	TINA KRAMER	02-25-16: COMMERCIAL MOVER FOR PARCEL NUMBER I-015-CL-041.966 711 DESERT LN, LAS VEGAS, TO 3555 STOBER BLVD, LAS VEGAS, FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NVD20041105072
10	04616	00	MOVE 4 LESS	COMMERCIAL MOVER	Y	2,164.00	-	2,164.00	-	3/4/2016	12/15/2016	-	Acquisition	TINA KRAMER	03-04-16: COMMERCIAL MOVER FOR PARCEL I-015-CL-041.843 FROM 1007 DESERT LANE, LAS VEGAS, TO 7632 WEST POST ROAD, LAS VEGAS, FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NVD200471105072
11	12816	00	OWENS BROTHERS MOVING	COMMERCIAL MOVER	N	4,643.00	-	4,643.00	-	3/9/2016	12/15/2016	-	Acquisition	TINA KRAMER	03-09-16: COMMERCIAL MOVER FOR PARCEL S-4396-LY-000.240, 3055 OPAL AVENUE, SILVER SPRINGS, TO 1480 ANTELOPE, SILVER SPRINGS, FOR USA PARKWAY DESIGN-BUILD PROJECT, LYON AND STOREY COUNTIES. NV B/L#: NVD20021294005
12	13616	00	ANTHONY J WREN & ASSOCIATES	PROPERTY APPRAISAL	N	2,500.00	-	2,500.00	-	3/11/2016	7/31/2016	-	Appraisal	TINA KRAMER	03-11-16: APPRAISAL SERVICES OF SURPLUS PARCEL NUMBER U-395-CC-007.956XS1, CLARK COUNTY. NV B/L#: NVD2014095962
13	13716	00	ANTHONY J WREN & ASSOCIATES	PROPERTY APPRAISAL	N	2,500.00	-	2,500.00	-	3/11/2016	7/31/2016	-	Appraisal	TINA KRAMER	03-11-16: APPRAISAL SERVICES OF SURPLUS PARCEL NUMBER SUR 09-16 U-395-CC008.439XS1, CLARK COUNTY. NV B/L#: NVD2014095962
14	03216	00	CARTER OTT APPRAISAL, INC.	PROPERTY APPRAISAL	N	3,200.00	-	3,200.00	-	2/17/2016	6/30/2016	-	Appraisal	TINA KRAMER	02-25-16: APPRAISAL SERVICES OF SURPLUS PARCEL NUMBER U-395-WA-233XS1 SUR 15-06, CLARK COUNTY. NV B/L#:NVD19981181697
15	13816	00	CRITERION GROUP	PROPERTY APPRAISAL	N	3,000.00	-	3,000.00	-	3/11/2016	7/31/2016	-	Appraisal	TINA KRAMER	03-11-16: APPRAISAL SERVICES OF SURPLUS PARCEL NUMBER U-095CL0088.846 AND U-095-CL-088-842, CLARK COUNTY. NV B/L#: NVD2014095962
16	11016	00	TAHOE REGIONAL PLANNING AGENCY	UNIFIED PLANNING WORK PROGRAM	N	-	-	-	-	10/1/2016	9/30/2020	-	Cooperative	KEVIN VERRE	03-10-16: NO COST AGREEMENT OUTLINING RESPONSIBILITIES FOR THE FEDERAL FISCAL YEAR (FFY) 2017 THRU FFY 2020 UNIFIED PLANNING WORK PROGRAM (UPWP), DOUGLAS AND WASHOE COUNTIES. NV B/L#: EXEMPT
17	38212	01	ELKO COUNTY	STATEWIDE RADIO SYSTEM	N	462,000.00	-	-	462,000.00	9/18/2012	6/30/2016	3/11/2016	Cooperative	DAN BERGER	AMD 1 03-15-16: NO COST AMENDMENT TO EXPAND COMMUNICATION FACILITY TO ACCOMMODATE ADDITIONAL EQUIPMENT NEEDED BY THE COUNTY. 09-18-12: ELKO COUNTY TO PAY THE DEPARTMENT FOR THE USE OF THE STATEWIDE RADIO SYSTEM. THE AGREEMENT PROVIDES REQUIREMENTS AND EXPECTATIONS FOR BOTH PARTIES WHILE OPERATING THE RADIO SYSTEM, ELKO COUNTY. NV B/L#: EXEMPT

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	08216	00	SILVER STATE CLASSIC CHALLENGE	RACE ON SR 318 SR 490 IN MAY	N	14,500.00	-	10,000.00	14,500.00	3/15/2016	5/15/2016	-	Event	SANDY SPENCER	3-15-16: OPEN ROAD EVENT ON SR 318 AND SR 490 IN MAY 2016. \$4,500.00 RECEIVABLE FOR DEPARTMENT COSTS, PLUS A \$10,000.00 DEPOSIT FOR ANY DAMAGES TO THE ROAD CAUSED BY THE EVENT. WHITE PINE, NYE, AND LINCOLN COUNTIES. NV B/L#: NV19941074192
19	12616	00	JOE YATSON	MANHOLE & VALVE ADJUSTMENT	N	-	-	-	-	3/7/2016	5/30/2019	-	Facility	TINA KRAMER	03-07-16: NO COST AGREEMENT FOR ADJUSTMENTS TO THREE ELECTRIC PULL BOXES, TO BE COMPLETED BY CLARK COUNTY AT THEIR REQUEST, FOR CONSTRUCTION OF A MILL AND OVERLAY WITH CONCRETE BUS LANES AND SIDEWALK REPAIRS ON SR-604 FROM CAREY AVE TO NORTH CRAIG RD. CLARK COUNTY. NV B/L#:EXEMPT
20	10016	00	NV ENERGY	FACILITY ADJUSTMENT	N	64,891.00	-	64,891.00	-	2/18/2016	5/30/2018	-	Facility	TINA KRAMER	02-18-16: SIERRA PACIFIC POWER COMPANY WILL ADJUST AND/OR RELOCATE THE DISTRIBUTION LINE LOCATED ALONG SR-439 APPROXIMATELY 120 FEET RIGHT OF HIGHWAY ENGINEER'S STATION "USA" 16+78, 120 FEET RIGHT OF HIGHWAY ENGINEER'S STATION "USA" 24+59, FOR THE USA PARKWAY DESIGN-BUILD PROJECT, STOREY/LYON COUNTY. NV B/L#: NVD19831015840
21	12716	00	NV ENERGY	ACQUISITION OF MATERIALS	N	189,367.33	-	189,367.33	-	3/7/2016	5/30/2019	-	Facility	TINA KRAMER	03-07-16: ACQUISITION OF BUILDING MATERIALS FOR A POWER TRANSMISSION LINE, FOR USA PARKWAY DESIGN-BUILD PROJECT, LYON AND STOREY COUNTY. NV B/L#: NVD19831015840
22	04716	00	NV ENERGY	DESIGN INITIATION AGREEMENT	Y	-	-	-	-	2/25/2016	2/28/2017	-	Facility	TINA KRAMER	02-25-16: NO COST DESIGN INITIATION AGREEMENT FOR PREPARATION OF DESIGN AND IDENTIFICATION OF ALL KNOWN CONTINGENT FACILITIES AT US 95 AND SAGE STREET, CHURCHILL COUNTY. NV B/L#: NVD19831015840
23	05016	00	NV ENERGY	RELOCATION DESIGN APPROVAL	Y	-	-	-	-	3/7/2016	2/28/2017	-	Facility	TINA KRAMER	03-07-16: NO COST RELOCATION DESIGN APPROVAL AGREEMENT FOR US 95 AND 215 INTERCHANGE UPGRADE PROJECT, CLARK COUNTY. NV B/L#: NVD19831015840
24	13416	00	NV ENERGY	LINE EXTENSION	N	26,111.00	-	26,111.00	-	3/11/2016	1/31/2019	-	Facility	TINA KRAMER	03-11-16: LINE EXTENSION AGREEMENT FOR KYLE CANYON ROUNDABOUT, CLARK COUNTY. NV B/L#: NVD19831015840
25	01416	00	NV ENERGY	DESIGN INITIATION AGREEMENT	N	-	-	-	-	2/1/2016	5/30/2018	-	Facility	TINA KRAMER	03-08-16: NO COST DESIGN INITIATION AGREEMENT FOR UTILITY RELOCATION AT 105A EAST GEPFORD PKWY, FOR A PEDESTRIAN LIGHTING AND SAFETY PROJECT, WASHOE COUNTY. NV B/L#: NVD19831015840
26	01516	00	NV ENERGY	DESIGN INITIATION AGREEMENT	N	-	-	-	-	2/1/2016	5/30/2018	-	Facility	TINA KRAMER	02-01-16: NO COST DESIGN INITIATION AGREEMENT FOR UTILITY RELOCATION, 4850A SUN VALLEY BLVD, FOR A PEDESTRIAN LIGHTING AND SAFETY PROJECT, WASHOE COUNTY. NV B/L#: NVD19831015840

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
27	04816	00	NV ENERGY	LINE EXTENSION	N	6,523.00	-	6,523.00	-	3/2/2016	1/31/2019	-	Facility	TINA KRAMER	03-08-16: LINE EXTENSION FOR EXISTING FACILITIES ON EAST KIETZKE LN, FOR A PEDESTRIAN LIGHTING AND SAFETY PROJECT, WASHOE COUNTY. NV B/L#: NVD19831015840
28	04916	00	NV ENERGY	LINE EXTENSION	N	6,523.00	-	6,523.00	-	3/2/2016	1/31/2019	-	Facility	TINA KRAMER	03-02-16: LINE EXTENSION FOR EXISTING UTILITY ON NORTH VIRGINIA ST, FOR A PEDESTRIAN LIGHTING AND SAFETY PROJECT, WASHOE COUNTY. NV B/L#: NVD19831015840
29	03416	00	TAHOE DOUGLAS DISTRICT	FACILITIES ADJUSTMENT	N	50,000.00	-	-	50,000.00	2/17/2016	5/30/2019	-	Facility	TINA KRAMER	02-17-16: STATE CONTRACTOR WILL ADJUST AND/OR RELOCATE DISTRICT'S 10 FOOT SANITARY SEWER LINE LOCATED ALONG HIGHWAY US-50 FROM 33.34 FEET LEFT OF HIGHWAY ENGINEER'S STATION 129+98.21 TO 15.66 FEET LEFT OF HIGHWAY ENGINEER'S STATION 130+78.85, FOR THE CAVE ROCK TUNNEL PROJECT, DOUGLAS COUNTY. NV B/L#: EXEMPT
30	03816	00	UNION PACIFIC RAILROAD	FLAGGING AGREEMENT	N	167,000.00	-	167,000.00	-	2/19/2016	5/30/2020	-	Facility	TINA KRAMER	02-19-16: SUPPLEMENTAL AGREEMENT TO INCLUDE FLAGGING ESTIMATE AND NEW PLANS FOR BRIDGE WIDENING THAT WILL INCLUDE FOUR LANES AND TWO SHOULDERS IN EACH DIRECTION, FOR THE I-15, PHASE 2, FROM CRAIG TO SPEEDWAY PROJECT CLARK COUNTY. NV B/L#: NVF19691003146
31	03916	00	UNION PACIFIC RAILROAD	FLAGGING AGREEMENT	N	157,000.00	-	157,000.00	-	2/19/2016	5/30/2020	-	Facility	TINA KRAMER	02-25-16: FLAGGING SERVICES BY UPRR FOR CONSTRUCTION MAINTENANCE AND USE OF THE I-15 OVERPASS GRADE SEPARATED PUBLIC ROAD CROSSING AT RAILROAD'S, MILEPOST 0.73 ON RAILROAD'S NELLIS AFB INDUSTRIAL LEAD NEAR VALLEY, FOR THE I-15, PHASE 2, FROM CRAIG TO SPEEDWAY PROJECT, CLARK COUNTY. NV B/L#:NVF1691003146
32	64315	00	UNIVERSITY OF NEVADA, RENO	RESEARCH	N	150,136.00	-	150,136.00	-	3/9/2016	6/30/2018	-	Interlocal	MANJU KUMAR	03-10-16: CONDUCT RESEARCH STUDY ENTITLED "DEVELOPMENT OF MIX DESIGN AND STRUCTURAL DESIGN PROCEDURES FOR COLD IN-PLACE RECYCLING," STATEWIDE. NV B/L#: EXEMPT
33	08616	00	KEVEN ROBERTS	LEASE HOUSE	N	2,900.00	-	-	2,900.00	2/29/2016	1/31/2020	-	Lease	SANDY SPENCER	2-29-16: LEASE OF HOUSE #3 AT THE QUINN RIVER MAINTENANCE STATION, TO DEPARTMENT EMPLOYEE, HUMBOLDT COUNTY. NV B/L: EXEMPT
34	12116	00	LUKAS VOGELTANZ	LEASE HOUSE	N	6,050.00	-	-	6,050.00	3/7/2016	3/31/2026	-	Lease	MARLENE REVERA	03-7-16: LEASE OF HOUSE #3 AT THE COLD SPRINGS MAINTENANCE STATION, TO DEPARTMENT EMPLOYEE, CHURCHILL COUNTY. NV B/L: EXEMPT
35	18316	00	ANTONIO WILLIAMS	LEASE HOUSE	N	3,000.00	-	-	3,000.00	3/15/2016	3/31/2020	-	Lease	SANDY SPENCER	03-15-16: LEASE OF HOUSE #252 AT THE INDEPENDENT MAINTENANCE STATION, TO DEPARTMENT EMPLOYEE, ELKO COUNTY. NV B/L#: EXEMPT
36	18916	00	THE RIBEIRO COMPANIES	LEASE OFFICE SPACE	N	152,006.40	-	152,006.40	-	3/8/2016	3/22/2022	-	Lease	MARLENE REVERA	3-14-16: COMMERCIAL LEASE DONE THROUGH STATE B&G FOR OFFICE SPACE IN SPARKS FOR 72 MONTHS FOR CREW 905, WASHOE COUNTY. NV B/L#: NV19991037933

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
37	11616	00	SIMI DABAH SCULPTURE FOUNDATION	DONATED SCULPTURES FOR I-15 N	N	-	-	-	-	3/11/2016	10/31/2018	-	Property Transfer	JOHN L'ETOILE	03-11-16: NO COST AGREEMENT TO RECEIVE DONATED SCULPTURES FOR AESTHETICS ON I-15 NORTH PHASE II PROJECT, CLARK COUNTY. NV B/L#: EXEMPT
38	10116	00	AGGREGATE INDUSTRIES	MILL AND FILL	N	177,999.00	-	177,999.00	-	3/15/2016	3/31/2017	-	Service Provider	JENNIFER MANUBAY	3-15-16: MILL AND FILL OF APPROACH ROADWAY TO FLAMINGO BRIDGE OVER I-15, CLARK COUNTY. NV B/L#: NV19701000737-Q
39	13916	00	ANTHEM FORENSICS LLC	EXPERT WITNESS SERVICES	Y	45,000.00	-	45,000.00	-	2/1/2016	2/28/2018	-	Service Provider	TINA KRAMER	02-01-16: ANALYSIS OF ECONOMIC DAMAGES AND EXPERT WITNESS SERVICES FOR PREPARATION FOR TRIAL IN CONDEMNATION ACTION FOR K & L DIRT COMPANY, FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NVD20071345045
40	52414	02	ATKINS NORTH AMERICA	DESIGN SERVICES	N	500,000.00	-	500,000.00	-	3/10/2015	12/31/2016	3/11/2016	Service Provider	ROD SCHILLING	AMD 2 03-11-16: EXTEND TERMINATION DATE FROM 06-30-16 TO 12-31-16 FOR CONTINUED SUPPORT DURING FISCAL YEAR 2017. AMD 1 09-21-15: EXTEND TERMINATION DATE FROM 03-31-16 TO 06-30-16 FOR CONTINUATION OF SERVICES THROUGH SPRING, AND REMOVE TASK ORDER LANGUAGE. 03-10-15: CONSULTANT DESIGN SERVICES FOR SIGNALS LIGHTING AND ITS PROJECTS, STATEWIDE. NV B/L#: NVF19981347315-R
41	11716	00	BUILDING CONTROL SERVICES	UPGRADE HVAC	N	33,761.00	-	33,761.00	-	3/3/2016	6/30/2016	-	Service Provider	JIM PRENTICE	03-03-16: UPGRADE VALVES AND CONTROLS ON FIRST FLOOR HVAC SYSTEM AT NDOT HEADQUARTERS BUILDING, CARSON CITY. NV B/L#: NVD20021383335-Q
42	09415	02	CA GROUP	DESIGN SERVICES	N	500,000.00	-	500,000.00	-	3/10/2015	12/31/2016	3/11/2016	Service Provider	ROD SCHILLING	AMD 2 03-11-16: EXTEND TERMINATION DATE FROM 06-30-16 TO 12-31-16 FOR CONTINUED SUPPORT DURING FISCAL YEAR 2017. AMD 1 09-21-15: EXTEND TERMINATION DATE FROM 03-31-16 TO 06-30-16 FOR CONTINUATION OF SERVICES THROUGH SPRING, AND REMOVE TASK ORDER LANGUAGE. 03-10-15: CONSULTANT DESIGN SERVICES FOR SIGNALS LIGHTING AND ITS PROJECTS, STATEWIDE. NV B/L#: NVD20081407877-R
43	77515	00	CARDNO, INC.	SUE SERVICES AGMT	Y	17,545.00	-	17,545.00	-	3/5/2016	1/31/2017	-	Service Provider	TINA KRAMER	03-09-16: SUBSERVICE UTILITY ENGINEERING (SUE) SERVICES FOR CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF BLAGG RD AND SR 372, NYE COUNTY. NV B/L#: NVF20111772626-Q
44	77615	00	CARDNO, INC.	SUE SERVICES AGMT	Y	20,295.00	-	20,295.00	-	3/7/2016	1/31/2017	-	Service Provider	TINA KRAMER	03-07-16: SUBSERVICE UTILITY ENGINEERING (SUE) SERVICES FOR CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF PAHRUMP VALLEY BLVD AND SR 372, NYE COUNTY. NV B/L#: NVF20111772626-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
45	71215	02	DELTA FIRE SYSTEMS	INSTALL VIDEO EQUIPMENT	N	50,000.00	235,690.00	285,690.00	-	11/19/2015	12/31/2016	3/11/2016	Service Provider	GREG MINDRUM	AMD 2 03-11-16: INCREASE AUTHORITY \$235,690.00 FROM \$50,000.00 TO \$285,690.00 TO REPLACE OUTDATED HARDWARE THAT WILL BE COMPATIBLE WITH THE SOFTWARE UPGRADES. AMD 1 12-23-15: EXTEND TERMINATION DATE FROM 12-31-15 TO 12-31-16 DUE TO DELAYS DURING THE HOLIDAY PERIOD. 11-19-15: FOR DESIGN AND INSTALLATION OF A VIDEO CONFERENCE SYSTEM FOR THE HQ THIRD FLOOR CONFERENCE ROOM, CARSON CITY. NV B/L#: NVF19691001803-Q
46	11916	00	FLYCAST PARTNERS	CHERWELL FOUNDATIONS TRAINING	N	13,000.00	-	13,000.00	-	3/3/2016	6/30/2016	-	Service Provider	MARK EVANS	03-03-16: PROVIDE A FIVE-DAY CHERWELL FOUNDATIONS CLASS TO INFORMATION TECHNOLOGY EMPLOYEES IN PREPARATION FOR THE IMPLEMENTATION FOR THE CHERWELL SOFTWARE. INSTALLATION AND CORE COMPONENT SET UP AGREEMENT IN THE AMOUNT OF \$24,750.00 HAS BEEN EXECUTED 03-28-16 AND WILL BE ON THE MAY INFORMATIONAL REPORT. CARSON CITY. NV B/L#: NVF20161112775-S
47	75315	00	HDR ENGINEERING, INC.	SPAGHETTI BOWL CHARRETTE	N	180,342.00	-	180,342.00	-	3/4/2016	7/31/2016	-	Service Provider	NATALIE CAFFARATTI	03-04-16: ORGANIZE AND CONDUCT A STAKEHOLDER CHARRETTE FOR THE RENO SPAGHETTI BOWL INTERCHANGE PROJECT, WASHOE COUNTY. NV B/L#: NVF19851010291-R PROPOSERS: WOOD RODGERS, HDR ENGINEERING, INC.
48	04516	00	HIMLERS INNOVATIONS	LITIGATION / DOCUMENT SUPPORT	Y	75,000.00	-	75,000.00	-	1/21/2016	1/31/2018	-	Service Provider	TINA KRAMER	01-21-16: LITIGATION SUPPORT AND DOCUMENT SCANNING SERVICES NECESSARY FOR THE DEPARTMENT'S ACQUISITION OF PROPERTIES IN CONJUNCTION WITH PROJECT NEON, CLARK COUNTY. NV B/L#: NVD20151506911
49	13016	00	LEEMING CONSTRUCTION SERVICES	EXPERT WITNESS SERVICES	Y	45,000.00	-	45,000.00	-	1/6/2016	1/31/2018	-	Service Provider	TINA KRAMER	01-31-16: TO PROVIDE CONSTRUCTION COST ESTIMATES AND EXPERT WITNESS SERVICES IN PREPARATION FOR TRIAL IN CONDEMNATION ACTION FOR K & L DIRT COMPANY, LC FOR PROJECT NEON, CLARK COUNTY. NV B/L:# NVD20021279653

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
50	78315	00	OZ ENGINEERING	SOFTWARE DEVELOPMENT	N	297,300.00	-	297,300.00	-	3/14/2016	10/31/2016	-	Service Provider	PAM BACHMANN	03-15-16: SOFTWARE AND INTERFACE DEVELOPMENT OF A DATA VISUALIZATION MODULE TOOL FOR THE NEVADA DATA EXCHANGE (NDEX) TO GATHER, SORT, AND DISSEMINATE TRAFFIC AND INTELLIGENT TRANSPORTATION SYSTEMS DATA IN A READABLE FORMAT FOR TRAFFIC PLANNING, ROADWAY DESIGN, AND PERFORMANCE MEASURES. ADDITIONALLY, TO DEVELOP WEB SERVICE INTERFACES TO THE NDEX FOR KEY STAKEHOLDERS SUCH AS THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA), METEOROLOGICAL ASSIMILATION DATA INGEST SYSTEM (MADIS), UNIVERSITY OF NEVADA, RENO, AND UNIVERSITY OF NEVADA, LAS VEGAS. STATEWIDE. NV B/L#: NVF20151054690-S



Fax: (775) 888-7201
Fax: (775) 888-7201

1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7313

MEMORANDUM

April 4, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, P.E., Director
SUBJECT: April 11, 2016 Transportation Board of Directors Meeting
Item # 11 : Action Item: Condemnation Resolution No. 454
SR-439 (USA Parkway) from US-50 to the IR-80 Freeway, in an
unincorporated area of Lyon County.
1 Owner, 1 Parcel – For possible action

Summary:

The department is acquiring property for the construction and extension of SR-439 (USA Parkway) from US-50 to IR-80, in an unincorporated area of Lyon County. The department is seeking the Board's approval of a condemnation action for the unresolved acquisition as described below.

Background:

Michael and Ann Watts - The negotiation is unresolved for the acquisition from Michael and Ann Watts. It is necessary to totally acquire a 4.97 acre Rural-Residential zoned parcel in fee simple. The parcel is improved with a 1,991 square foot single-family residence, an attached two car garage, miscellaneous landscaping and fencing. **The parcel in question, which is located on the west side of Opal Avenue, approximately 820 feet north of US 50, in Silver Springs, is highlighted in blue on the right-of-way plans that are part of the Condemnation Resolution (Attachment 2).** The State's offer of \$190,000.00, for the 4.97 acre holding, was mailed to the property owners on December 21, 2015. The offer consisted of \$19,825.00 for the land, (at approximately \$4,000.00 per acre (\$0.092 per square foot) and \$170,175.00 for the structure and miscellaneous on-site improvements. The property owner rejected the offer on February 19, 2016 and countered at \$600,000.00 including potential relocation benefits. The State responded to the counter-offer on February 22, 2016 with a determination that the counter was unsupported. Negotiations are now at an impasse. The department is continuing to work towards settlement, but is requesting this condemnation resolution to meet construction deadlines.

Analysis:

A condemnation resolution is requested so that the Department can certify the right-of-way to meet the project schedule. Prior to construction all environmental testing, demolition and utility relocations must be accomplished. Pursuant to Chapter 241 of the Nevada Revised Statutes, the required notices regarding this open meeting have been served.

Recommendation for Board Action:

Board approval of this resolution of condemnation is respectfully requested.

List of Attachments:

1. Location map
2. Condemnation Resolution No. 454 with Right-of-Way plans
3. Section 408.503 of the Nevada Revised Statutes
4. Section 241.034 of the Nevada Revised Statutes

Prepared by:

Ruth Borrelli, Chief RW Agent 

LOCATION MAP



CONDEMNATION RESOLUTION No. 454

**DESCRIPTION: Condemnation Resolution No. 454, SR-439
(USA Parkway) from US-50 to the
IR-80 Freeway, in an unincorporated area of Lyon County, State of
Nevada**

ATTACHMENT 1

RESOLUTION OF THE BOARD OF DIRECTORS OF THE DEPARTMENT OF TRANSPORTATION AUTHORIZING ACQUISITION BY CONDEMNATION OF PROPERTY FOR THE EXTENSION AND CONSTRUCTION OF SR-439 (USA PARKWAY) FROM US-50 TO THE IR-80 FREEWAY, IN AN UNINCORPORATED AREA OF LYON COUNTY, NEVADA.

CONDEMNATION RESOLUTION NO. 454

WHEREAS, the Department of Transportation of the State of Nevada (hereinafter the "Department") is empowered by chapter 408 of the Nevada Revised Statutes to acquire real property, interests therein, and improvements located thereon for the construction and maintenance of highways; and

WHEREAS, the Department has determined that the public interest and necessity require the acquisition, construction, and completion by the State of Nevada, acting by and through the Department, of a public improvement, namely the extension and construction of SR-439 (USA Parkway) from US-50 to the IR-80 Freeway, in an unincorporated area of Lyon County, State of Nevada and that the real property hereinafter described is necessary for said public improvement; and

WHEREAS, the right-of-way plans are attached hereto and incorporated herein depicting the parcel described herein; and

WHEREAS, the Department plans to obligate state funds for this project, and let a construction contract for said project, and the real property hereinafter described will be needed for said highway project; and

WHEREAS, pursuant to section 408.503 of the Nevada Revised Statutes, the Department shall not commence any legal action in eminent domain until the Board of Directors of the Department adopts a resolution declaring that the public

ATTACHMENT 2

interest and necessity require the highway improvement and that the property described is necessary for such improvement.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Department, pursuant to section 408.503 of the Nevada Revised Statutes:

That the public interest and necessity require the acquisition, construction, reconstruction, improvement, maintenance or completion by the State of Nevada, acting through the Department, of a public improvement, namely a highway; and that the real property hereinafter described is necessary for said public improvement; and

That the proposed construction of said public highway improvement on and along an alignment planned and located in a manner which will be the most compatible with the greatest public good and the least private injury.

BE IT FURTHER RESOLVED THAT the Department be and is hereby authorized and directed:

To acquire in the name of and in behalf of the State of Nevada, in fee simple absolute, unless a lesser estate is hereinafter described, the following described real property and interests therein by the exercise of the power of eminent domain in accordance with the provisions of chapters 37 and 408 of the Nevada Revised Statutes;

To commence and prosecute, if necessary, in the name of the State of Nevada, condemnation proceedings in the proper court to condemn said real property and interests therein; and

///

///

To make application to said court for an order permitting the Department to take possession and use of said real property as may be necessary for construction of said public highway improvement, and to pledge the public faith and credit of the State of Nevada as security for such entry or, should the Department deem such advisable, to deposit with the Clerk of such court, in lieu of such pledge, a sum equal to the value of the premises sought to be condemned as appraised by the Department, and to acquire the following real property:

PARCEL NO. S-439-LY-000.176, owned by MICHAEL WATTS and ANN WATTS, husband and wife as joint tenants, to be acquired in fee simple.

Said real property situate, lying and being in the County of Lyon, State of Nevada, and more particularly described as being a portion of the NE 1/4 of the NE 1/4 of Section 27, T. 18 N., R. 24 E., M.D.M., and more fully described as follows, to wit:

South 1/2 of the NE 1/4 of the NE 1/4 of the NE 1/4 of
Section 27, Township 18 North, Range 24 East, M D B &M,
Lyon County, Nevada

It is the intent of this document to describe and it does describe all of the OWNER'S right title and interest in and to all that real property described in that certain GRANT, BARGAIN, SALE DEED recorded on July 12, 2007, as Document No. 410039, in the Official Records of Lyon County, Nevada.

///

///

///

///

BE IT FURTHER RESOLVED that the Director, Deputy Director, and Chief Counsel of the Department have the power to enter into any stipulations or file any necessary pleadings in any condemnation proceeding and to bind the Department of Transportation in the completion of this project.

Adopted this _____ day of April, 2016.

ON BEHALF OF
STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
BOARD OF DIRECTORS

Secretary to the Board
William H. Hoffman

Chairman – Brian Sandoval
Governor

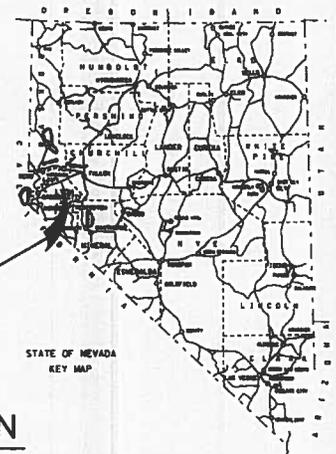
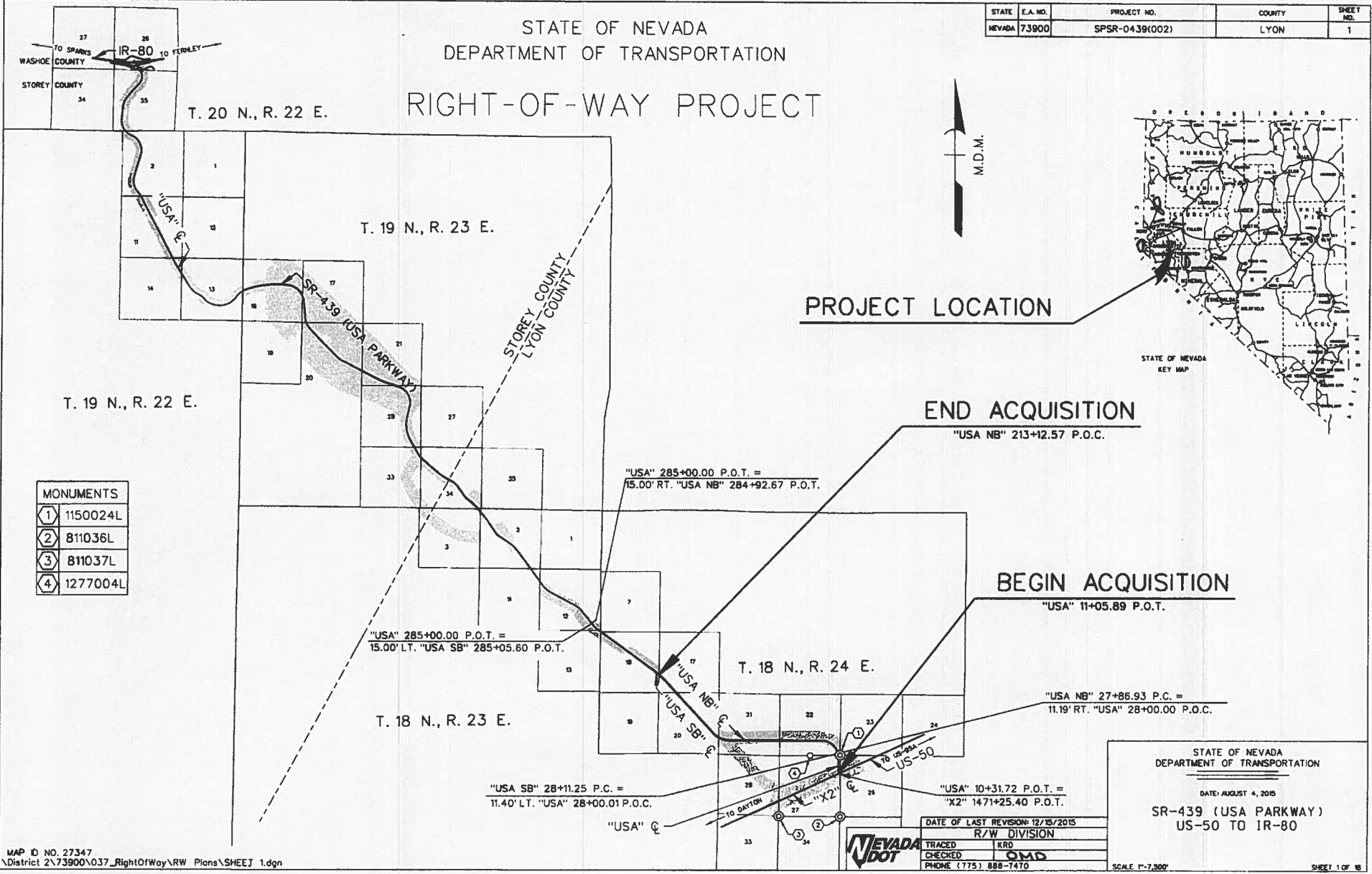
APPROVED AS TO LEGALITY
AND FORM

Dennis Gallagher, Chief Counsel
Department of Transportation

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY PROJECT

STATE	E.A. NO.	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	73900	SPSR-0439(002)	LYON	1



PROJECT LOCATION

END ACQUISITION
"USA NB" 213+12.57 P.O.C.

BEGIN ACQUISITION
"USA" 11+05.89 P.O.T.

"USA" 285+00.00 P.O.T. =
15.00' RT. "USA NB" 284+92.67 P.O.T.

"USA" 285+00.00 P.O.T. =
15.00' LT. "USA SB" 285+05.60 P.O.T.

"USA NB" 27+86.93 P.C. =
11.19' RT. "USA" 28+00.00 P.O.C.

"USA SB" 28+11.25 P.C. =
11.40' LT. "USA" 28+00.01 P.O.C.

"USA" 10+31.72 P.O.T. =
"X2" 1471+25.40 P.O.T.

MONUMENTS	
①	1150024L
②	811036L
③	811037L
④	1277004L

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

DATE: AUGUST 4, 2015

SR-439 (USA PARKWAY)
US-50 TO IR-80

DATE OF LAST REVISION: 12/15/2015	R/W DIVISION
TRACED	KRD
CHECKED	OMD
PHONE (775) 888-7470	

SCALE 1"=7,500'

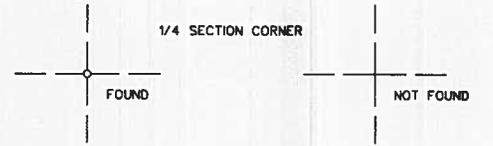
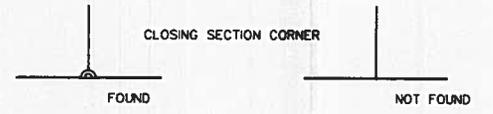
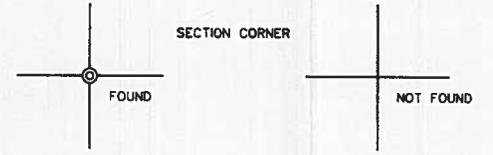
SHEET 1 OF 15



LEGEND OF RIGHT-OF-WAY SYMBOLS

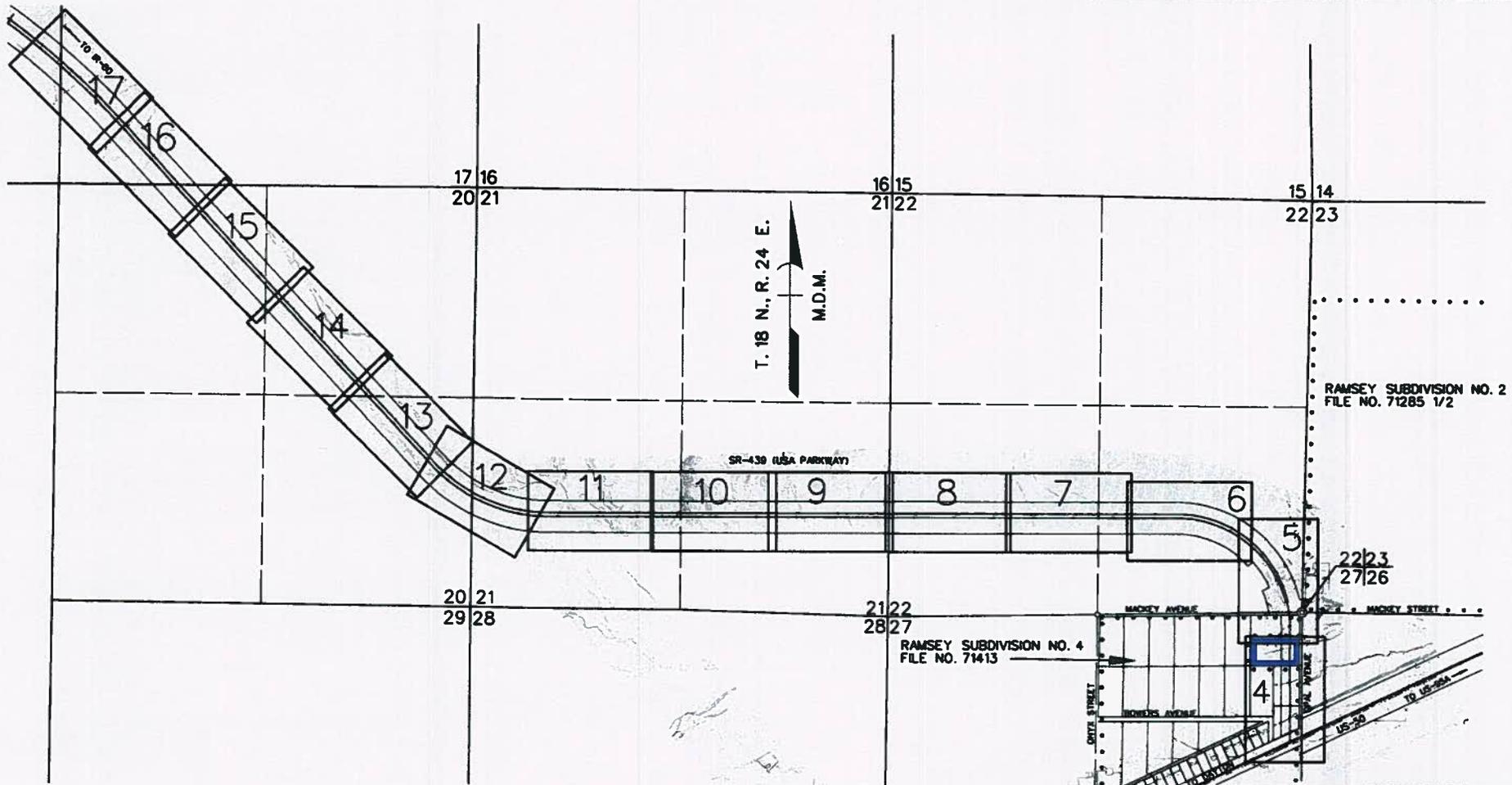
C/A	CONTROL OF ACCESS
☉	CENTERLINE
C/P	PERMISSION TO CONSTRUCT
Δ	DELTA
L	ARC LENGTH
LT.	LEFT
P.C.	POINT OF CURVATURE
P.C.C.	POINT OF COMPOUND CURVATURE
PE	PERMANENT EASEMENT
P/L	PROPERTY LINE
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT ON CURVE
P.O.E.	POINT OF ENDING
P.O.T.	POINT ON TANGENT
P.R.C.	POINT OF REVERSE CURVATURE
P.T.	POINT OF TANGENCY
R	RADIUS
REM.	REMAINDER
RT.	RIGHT
R/W	RIGHT-OF-WAY
TE	TEMPORARY EASEMENT

	CONTROL OF ACCESS WITH FENCE OR BARRIER. (TICKS FACING AWAY FROM MAINLINE/CENTERLINE DENOTES C/A ON THE R/W LINE. TICKS FACING TOWARDS MAINLINE/CENTERLINE DENOTES C/A INSIDE/WITHIN THE R/W).
	CONTROL OF ACCESS WITHOUT A FENCE OR BARRIER. ("DRAGON'S TEETH" FACING AWAY FROM MAINLINE/CENTERLINE DENOTES C/A ON THE R/W LINE. "DRAGON'S TEETH" FACING TOWARDS MAINLINE/CENTERLINE DENOTES C/A INSIDE/WITHIN THE R/W).
	LOCATION AT WHICH ACCESS TO THE FREEWAY IS PERMITTED BY THE STATE
	SUBDIVISION BOUNDARY
	RESERVATION OR PARK BOUNDARY
	STATE LINE
	COUNTY LINE
	CITY OR TOWN LIMITS
	SECTION LINE
	1/4 SECTION LINE
	1/16 SECTION LINE
	1/64 SECTION LINE
	1/256 SECTION LINE
	FENCE LINE



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
DATE: DECEMBER 14, 2015
R/W PLANS

STATE	E.A. NO.	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	73900	SPSR-0439(D02)	LYON	3



MAP ID NO. 27349
 \District 2\73900\037_RightOfWay\RW Plans\SHEET 3.dgn

DATE OF LAST REVISION	12/15/2015
TRACED	R/W DIVISION
CHECKED	DMB/RKD
PHONE	1775 888-7470

STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION

DATE: AUGUST 4, 2015

R/W PLANS

APPROVED: *[Signature]*
 CIVIL ENGINEER

SCALE: 1"=135'

SHEET 3 OF 3

PARCEL NO. PREFIX: S-439-LY-

STATE	E.A. NO.	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	73900	SPSR-0439(002)	LYON	4

RAMSEY SUBDIVISION NO. 4
FILE NO. 71413

E 1/64 SEC. LINE
N. 0° 08' 43" E. - 332.88'
T. 18 N., R. 24 E.

M.D.M.

S. 89° 31' 33" W. - 391.36'
NOT A PART
N. 89° 25' 04" E. - 648.78'

000.240 P/L
SEE SHEET 5

BEGIN ACQUISITION

"USA" 11+05.89 P.O.T.

000.081
303050 L.L.C.
SR-439 (USA PARKWAY)

000.032
303050 L.L.C.

000.176
WATTS, MICHAEL, ET UX

000.030
LYON COUNTY

ROW OFFSETS

- ① 185.92' RT. "X2" 1472+01.33 P.O.T.
- ② 85.91' RT. "X2" 1472+47.55 P.O.T.
- ③ 114.11' LT. "X2" 1473+39.99 P.O.T. = 147.16' RT. "USA" 12+25.15 P.O.T.
- ④ 214.12' LT. "X2" 1473+86.21 P.O.T. = 147.29' RT. "USA" 13+35.32 P.O.T.
- ⑤ 114.05' LT. "X2" 1470+55.10 P.O.T. = 111.58' LT. "USA" 11+05.89 P.O.T.
- ⑥ 117.27' RT. "USA" 13+21.49 P.O.T.

5

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

DATE: AUGUST 4, 2015

R/W PLANS

APPROVED: *[Signature]*
MICHAEL W. ENGINEERING

DATE OF LAST REVISION:	12/15/2015
R/W DIVISION	
TRACED	KRD (SMD)
CHECKED	SMD
PHONE	775-888-7470

SCALE: 1"=100'

SHEET 4 OF 10

NRS 408.503 Eminent domain: Resolution by Board; precedence over other legal actions.

1. The Department shall not commence any legal action in eminent domain until the Board adopts a resolution declaring that the public interest and necessity require the acquisition, construction, reconstruction, improvement or completion by the State, acting through the Department, of the highway improvement for which the real property, interests therein or improvements thereon are required, and that the real property, interests therein or improvements thereon described in the resolution are necessary for such improvement.

2. The resolution of the Board is conclusive evidence:

(a) Of the public necessity of such proposed public improvement.

(b) That such real property, interests therein or improvements thereon are necessary therefor.

(c) That such proposed public improvement is planned or located in a manner that will be most compatible with the greatest public good and the least private injury.

3. All legal actions in all courts brought under the provisions of this chapter to enforce the right of eminent domain take precedence over all other causes and actions not involving the public interest, to the end that all such actions, hearings and trials thereon must be quickly heard and determined.

(Added to NRS by 1957, 691; A 1960, 392; 1987, 1810; 1989, 1306)

NRS 241.034 Meeting to consider administrative action against person or acquisition of real property by exercise of power of eminent domain: Written notice required; exception.

1. Except as otherwise provided in subsection 3:
 - (a) A public body shall not consider at a meeting whether to:
 - (1) Take administrative action against a person; or
 - (2) Acquire real property owned by a person by the exercise of the power of eminent domain,
 - ↪ unless the public body has given written notice to that person of the time and place of the meeting.
 - (b) The written notice required pursuant to paragraph (a) must be:
 - (1) Delivered personally to that person at least 5 working days before the meeting; or
 - (2) Sent by certified mail to the last known address of that person at least 21 working days before the meeting.
 - ↪ A public body must receive proof of service of the written notice provided to a person pursuant to this section before the public body may consider a matter set forth in paragraph (a) relating to that person at a meeting.
 2. The written notice provided in this section is in addition to the notice of the meeting provided pursuant to NRS 241.020.
 3. The written notice otherwise required pursuant to this section is not required if:
 - (a) The public body provided written notice to the person pursuant to NRS 241.033 before holding a meeting to consider the character, alleged misconduct, professional competence, or physical or mental health of the person; and
 - (b) The written notice provided pursuant to NRS 241.033 included the informational statement described in paragraph (b) of subsection 2 of that section.
 4. For the purposes of this section, real property shall be deemed to be owned only by the natural person or entity listed in the records of the county in which the real property is located to whom or which tax bills concerning the real property are sent.
- (Added to NRS by 2001, 1835; A 2001 Special Session, 155; 2005, 2247)



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

MEMORANDUM

March 28, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: April 11, 2016 Transportation Board of Directors Meeting
Item # 12: Disposal of NDOT right-of-way, a parcel of land off IR-580/US-395 (East of Emerson Drive) in Carson City, State of Nevada

SUR 09-11 – 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 Direct Sale. The right-of-way parcel to be sold is a parcel of land off IR-580/US-395 (East of Emerson Drive) in Carson City, State of Nevada. The parcel is commercial, vacant land, irregular in shape and is 3.64 acres (158,672 sq. ft.) as depicted on the attached sketch maps marked Exhibit "A" and "B".

Background:

On September 14, 1989, the Department originally acquired 9.65 acres (420,420 sq. ft.) in fee for the construction of the Carson Freeway, project NH-395-2(033). Since Phase 1 of the Carson Freeway is completed, operational and there is no longer a need for this surplus property, the Department now has the opportunity to sell by Direct Sale.

Analysis:

The Department has completed an appraisal of the surplus property, to obtain fair market value, in the amount of \$40,000.00 as required by N.R.S. 408.533.

This surplus parcel was submitted and approved by the Transportation Board on January 11, 2016, as a disposal item through Public Auction. A Public Auction was held on February 29, 2016, however the parcel did not sell. Several days after the auction an interested party came forward and offered the Department the minimum bid price required at the Public Auction.

The Department received the signed Direct Sale Intent to Purchase document on March 14, 2016, accepting the purchase price. The State will, in fact, benefit 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.

Department of Transportation Board of Directors
March 21, 2016

List of Attachments:

1. Location Map
2. Sketch Maps Marked Exhibits "A" and "B"
3. Direct Sale Intent to Purchase
4. Environmental Approval
5. N.R.S. 408.533

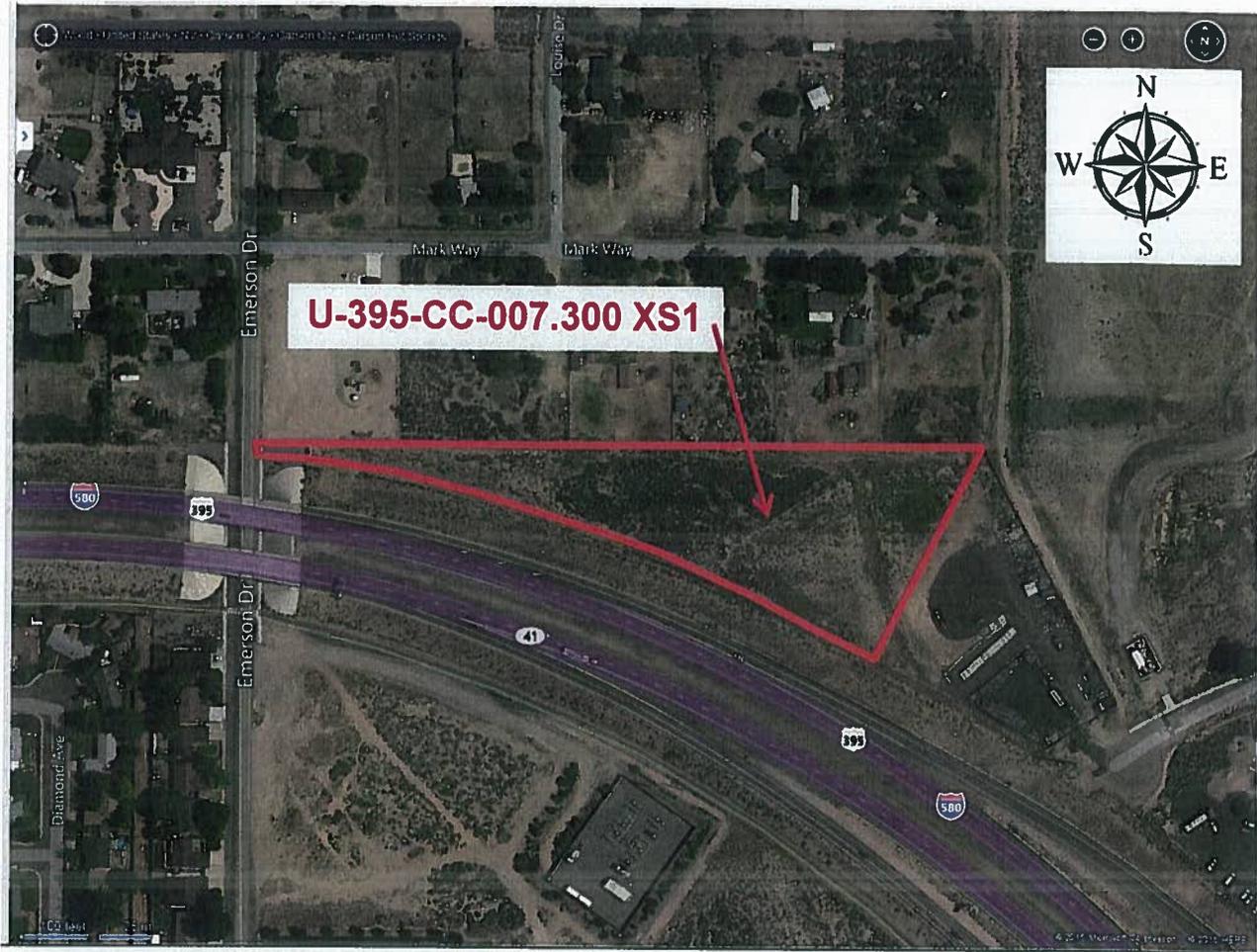
Recommendation for Board Action:

Approval of disposal of NDOT right-of-way a parcel of land off IR-580/US-395 (East of Emerson Drive) in Carson City, State of Nevada.

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

jmh/dtc/jl

LOCATION MAP



SUR 09-11
DESCRIPTION: A parcel of land of IR-580/US-395
(East of Emerson Drive)
in Carson City, State of Nevada

ATTACHMENT 1

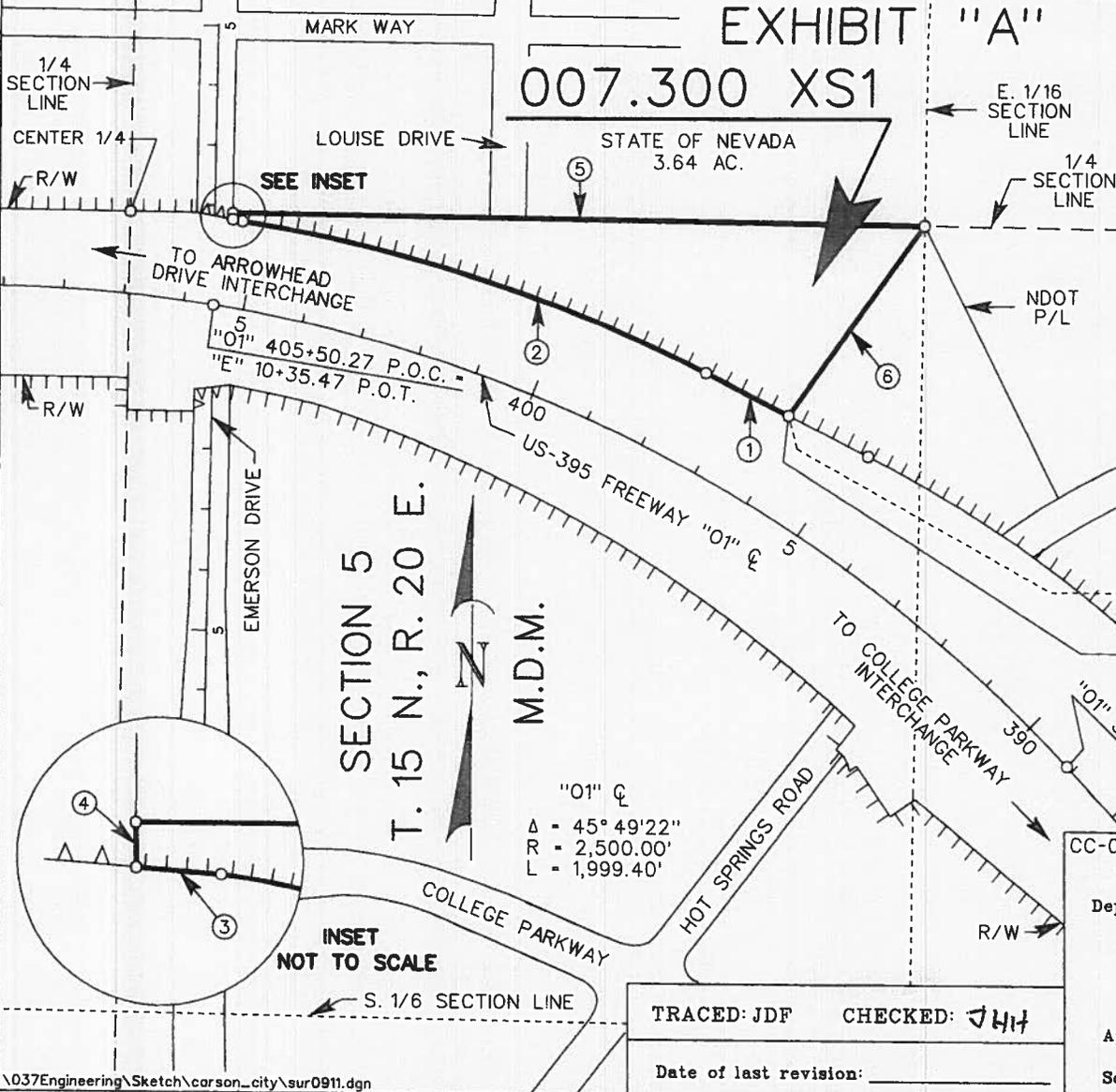
PARCEL PREFIX NUMBER: U-395-CC-

PROJECT: NH-395-2(033)
E.A. 72616
PTN. OF PARCEL: U-395-CC-007.300 - 3.64 AC.

EXHIBIT "A"

007.300 XS1

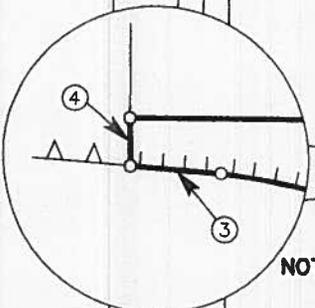
-  AREA TO BE SOLD
-  CONTROL OF ACCESS WITH FENCE OR BARRIER
-  CONTROL OF ACCESS WITHOUT FENCE OR BARRIER



CARSON CITY



ATTACHMENT 2



TRACED: JDF CHECKED: JHH

Date of last revision: _____

CC-017 STATE OF NEVADA SUR 09-11

Dept. of Transportation R/W Division

Date: May 18, 2012

Sketch Map

Approved: *Alan D. Blazer*
 Manager, R/W Engineering

Scale: 1" = 300' Sheet 1 of 2 Sheets

\\037Engineering\Sketch\carson_city\sar0911.dgn

EXHIBIT "B"

007.300 XS1

①	N. 63° 25'05" W. - 154.65'
②	Δ = 17° 33'01" R = 2,652.00' L = 812.33'
③	N. 80° 58'05" W. - 16.28'
④	N. 0° 46'31" E. - 10.56'
⑤	S. 89° 07'49" E. - 1,149.59'
⑥	S. 35° 44'51" W. - 384.83'



CC-017 STATE OF NEVADA SUR 09-11

Dept. of Transportation R/W Division

Date: May 18, 2012

Sketch Map

Approved:

Blanca Salas

Manager, R/W Engineering

TRACED: JDF CHECKED: JNH

Date of last revision: _____

Scale: 1" = 300'

Sheet 2 of 2 Sheets

Project: NH-395-2(033)
E.A.: 72616
Parcel: U-395-CC-007.300 XS1
SUR #: SUR 09-11
Date: March 23, 2016

DIRECT SALE INTENT TO PURCHASE
Nevada Department of Transportation

This direct sale payment is for the purchase of the above-referenced real property, as described by the legal description attached hereto.

The undersigned purchaser hereby agrees to pay to the Nevada Department of Transportation, **\$36,000.00** as the full purchase price for said property, **\$3,150.00** paid March 10, 2016 and the balance of **\$32,850.00** to be paid in a lump sum payment, without interest, on or before 90 Days from the Transportation Board approval date.

All terms and conditions of the Department of Transportation's procedures for a direct sale under Nevada Revised Statue 408.533 are hereby specifically incorporated by reference into the terms of this direct sale.

The property will be conveyed by Quitclaim Deed.

The name on the deed is to be as follows:

LITTLEHORN PROPERTIES L.C.

Purchaser may take possession of the property upon receipt of the recorded Quitclaim Deed, or upon other written notice from the Department of Transportation, if applicable.

All notices pertaining to matters arising in connection with this transaction may be made to purchaser in person or by registered mail addressed as follows:

<u>GERALD LAFEUR</u>	<u>03-28-16</u>
Name (Please Print)	Date
<u>PO BOX 2608 Carson City, NV 89702</u>	<u>775 301-6808</u>
Address	Phone
<u>Gerald Lafeur</u>	<u>OWNER</u>
Signature	Title

COMPLETE THIS FORM AND RETURN WITHIN 10 WORKING DAYS FROM THE DATE OF THIS FORM AND RETURN WITH THE ENCLOSED LETTER TO:

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

ATTACHMENT 3



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

MEMORANDUM

Environmental Services Division

March 16, 2015

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

From: Daniel Harms, Environmental Services 

Subject: Environmental Clearance for Transportation Board
Surplus No.: SUR 09-11
Project: NH-395-2(033)
EA: 72616
Parcel U-395-CC-007.300 XS1
SE Corner of Emerson Drive the east end of Mark Way, Carson City, NV
Surplus Property – Disposal

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 March 16, 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

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 5



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

MEMORANDUM

March 28, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: April 11, 2016 Transportation Board of Directors Meeting
Item # 13: Disposal of NDOT right-of-way which includes portions of Wells Ave., from 2nd St. to 7th St. in the City of Reno, County of Washoe, State of Nevada
SUR 13-07 – 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 Resolution of Relinquishment. The right-of-way parcels to be relinquished to the City of Reno includes portions of Wells Ave., from 2nd St. to 7th St. in the City of Reno, County of Washoe, State of Nevada. The parcel is currently improved with roadway improvements consisting of 22,212 sq. ft. as depicted on Exhibits "A" through "I".

Background:

During the 1988 – 1991 timeframe, the Department acquired the property from various owners for highway purposes for project BRM-663(1).

The City of Reno consented by resolution passed and adopted on May 13, 2015, to the Department's relinquishment of portions of Wells Ave., from 2nd St. to 7th St. in the City of Reno, County of Washoe, State of Nevada. This transfer is the result of a clean-up item and will be a benefit to the Department with the elimination of all liability and maintenance of the roadway.

Analysis:

On November 26, 2013, the Surplus Committee determined the easement and fee simple interest is no longer required for highway purposes. The release of NDOT's interest in this parcel is being made in accordance with NRS 408.527.

**Department of Transportation Board of Directors
March 21, 2016**

List of Attachments:

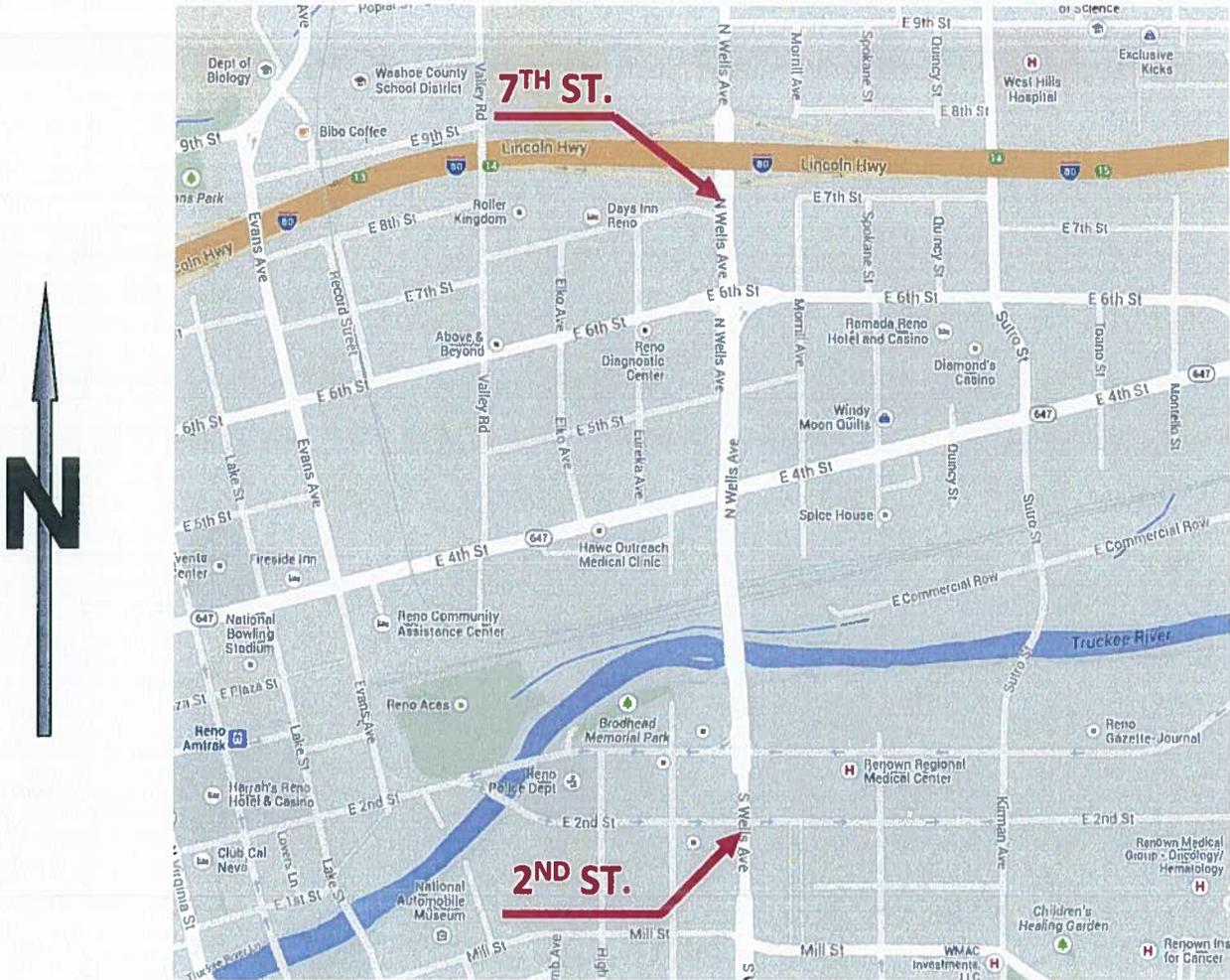
1. Location Map
2. Original Resolution of Relinquishment with attached sketch maps depicted as Exhibits "A" through "I"
3. Executed Copy of Resolution Consenting to Relinquishment and Land Transfer Agreement with attached location map depicted as Exhibits "A" through "E".
4. Environmental Approval
5. NRS 408.527

Recommendation for Board Action:

Approval of disposal of the Department right-of-way which includes portions of Wells Ave., from 2nd St. to 7th St. in the City of Reno, County of Washoe, State of Nevada.

Prepared by: Ruth Borrelli, Chief R/W Agent 

LOCATION MAP



SUR 13-07
PORTIONS OF WELLS AVE., FROM 2ND ST. TO 7TH ST.
IN THE CITY OF RENO, COUNTY OF WASHOE,
STATE OF NEVADA

301

Ptn. of APNs:

008-243-07, 008-243-08, 008-252-15,
008-246-08, 008-246-09, 008-342-09,
008-470-01, 008-470-02, 012-071-32

Control Section: Off System (Former WA-06)

Project: BRM-663(1)

E.A.: 71453

**All of Parcels: F-663-WA-001.425, F-663-WA-001.426, F-663-WA-001.520,
F-663-WA-001.521, F-663-WA-001.642, F-663-WA-001.642PE, F-663-WA-001.677,
F-663-WA-001.677PE, F-663-WA-001.682PE, F-663-WA-001.719PE, F-663-WA-001.723,
F-663-WA-001.723PE, F-663-WA-001.737PE, F-663-WA-001.747, F-663-WA-001.771,
F-663-WA-001.786, F-663-WA-001.786PE, F-663-WA-001.818, F-663-WA-001.893,
F-663-WA-001.905, F-663-WA-001.909, and F-663-WA-001.910**

Route: Wells Avenue (Off System) Former Route: FAU-663

Surplus No.: SUR 13-07

**Surplus Parcels: F-663-WA-001.425 XS1, F-663-WA-001.426 XS1, F-663-WA-001.520 XS1,
F-663-WA-001.521 XS1, F-663-WA-001.642 XS1, F-663-WA-001.642PE XS1,
F-663-WA-001.677 XS1, F-663-WA-001.677PE XS1, F-663-WA-001.682PE XS1,
F-663-WA-001.719PE XS1, F-663-WA-001.723 XS1, F-663-WA-001.723PE XS1,
F-663-WA-001.737PE XS1, F-663-WA-001.747 XS1, F-663-WA-001.771 XS1,
F-663-WA-001.786 XS1, F-663-WA-001.786PE XS1, F-663-WA-001.818 XS1,
F-663-WA-001.893 XS1, F-663-WA-001.905 XS1, F-663-WA-001.909 XS1, and
F-663-WA-001.910 XS1**

**AFTER RECORDING RETURN TO:
NEVADA DEPT. OF TRANSPORTATION
RIGHT-OF-WAY DIVISION
ATTN: STAFF SPECIALIST, PM
1263 S. STEWART ST.
CARSON CITY, NV 89712**

**LEGAL DESCRIPTION PREPARED BY:
ANTHONY J. WHITTINGTON
NEVADA DEPT. OF TRANSPORTATION
RIGHT-OF-WAY DIVISION
1263 S. STEWART ST.
CARSON CITY, NV 89712**

**RESOLUTION OF RELINQUISHMENT
OF A PORTION OF STATE HIGHWAY RIGHT-OF-WAY**

**WHEREAS, the State of Nevada, Department of Transportation, hereinafter called the
Department, presently holds easement and fee simple interests in that certain right-of-way for a
portion of Wells Avenue (former FAU-663) extending from Highway Engineer's**

Station "W" 4+66.76 P.O.T., to Highway Engineer's Station "X" 30+37.77 P.O.T.; and

WHEREAS, said right-of-way is delineated and identified as Parcels F-663-WA-001.425 XS1, F-663-WA-001.426 XS1, F-663-WA-001.520 XS1, F-663-WA-001.521 XS1, F-663-WA-001.642 XS1, F-663-WA-001.642PE XS1, F-663-WA-001.677 XS1, F-663-WA-001.677PE XS1, F-663-WA-001.682PE XS1, F-663-WA-001.719PE XS1, F-663-WA-001.723 XS1, F-663-WA-001.723PE XS1, F-663-WA-001.737PE XS1, F-663-WA-001.747 XS1, F-663-WA-001.771 XS1, F-663-WA-001.786 XS1, F-663-WA-001.786PE XS1, F-663-WA-001.818 XS1, F-663-WA-001.893 XS1, F-663-WA-001.905 XS1, F-663-WA-001.909 XS1, and F-663-WA-001.910 XS1 on EXHIBITS "A" through "I", inclusive, attached hereto and made a part hereof; and

WHEREAS, as set forth in NRS 408.527, the Nevada Department of Transportation may, by resolution of the board, relinquish to cities and counties any portion of any state highway which has been superseded by relocation or which the Department determines exceeds its needs; and

WHEREAS, said right-of-way is of no further contemplated use by the Department due to those portions of Wells Avenue (former FAU-663) being in excess of its needs; and

WHEREAS, the City of Reno has requested the relinquishment of aforesaid portions of highway for the purpose of a transportation facility; and

WHEREAS, the City of Reno has agreed to accept the relinquishment of said right-of-way for the aforesaid portions of Wells Avenue (former FAU-663) together with any and all revocable leases and licenses entered into between the Department and the adjoining owners for the multiple use of the right-of-way; and

WHEREAS, the City of Reno entered into an agreement with the Department on May 13, 2015, to accept the hereinafter described designated right-of-way as a part of the City of Reno street system; and

WHEREAS, the City Council of the City of Reno, State of Nevada, consented by resolution passed and adopted on May 13, 2015, to the Department relinquishing the aforesaid portions of said right-of-way to the City of Reno; and

WHEREAS, NRS 408.527 provides that the Department of Transportation may relinquish any portion of a state highway which has been superseded by relocation or which the Department determines exceeds its needs after the Department and the city or county have entered into an agreement and the city or county legislative body has adopted a resolution consenting thereto.

THEREFORE, it is hereby determined by the Board of Directors of the Nevada Department of Transportation, State of Nevada, that the following described right-of-way and incidents thereto, being all that land, delineated and identified as Parcels F-663-WA-001.425 XS1, F-663-WA-001.426 XS1, F-663-WA-001.520 XS1, F-663-WA-001.521 XS1, F-663-WA-001.642 XS1, F-663-WA-001.642PE XS1, F-663-WA-001.677 XS1, F-663-WA-001.677PE XS1, F-663-WA-001.682PE XS1, F-663-WA-001.719PE XS1, F-663-WA-001.723 XS1, F-663-WA-001.723PE XS1, F-663-WA-001.737PE XS1, F-663-WA-001.747 XS1, F-663-WA-001.771 XS1, F-663-WA-001.786 XS1, F-663-WA-001.786PE XS1, F-663-WA-001.818 XS1, F-663-WA-001.893 XS1, F-663-WA-001.905 XS1, F-663-WA-001.909 XS1, and F-663-WA-001.910 XS1 on EXHIBITS "A" through "I", inclusive, attached hereto and made a part hereof, is hereby relinquished to the City of Reno of the State of Nevada. Said right-of-way is described as follows: situate, lying and being in the City of Reno, County of Washoe, State of Nevada, and more particularly described as being a portion of the NW 1/4 of Section 12, and the

S 1/2 of the SW 1/4 of Section 1, T. 19 N., R. 19 E., M.D.M., and more fully described by metes and bounds as follows:

Parcel F-663-WA-001.425 XS1

COMMENCING at the north quarter corner of said Section 12, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe County, Nevada; thence S. 28°14'50" W., a distance of 2,852.21 feet to the POINT OF BEGINNING, said point of beginning being on the left or westerly right-of-way line of Wells Avenue (former FAU-663), 40.57 feet left of and at right angles to Highway Engineer's Station "W" 4+63.78 P.O.T.; thence the following three (3) courses and distances:

- 1) N. 89°25'23" W. - 3.69 feet;
- 2) N. 0°34'37" E. - 2.84 feet;
- 3) S. 89°25'23" E. - 3.37 feet to said westerly right-of-way line of Wells Avenue;

thence S. 5°51'01" E., along said westerly right-of-way line, a distance of 2.86 feet to the point of beginning; said parcel contains an area of 10 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain DEED filed for record in Book 2884, Page 114, Document 1312835 on March 27, 1989, Official Records, Washoe County, Nevada.

Parcel F-663-WA-001.426 XS1

COMMENCING at the north quarter corner of said Section 12, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe County, Nevada; thence S. 27°00'10" W., a distance of 2,817.59 feet to the POINT OF BEGINNING, said point of beginning being on the right or easterly right-of-way line of Wells Avenue (former FAU-663), 30.00 feet right of and at right angles to Highway Engineer's Station "W" 4+66.76 P.O.T.; thence the following three (3) courses and distances:

- 1) S. 89°25'02" E. - 12.20 feet;
- 2) S. 0°34'58" W. - 2.84 feet;
- 3) N. 89°25'02" W. - 12.21 feet to said easterly right-of-way line of Wells Avenue;

thence N. 0°41'32" E., along said easterly right-of-way line, a distance of 2.84 feet to the point of beginning; said parcel contains an area of 35 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain DEED filed for record in Book 2869, Page 516, Document 1306214 on February 22, 1989, Official Records, Washoe County, Nevada.

Parcel F-663-WA-001.520 XS1

COMMENCING at the north quarter corner of said Section 12, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe County, Nevada; thence S. 23°35'31" W., a distance of 2,501.33 feet to the POINT OF BEGINNING, said point of beginning being on the northerly right-of-way line of Kuenzli Street, 305.55 feet right of and at right angles to Highway Engineer's Station "X" 6+88.26 P.O.T.; thence the following three (3) courses and distances:

- 1) N. 1°01'08" E. – 2.91 feet;
- 2) S. 88°58'52" E. - 2.84 feet;
- 3) S. 1°01'08" W. – 2.91 feet to said northerly right-of-way line of Kuenzli Street;

thence N. 88°58'52" W., along said northerly right-of-way line, a distance of 2.84 feet to the point of beginning; said parcel contains an area of 8 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain DEED filed for record in Book 2904, Page 532, Document 1322326 on May 4, 1989, Official Records, Washoe County, Nevada.

Parcel F-663-WA-001.521 XS1

COMMENCING at the north quarter corner of said Section 12, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe County, Nevada; thence S. 32°03'31" W., a distance of 2,347.71 feet to the POINT OF BEGINNING, said point of beginning being on the right or easterly right-of-way line of Wells Avenue (former FAU-663), 66.79 feet right of and at right angles to Highway Engineer's Station "X" 9+82.18 P.O.T.; thence along said easterly right-of-way line S. 55°28'00" W., a distance of 9.78 feet; thence continuing along said easterly right-of-way line S. 6°19'47" W., a distance of 9.09 feet; thence S. 86°51'46" W., a distance of 5.00 feet to a non-tangent curve; thence from a tangent which bears N. 3°34'42" W., curving to the right, with a radius of 2,016.00 feet, through an angle of 0°25'20", an arc distance of 14.86

feet to said easterly right-of-way line; thence N. 89°55'42" E., a distance of 14.92 feet to the point of beginning; said parcel contains an area of 112 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain DEED filed for record in Book 2839, Page 947, Document 1292872 on December 13, 1988, Official Records, Washoe County, Nevada.

Parcel F-663-WA-001.642 XS1

COMMENCING at the north quarter corner of said Section 12, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe County, Nevada; thence S. 47°36'07" W., a distance of 1,907.23 feet to the POINT OF BEGINNING, said point of beginning being 41.77 feet left of and at right angles to Highway Engineer's Station "X" 16+93.07 P.O.T. of Wells Avenue (former FAU-663); thence the following four (4) courses and distances:

- 1) N. 0°53'34" W. - 28.00 feet;
- 2) N. 89°06'34" E. - 3.81 feet to a non-tangent curve;
- 3) thence from a tangent which bears S. 0°48'42" E., curving to the left, with a radius of 3,040.00 feet, through an angle of 0°31'40", an arc distance of 28.00 feet;
- 4) S. 89°06'34" W. - 3.90 feet to the point of beginning; said parcel contains an area of 107 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain DEED filed for record in Book 2822, Page 645, Document 1285137 on November 3, 1988, Official Records, Washoe County, Nevada.

Parcel F-663-WA-001.642PE XS1

COMMENCING at the north quarter corner of said Section 12, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe County, Nevada; thence S. 50°21'09" W., a distance of 1,849.87 feet to the POINT OF BEGINNING, said point of beginning being on the left or westerly right-of-way line of Wells Avenue (former FAU-663), 58.32 feet left of and at right angles to Highway Engineer's Station "X" 17+98.65 P.O.T.; thence the following eight (8) courses and distances:

- 1) N. 76°35'48" E. - 19.41 feet;
- 2) S. 0°23'56" E. - 22.49 feet to a non-tangent curve;

- 3) thence from a tangent which bears S. 0°18'44" W., curving to the left with a radius of 3,040.00 feet, through an angle of 1°07'26", an arc distance of 59.63 feet;
- 4) S. 89°06'34" W. – 3.81 feet;
- 5) S. 0°53'34" E. – 28.00 feet;
- 6) N. 89°06'34" E. – 3.90 feet to a non-tangent curve;
- 7) thence from a tangent which bears S. 1°20'41" E., curving to the left with a radius of 3,040.00 feet, through an angle of 1°35'45", an arc distance of 84.67 feet;
- 8) S. 76°56'33" W. - 20.31 feet to said westerly right-of-way of Wells Avenue;

thence N. 1°20'41" W. along said right-of-way line a distance of 176.99 feet;
 thence N. 3°03'59" E. a distance of 17.90 feet to the point of beginning; said parcel contains an area of 3,624 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain AERIAL EASEMENT DEED filed for record in Book 2822, Page 648, Document 1285138 on November 3, 1988, Official Records, Washoe County, Nevada.

Parcel F-663-WA-001.677 XS1

COMMENCING at the north quarter corner of said Section 12, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe County, Nevada; thence S. 50°17'38" W., a distance of 1,829.77 feet to the POINT OF BEGINNING, said point of beginning being 41.71 feet left of and at right angles to Highway Engineer's Station "X" 18+10.13 P.O.T. of Wells Avenue (former FAU-663); thence the following four (4) courses and distances:

- 1) N. 2°24'10" E. - 28.00 feet;
- 2) S. 87°35'46" E. - 0.80 feet;
- 3) S. 0°23'56" E. - 28.03 feet;
- 4) N. 87°35'46" W. - 2.17 feet to the point of beginning; said parcel contains an area of 42 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain FINAL ORDER OF CONDEMNATION filed for record in Book 2902, Page 923, Document 1321562 on April 28, 1989, Official Records, Washoe County, Nevada.

Parcel F-663-WA-001.677PE XS1

COMMENCING at the north quarter corner of said Section 12, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe County, Nevada; thence S. 50°21'09" W., a distance of 1,849.87 feet to the POINT OF BEGINNING, said point of beginning being on the left or westerly right-of-way line of Wells Avenue (former FAU-663), 58.32 feet left of and at right angles to Highway Engineer's Station "X" 17+98.65 P.O.T.; thence N. 3°03'59" E., along said westerly right-of-way, a distance of 135.73 feet; thence the following seven (7) courses and distances:

- 1) N. 76°32'25" E. – 11.00 feet;
- 2) S. 0°23'56" E. - 98.78 feet;
- 3) N. 87°35'46" W. – 0.80 feet;
- 4) S. 2°24'10" W. – 28.00 feet;
- 5) S. 87°35'46" E. – 2.17 feet;
- 6) S. 0°23'56" E. – 6.79 feet;
- 7) S. 76°35'48" W. - 19.41 feet to the point of beginning; said parcel contains an area of 1,938 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain FINAL ORDER OF CONDEMNATION filed for record in Book 2902, Page 923, Document 1321562 on April 28, 1989, Official Records, Washoe County, Nevada.

Parcel F-663-WA-001.682PE XS1

COMMENCING at the north quarter corner of said Section 12, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe County, Nevada; thence S. 48°38'46" W., a distance of 1,744.71 feet to the POINT OF BEGINNING, said point of beginning being on the right or easterly right-of-way line of Wells Avenue (former FAU-663), 56.24 feet right of and at right angles to Highway Engineer's Station "X" 18+26.90 P.O.T.; thence S. 76°32'25" W., a distance of 16.42 feet; thence N. 0°23'56" W. a distance of 133.46 feet to the southerly right-of-way line of East Fourth Street; thence N. 76°32'25" E., along said southerly right-of-way line, a distance of 16.42 feet to said right or easterly right-of-way line of Wells Avenue (former FAU-663); thence S. 0°23'56" E., along said easterly right-of-way line, a distance of 133.46 feet to the point of beginning; said parcel contains an area of 2,135 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain AERIAL EASEMENT DEED filed for record in Book 2821, Page 28, Document 1284395 on October 28, 1988, Official Records, Washoe County, Nevada.

Parcel F-663-WA-001.719PE XS1

COMMENCING at the north quarter corner of said Section 12, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe County, Nevada; thence S. 58°15'19" W., a distance of 1,653.66 feet to the POINT OF BEGINNING, said point of beginning being on the left or westerly right-of-way line of Wells Avenue (former FAU-663), 42.03 feet left of and at right angles to Highway Engineer's Station "X" 21+09.05 P.O.T.; thence N. 76°32'25" E. a distance of 2.65 feet; thence S. 0°17'44" W., to the northerly right-of-way line of East Fourth Street, a distance of 90.00 feet; thence S. 76°32'25" W., along said northerly right-of-way line to the intersection with the left or westerly right-of-way line of said Wells Avenue, a distance of 8.00 feet; thence N. 3°33'15" E., along said westerly right-of-way line, a distance of 91.42 feet to the point of beginning; said parcel contains an area of 466 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain FINAL ORDER OF CONDEMNATION filed for record in Book 2902, Page 923, Document 1321562 on April 28, 1989, Official Records, Washoe County, Nevada.

Parcel F-663-WA-001.723 XS1

COMMENCING at the north quarter corner of said Section 12, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe County, Nevada; thence S. 54°35'45" W., a distance of 1,622.25 feet to the POINT OF BEGINNING, said point of beginning being 42.38 feet right of and at right angles to Highway Engineer's Station "X" 20+39.76 P.O.T. of Wells Avenue (former FAU-663) coincident with the northerly right-of-way line of East Fourth St.; thence the following four (4) courses and distances:

- 1) S. 76°32'25" W. – 1.83 feet;
- 2) N. 0°17'44" E. – 25.36 feet;
- 3) S. 86°31'27" E. – 3.16 feet;
- 4) S. 3°28'51" W. a distance of 24.79 feet to the point of beginning; said parcel contains an area of 62 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain DEED filed for record in

Parcel F-663-WA-001.723PE XS1

COMMENCING at the north quarter corner of said Section 12, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe County, Nevada; thence S. 65°00'02" W., a distance of 1,425.89 feet to the POINT OF BEGINNING, said point of beginning being on the right or easterly right-of-way line of Wells Avenue (former FAU-663), 70.37 feet right of and at right angles to Highway Engineer's Station "X" 23+77.17 P.O.T.; thence S. 0°17'44" W., along said easterly right-of-way line, a distance of 330.48 feet to the northerly right-of-way line of East Fourth St; thence the following thirteen (13) courses and distances:

- 1) S. 76°32'25" W. – 29.06 feet;
- 2) N. 3°28'51" E. – 24.79 feet;
- 3) N. 86°31'27" W. – 3.16 feet;
- 4) N. 0°17'44" E. – 97.14 feet;
- 5) S. 86°31'27" E. – 8.55 feet;
- 6) N. 3°27'47" E. – 28.01 feet;
- 7) N. 86°31'27" W. – 10.10 feet;
- 8) N. 0°17'44" E. – 98.30 feet;
- 9) S. 89°32'01" E. – 13.50 feet;
- 10) N. 0°28'47" E. – 28.00 feet;
- 11) N. 89°32'01" W. – 13.59 feet;
- 12) N. 0°17'44" E. – 60.93 feet;
- 13) S. 89°46'44" E. a distance of 30.00 feet to the point of beginning; said parcel contains an area of 9,323 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain AERIAL EASEMENT DEED filed for record in Book 2818, Page 497, Document 1283316 on October 26, 1988, Official Records, Washoe County, Nevada.

Parcel F-663-WA-001.737PE XS1

COMMENCING at the north quarter corner of said Section 12, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe County, Nevada; thence S. 58°15'19" W., a distance of 1,653.66 feet to the POINT OF BEGINNING, said point of beginning being on the left or westerly right-of-way line of Wells Avenue (former FAU-663), 42.03 feet left of and at right angles to Highway Engineer's Station "X" 21+09.05 P.O.T.; thence N. 3°33'17" E., along said westerly right-of-way line, a distance of 45.27 feet; thence S. 0°17'44" W. a distance of 44.57 feet; thence S. 76°32'25" W. a distance of 2.65 feet to the point of beginning; said parcel contains an area of 57 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain FINAL ORDER OF CONDEMNATION filed for record in Book 2902, Page 923, Document 1321562 on April 28, 1989, Official Records, Washoe County, Nevada.

Parcel F-663-WA-001.747 XS1

COMMENCING at the north quarter corner of said Section 12, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe County, Nevada; thence S. 58°06'19" W., a distance of 1,548.70 feet to the POINT OF BEGINNING, said point of beginning being 49.05 feet right of and at right angles to Highway Engineer's Station "X" 21+61.36 P.O.T. of Wells Avenue (former FAU-663); thence the following four (4) courses and distances:

- 1) N. 86°31'27" W. – 8.55 feet;
- 2) N. 0°17'44" E. – 28.05 feet;
- 3) S. 86°31'27" E. – 10.10 feet;
- 4) S. 3°27'47" W. a distance of 28.01 feet to the point of beginning; said parcel contains an area of 261 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain DEED filed for record in Book 2818, Page 494, Document 1283315 on October 26, 1988, Official Records, Washoe County, Nevada.

Parcel F-663-WA-001.771 XS1

COMMENCING at the north quarter corner of said Section 12, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe

County, Nevada; thence S. 62°09'30" W., a distance of 1,480.67 feet to the POINT OF BEGINNING, said point of beginning being 53.93 feet right of and at right angles to Highway Engineer's Station "X" 22+88.15 P.O.T. of Wells Avenue (former FAU-663), thence the following four (4) courses and distances:

- 1) N. 89°32'01" W. – 13.50 feet;
- 2) N. 0°17'44" E. – 28.00 feet;
- 3) S. 89°32'01" E. – 13.59 feet;
- 4) S. 0°28'47" W. a distance of 28.00 feet to the point of beginning; said parcel contains an area of 379 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain DEED filed for record in Book 2818, Page 494, Document 1283315 on October 26, 1988, Official Records, Washoe County, Nevada.

Parcel F-663-WA-001.786 XS1

COMMENCING at the north quarter corner of said Section 12, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe County, Nevada; thence S. 66°32'22" W., a distance of 1,425.29 feet to the POINT OF BEGINNING, said point of beginning being 55.00 feet right of and at right angles to Highway Engineer's Station "X" 24+12.24 P.O.T. of Wells Avenue (former FAU-663), thence N. 89°38'54" W. a distance of 5.62 feet; thence N. 14°43'23" E. a distance of 22.64 feet; thence S. 0°21'06" W. a distance of 21.93 feet to the point of beginning; said parcel contains an area of 62 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain DEED filed for record in Book 2827, Page 557, Document 1287377 on November 16, 1988, Official Records, Washoe County, Nevada.

Parcel F-663-WA-001.786PE XS1

COMMENCING at the north quarter corner of said Section 12, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe County, Nevada; thence S. 67°53'19" W., a distance of 1,398.03 feet to the POINT OF BEGINNING, said point of beginning being at the intersection of the southerly right-of-way line of East Fifth Street and the right or easterly right-of-way line of Wells Avenue (former FAU-663), 67.01 feet right of and at right angles to Highway Engineer's Station "X" 24+53.51 P.O.T.; thence S. 0°21'06" W., along

said easterly right-of-way line, a distance of 76.35 feet; thence the following five (5) courses and distances:

- 1) N. 89°46'44" W. – 26.62 feet;
- 2) N. 14°43'25" E. – 36.27 feet;
- 3) S. 89°38'54" E. – 5.62 feet;
- 4) N. 0°21'06" E. – 21.93 feet;
- 5) N. 14°43'23" E. – 18.11 feet to the southerly right-of-way line of East Fifth Street;

thence N. 76°51'22" E., along said southerly right-of-way line, a distance of 7.72 feet to the point of beginning; said parcel contains an area of 1,217 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain AERIAL EASEMENT DEED filed for record in Book 2827, Page 553, Document 1287375 on November 16, 1988, Official Records, Washoe County, Nevada.

Parcel F-663-WA-001.818 XS1

COMMENCING at the north quarter corner of said Section 12, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe County, Nevada; thence S. 70°57'00" W., a distance of 1,340.33 feet to the POINT OF BEGINNING, said point of beginning being the intersection of the northerly right-of-way line of East Fifth Street and the right or easterly right-of-way line of Wells Avenue (former FAU-663), 94.78 feet right of and at right angles to Highway Engineer's Station "X" 25+42.43 P.O.T.; thence S. 76°51'22" W., along the northerly right-of-way line of East Fifth Street, a distance of 18.00 feet; thence N. 3°57'09" E. a distance of 221.60 feet; thence S. 86°02'51" E. a distance of 4.00 feet to the easterly right-of-way line of said Wells Avenue; thence S. 0°27'34" W., along said easterly right-of-way, a distance of 216.71 feet to the point of beginning; said parcel contains an area of 2,339 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain DEED filed for record in Book 2818, Page 507, Document 1283321 on October 26, 1988, Official Records, Washoe County, Nevada.

Parcel F-663-WA-001.893 XS1

COMMENCING at the north quarter corner of said Section 12, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe County, Nevada; thence S. 87°33'21" W., a distance of 1,119.11 feet to the

POINT OF BEGINNING, said point of beginning being on the southerly right-of-way line of East Sixth Street and being 241.35 feet right of and at right angles to Highway Engineer's Station "X" 29+33.04 P.O.T. of Wells Avenue (former FAU-663); thence S. 89°19'40" E., along said southerly right-of-way line, a distance of 2.99 feet; thence the following three (3) courses and distances:

- 1) S. 0°40'48" W. – 1.59 feet;
- 2) N. 89°19'12" W. - 2.99 feet;
- 3) N. 0°40'48" E. – 1.59 feet to the point of beginning; said parcel contains an area of 5 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain DEED filed for record in Book 2854, Page 751, Document 1299460 on January 17, 1989, Official Records, Washoe County, Nevada.

Parcel F-663-WA-001.905 XS1

COMMENCING at the south quarter corner of said Section 1, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe County, Nevada; thence N. 88°55'35" W., a distance of 1,413.75 feet to the POINT OF BEGINNING, said point of beginning being on the northerly right-of-way line of East Sixth St., 54.46 feet left of and at right angles to Highway Engineer's Station "X" 30+05.58 P.O.T. of Wells Avenue (former FAU-663); thence S. 29°26'36" E. a distance of 2.43 feet to a non-tangent curve and said northerly right-of-way line; thence from a tangent which bears S. 57°14'57" W., curving to the right with a radius of 26.00 feet through an angle of 6°36'53", an arc distance of 3.00 feet; thence N. 29°26'36" W. a distance of 2.43 feet; thence from a tangent which bears the last described course, curving to the right with a radius of 1.50 feet, through an angle of 180°00'00", an arc distance of 4.71 feet to the point of beginning; said parcel contains an area of 11 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain DEED filed for record in Book 2920, Page 570, Document 1329602 on June 9, 1989, Official Records, Washoe County, Nevada.

Parcel F-663-WA-001.909 XS1

COMMENCING at the south quarter corner of said Section 1, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe County, Nevada; thence N. 87°35'04" W., a distance of 1,292.62 feet to the POINT OF BEGINNING, said point of beginning being on the northerly right-of-way line of East Sixth St., 67.43 feet right of and at right angles to

Highway Engineer's Station "X" 30+34.17 P.O.T. of Wells Avenue (former FAU-663); thence from a tangent which bears N. 35°48'29" W., curving to the right with a radius of 40.00 feet through an angle of 4°17'54", an arc distance of 3.00 feet; thence the following three (3) courses and distances:

- 1) N. 56°20'38" E. – 1.99 feet;
- 2) from a tangent which bears the last described course, curving to the right with a radius of 1.50 feet, through an angle of 180°00'00", an arc distance of 4.71 feet;
- 3) S. 56°20'28" W. – 1.99 feet to the point of beginning; said parcel contains an area of 10 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain DEED filed for record in Book 2912, Page 570, Document 1325972 on May 22, 1989, Official Records, Washoe County, Nevada.

Parcel F-663-WA-001.910 XS1

COMMENCING at the south quarter corner of said Section 1, a 2.5 inch BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000 as Document No. 2487730, Washoe County Recorder, Washoe County, Nevada; thence N. 88°05'20" W., a distance of 1,117.57 feet to the POINT OF BEGINNING, said point of beginning being on the northerly right-of-way line of East Sixth Street, 242.04 feet right of and at right angles to Highway Engineer's Station "X" 30+17.81 P.O.T. of Wells Avenue (former FAU-663); thence the following three (3) courses and distances:

- 1) N. 0°40'47" E. – 3.25 feet;
- 2) S. 89°19'13" E. - 2.84 feet;
- 3) S. 0°40'47" W. – 3.25 feet to said northerly right-of-way line of East Sixth Street;

thence N. 89°19'41" W., along said northerly right-of-way line, a distance of 2.84 feet to the point of beginning; said parcel contains an area of 9 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described by that certain DEED filed for record in Book 2912, Page 570, Document 1325972 on May 22, 1989, Official Records, Washoe County, Nevada.

SUBJECT to any and all existing utilities whether of record or not.

The Basis of Bearing for this description is the NEVADA STATE PLANE COORDINATE SYSTEM, NAD 83/94 DATUM, West Zone as determined by the State of Nevada, Department of Transportation.

It is the intent of the Department to relinquish to the City of Reno all of the Department's right, title and interest in and to the aforesaid described right-of-way as shown on EXHIBITS "A" through "I", inclusive, attached hereto and made a part hereof.

DATED this ___ day of _____, 20__.

APPROVED AS TO LEGALITY AND FORM:

**ON BEHALF OF STATE OF NEVADA,
DEPARTMENT OF TRANSPORTATION
BOARD OF DIRECTORS**

Dennis Gallagher, Deputy Attorney General

Brian Sandoval, Chairman

ATTEST:

William H. Hoffman, Secretary to the Board

PARCEL NO. PREFIX: F-663-WA-

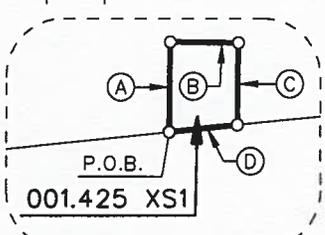
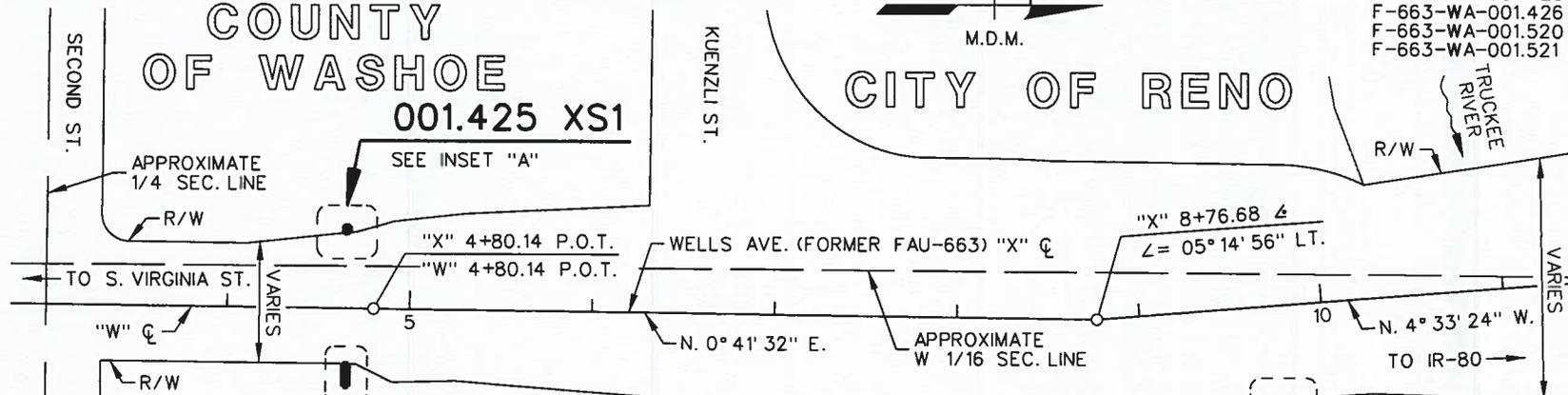
NW 1/4 SEC. 12
T. 19 N., R. 19 E.

PROJECT: BRM-663(1)
E.A.: 71453

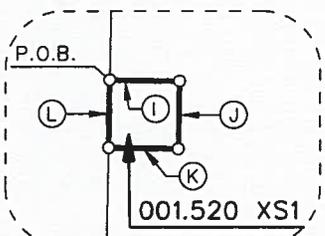
ALL OF PARCELS: F-663-WA-001.425
F-663-WA-001.426
F-663-WA-001.520
F-663-WA-001.521

COUNTY
OF WASHOE

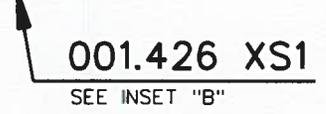
CITY OF RENO



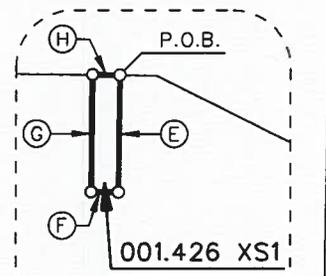
INSET "A"
NOT TO SCALE



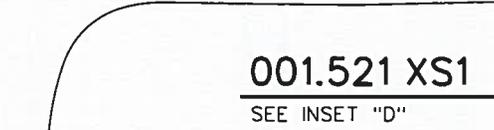
INSET "C"
NOT TO SCALE



INSET "B"
NOT TO SCALE



001.426 XS1



INSET "D"
NOT TO SCALE

TO BE RELINQUISHED

001.520 XS1
SEE INSET "C"

SEE SHEET 6
FOR ENGINEERING BOXES

EXHIBIT "A"

WA-06 STATE OF NEVADA SUR 13-07
DEPARTMENT OF TRANSPORTATION

DATE: JULY 14, 2015

SKETCH MAP

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

SCALE 1"=100'

SHEET 1 OF 9

MAP ID NO. 56172
\\Relinquishment\Washoe\SUR 13-07\Exhibit A.dgn

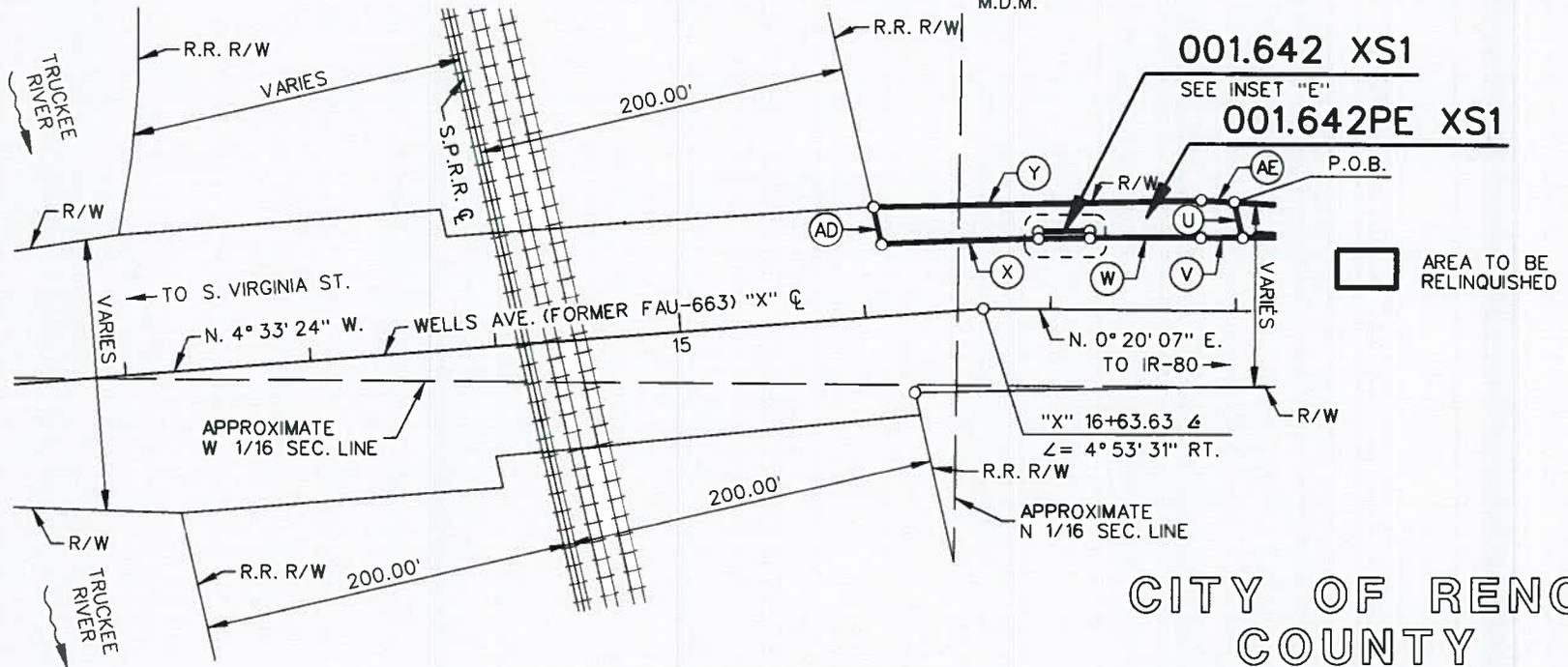
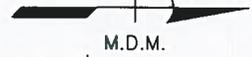


TRACED	MRS
CHECKED	CJH
DATE OF LAST REVISION: 9/9/15	

PARCEL NO. PREFIX: F-663-WA-

NW 1/4 SEC. 12
T. 19 N., R. 19 E.

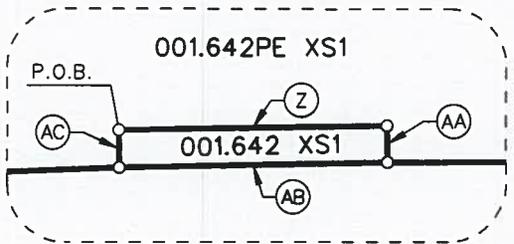
PROJECT: BRM-663(1)
E.A.: 71453
ALL OF PARCELS: F-663-WA-001.642
F-663-WA-001.642PE



001.642 XS1
SEE INSET "E"
001.642PE XS1

AREA TO BE RELINQUISHED

CITY OF RENO
COUNTY
OF WASHOE
EXHIBIT "B"



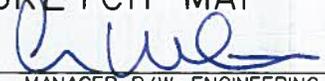
INSET "E"
NOT TO SCALE

SEE SHEET 6
FOR ENGINEERING BOXES

WA-06 STATE OF NEVADA SUR 13-07
DEPARTMENT OF TRANSPORTATION

DATE: JULY 14, 2015

SKETCH MAP

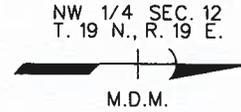
APPROVED: 
MANAGER, R/W ENGINEERING

SCALE 1"=100' SHEET 2 OF 9

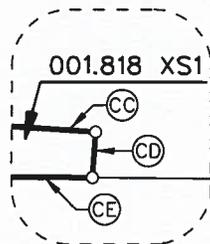
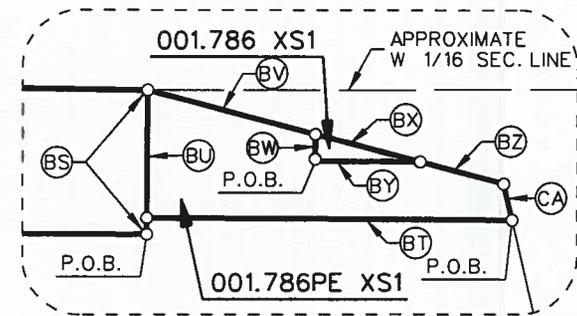
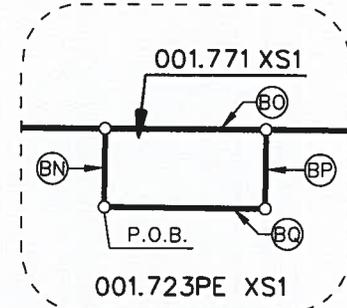
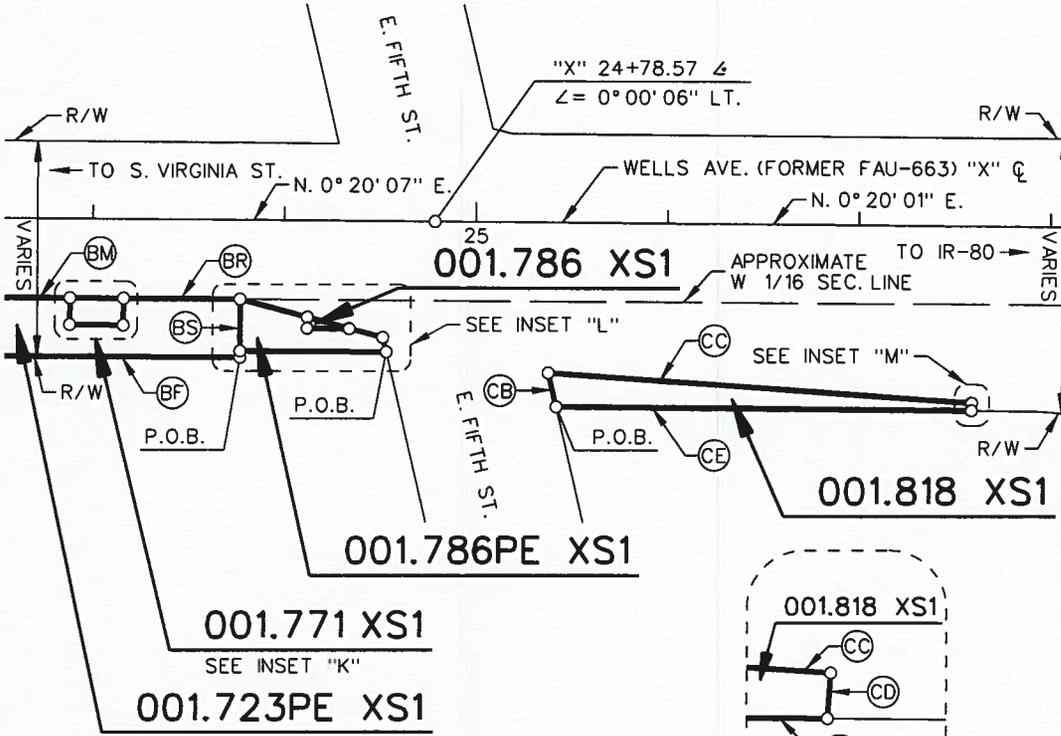
MAP ID NO. 56173
\\Relinquishment\Washoe\SUR 13-07\Exhibit B.dgn

NEVADA DOT	TRACED	MRS
	CHECKED	CJH
	DATE OF LAST REVISION: 9/9/15	

PARCEL NO. PREFIX: F-663-WA-
 CITY OF RENO
 COUNTY OF WASHOE



PROJECT: BRM-663(1)
 E.A.: 71453
 ALL OF PARCELS: F-663-WA-001.723PE
 F-663-WA-001.771
 F-663-WA-001.786
 F-663-WA-001.786PE
 F-663-WA-001.818



AREA TO BE RELINQUISHED

SEE SHEETS 7 AND 8
 FOR ENGINEERING BOXES

EXHIBIT "D"

WA-06 STATE OF NEVADA SUR 13-07
 DEPARTMENT OF TRANSPORTATION

DATE: JULY 14, 2015

SKETCH MAP

APPROVED:

MANAGER, R/W ENGINEERING

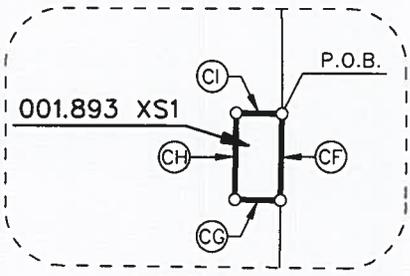
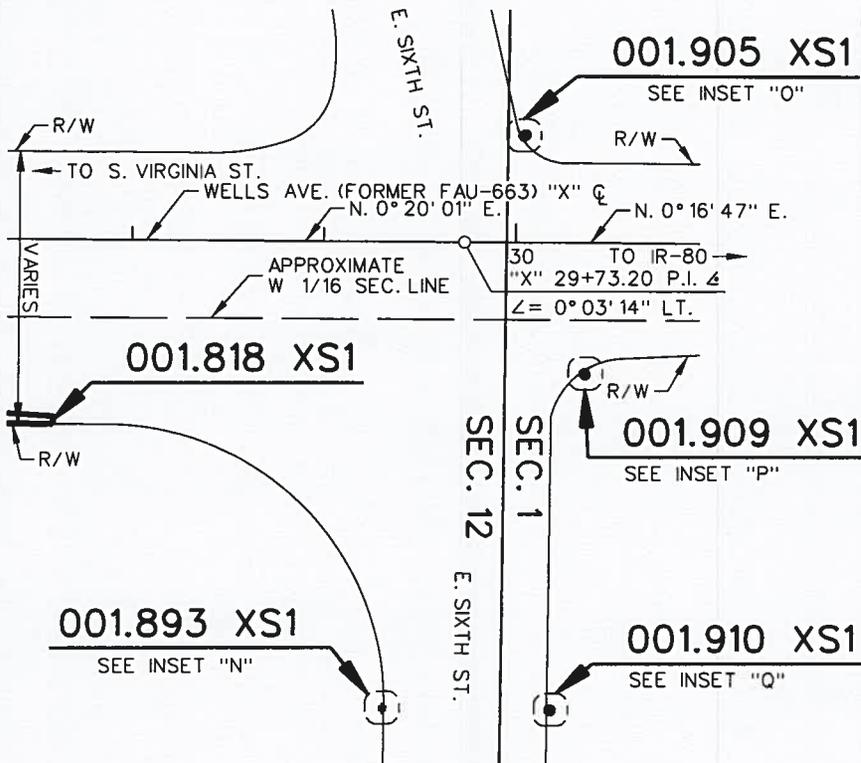
SCALE 1"=100' SHEET 4 OF 9

	TRACED	MRS
	CHECKED	CJH
	DATE OF LAST REVISION:	

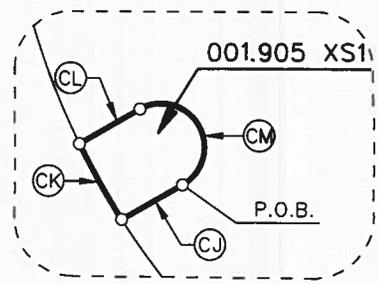
PARCEL NO. PREFIX: F-663-WA-
 CITY OF RENO
 COUNTY OF WASHOE



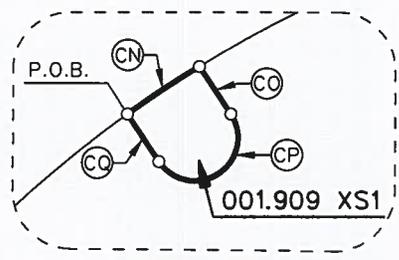
PROJECT: BRM-663(1)
 E.A.: 71453
 ALL OF PARCELS: F-663-WA-001.893
 F-663-WA-001.905
 F-663-WA-001.909
 F-663-WA-001.910



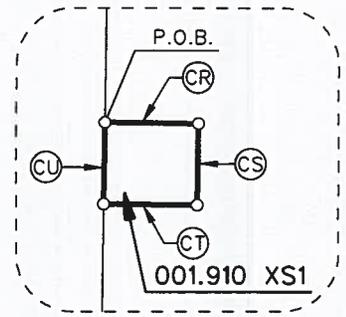
INSET "N"
 NOT TO SCALE



INSET "O"
 NOT TO SCALE



INSET "P"
 NOT TO SCALE



INSET "Q"
 NOT TO SCALE



SEE SHEETS 8 AND 9
 FOR ENGINEERING BOXES

MAP ID NO. 56176
 \Relinquishment\Washoe\SUR 13-07\Exhibit E.dgn

EXHIBIT "E"

NEVADA DOT	TRACED	MRS
	CHECKED	CJH
	DATE OF LAST REVISION:	

WA-06 STATE OF NEVADA SUR 13-07
 DEPARTMENT OF TRANSPORTATION

DATE: JULY 14, 2015

SKETCH MAP

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

SCALE 1"=100'

SHEET 5 OF 9

PARCEL NO. PREFIX: F-663-WA-

001.425 XS1	
P.O.B. = 40.57' LT. "W" 4+63.78 P.O.T. TIE: S. 28° 14' 50" W. - 2,852.21' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
(A)	N. 89° 25' 23" W. - 3.69'
(B)	N. 0° 34' 37" E. - 2.84'
(C)	S. 89° 25' 23" E. - 3.37'
(D)	S. 5° 51' 01" E. - 2.86'

001.426 XS1	
P.O.B. = 30.00' RT. "W" 4+66.76 P.O.T. TIE: S. 27° 00' 10" W. - 2,817.59' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
(E)	S. 89° 25' 02" E. - 12.20'
(F)	S. 0° 34' 58" W. - 2.84'
(G)	N. 89° 25' 02" W. - 12.21'
(H)	N. 0° 41' 32" E. - 2.84'

001.520 XS1	
P.O.B. = 305.55' RT. "X" 6+88.26 P.O.T. TIE: S. 23° 35' 31" W. - 2,501.33' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
(I)	N. 1° 01' 08" E. - 2.91'
(J)	S. 88° 58' 52" E. - 2.84'
(K)	S. 1° 01' 08" W. - 2.91'
(L)	N. 88° 58' 52" W. - 2.84'

001.521 XS1	
P.O.B. = 66.79' RT. "X" 9+82.18 P.O.T. TIE: S. 32° 03' 31" W. - 2,347.71' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
(M)	S. 55° 28' 00" W. - 9.78'
(N)	S. 6° 19' 47" W. - 9.09'
(O)	S. 86° 51' 46" W. - 5.00'
(P)	$\Delta = 0^\circ 25' 20''$ R = 2,016.00' L = 14.86' T.B. = N. 3° 34' 42" W.
(Q)	N. 89° 55' 42" E. - 14.92'

001.642 XS1	
P.O.B. = 41.77' LT. "X" 16+93.07 P.O.T. TIE: S. 47° 36' 07" W. - 1,907.23' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
(Z)	N. 0° 53' 34" W. - 28.00'
(AA)	N. 89° 06' 34" E. - 3.81'
(AB)	$\Delta = 0^\circ 31' 40''$ R = 3,040.00' L = 28.00' T.B. = S. 0° 48' 42" E.
(AC)	S. 89° 06' 34" W. - 3.90'

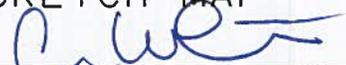
001.642PE XS1	
P.O.B. = 58.32' LT. "X" 17+98.65 P.O.T. TIE: S. 50° 21' 09" W. - 1,849.87' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
(U)	N. 76° 35' 48" E. - 19.41'
(V)	S. 0° 23' 56" E. - 22.49'
(W)	$\Delta = 1^\circ 07' 26''$ R = 3,040.00' L = 59.63' T.B. = S. 0° 18' 44" W.
(AA)	S. 89° 06' 34" W. - 3.81'
(Z)	S. 0° 53' 34" E. - 28.00'
(AC)	N. 89° 06' 34" E. - 3.90'
(X)	$\Delta = 1^\circ 35' 45''$ R = 3,040.00' L = 84.67' T.B. = S. 1° 20' 41" E.
(AD)	S. 76° 56' 33" W. - 20.31'
(Y)	N. 1° 20' 41" W. - 176.99'
(AE)	N. 3° 03' 59" E. - 17.90'

EXHIBIT "F"

WA-06 STATE OF NEVADA SUR 13-07
DEPARTMENT OF TRANSPORTATION

DATE: JULY 14, 2015

SKETCH MAP

APPROVED: 
MANAGER, R/W ENGINEERING

NEVADA DOT	TRACED	MRS
	CHECKED	CJH
	DATE OF LAST REVISION:	

PARCEL NO. PREFIX: F-663-WA-

001.677 XS1	
P.O.B. = 41.71' LT. "X" 18+10.13 P.O.T. TIE: S. 50° 17' 38" W. - 1,829.77' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
ⓐJ	N. 2° 24' 10" E. - 28.00'
ⓐK	S. 87° 35' 46" E. - 0.80'
ⓐL	S. 0° 23' 56" E. - 28.03'
ⓐM	N. 87° 35' 46" W. - 2.17'

001.677PE XS1	
P.O.B. = 58.32' LT. "X" 17+98.65 P.O.T. TIE: S. 50° 21' 09" W. - 1,849.87' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
ⓐO	N. 3° 03' 59" E. - 135.73'
ⓐP	N. 76° 32' 25" E. - 11.00'
ⓐQ	S. 0° 23' 56" E. - 98.78'
ⓐK	N. 87° 35' 46" W. - 0.80'
ⓐJ	S. 2° 24' 10" W. - 28.00'
ⓐM	S. 87° 35' 46" E. - 2.17'
ⓐN	S. 0° 23' 56" E. - 6.79'
ⓐU	S. 76° 35' 48" W. - 19.41'

001.682PE XS1	
P.O.B. = 56.24' RT. "X" 18+26.90 P.O.T. TIE: S. 48° 38' 46" W. - 1,744.71' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
ⓐX	S. 76° 32' 25" W. - 16.42'
ⓐY	N. 0° 23' 56" W. - 133.46'
ⓐZ	N. 76° 32' 25" E. - 16.42'
ⓐA	S. 0° 23' 56" E. - 133.46'

001.719PE XS1	
P.O.B. = 42.03' LT. "X" 21+09.05 P.O.T. TIE: S. 58° 15' 19" W. - 1,653.66' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
ⓐR	N. 76° 32' 25" E. - 2.65'
ⓐS	S. 0° 17' 44" W. - 90.00'
ⓐT	S. 76° 32' 25" W. - 8.00'
ⓐU	N. 3° 33' 15" E. - 91.42'

001.723 XS1	
P.O.B. = 42.38' RT. "X" 20+39.76 P.O.T. TIE: S. 54° 35' 45" W. - 1,622.25' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
ⓐB	S. 76° 32' 25" W. - 1.83'
ⓐC	N. 0° 17' 44" E. - 25.36'
ⓐD	S. 86° 31' 27" E. - 3.16'
ⓐE	S. 3° 28' 51" W. - 24.79'

001.723PE XS1	
P.O.B. = 70.37' RT. "X" 23+77.17 P.O.T. TIE: S. 65° 00' 02" W. - 1,425.89' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
ⓐF	S. 0° 17' 44" W. - 330.48'
ⓐG	S. 76° 32' 25" W. - 29.06'
ⓐE	N. 3° 28' 51" E. - 24.79'
ⓐD	N. 86° 31' 27" W. - 3.16'
ⓐH	N. 0° 17' 44" E. - 97.14'
ⓐI	S. 86° 31' 27" E. - 8.55'
ⓐL	N. 3° 27' 47" E. - 28.01'
ⓐK	N. 86° 31' 27" W. - 10.10'
ⓐM	N. 0° 17' 44" E. - 98.30'
ⓐN	S. 89° 32' 01" E. - 13.50'
ⓐO	N. 0° 28' 47" E. - 28.00'
ⓐP	N. 89° 32' 01" W. - 13.59'
ⓐR	N. 0° 17' 44" E. - 60.93'
ⓐS	S. 89° 46' 44" E. - 30.00'

EXHIBIT "G"

MAP ID NO. 56178
 \Relinquishment\Washoe\SUR 13-07\Exhibit G.dgn

NEVADA DOT	TRACED	MRS
	CHECKED	CJH
	DATE OF LAST REVISION:	

WA-06 STATE OF NEVADA SUR 13-07
 DEPARTMENT OF TRANSPORTATION

DATE: JULY 14, 2015

SKETCH MAP

APPROVED: 
 MANAGER, R/W ENGINEERING

SHEET 7 OF 9

PARCEL NO. PREFIX: F-663-WA-

001.737PE XS1	
P.O.B. = 42.03' LT. "X" 21+09.05 P.O.T. TIE: S. 58° 15' 19" W. - 1,653.66' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
AV	N. 3° 33' 17" E. - 45.27'
AW	S. 0° 17' 44" W. - 44.57'
AR	S. 76° 32' 25" W. - 2.65'

001.786 XS1	
P.O.B. = 55.00' RT. "X" 24+12.24 P.O.T. TIE: S. 66° 32' 22" W. - 1,425.29' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
BW	N. 89° 38' 54" W. - 5.62'
BX	N. 14° 43' 23" E. - 22.64'
BY	S. 0° 21' 06" W. - 21.93'

001.818 XS1	
P.O.B. = 94.78' RT. "X" 25+42.43 P.O.T. TIE: S. 70° 57' 00" W. - 1,340.33' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
CB	S. 76° 51' 22" W. - 18.00'
CC	N. 3° 57' 09" E. - 221.60'
CD	S. 86° 02' 51" E. - 4.00'
CE	S. 0° 27' 34" W. - 216.71'

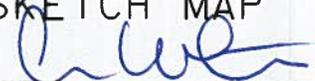
001.747 XS1	
P.O.B. = 49.05' RT. "X" 21+61.36 P.O.T. TIE: S. 58° 06' 19" W. - 1,548.70' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
BI	N. 86° 31' 27" W. - 8.55'
BJ	N. 0° 17' 44" E. - 28.05'
BK	S. 86° 31' 27" E. - 10.10'
BL	S. 3° 27' 47" W. - 28.01'

001.786PE XS1	
P.O.B. = 67.01' RT. "X" 24+53.51 P.O.T. TIE: S. 67° 53' 19" W. - 1,398.03' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
BT	S. 0° 21' 06" W. - 76.35'
BU	N. 89° 46' 44" W. - 26.62'
BV	N. 14° 43' 25" E. - 36.27'
BW	S. 89° 38' 54" E. - 5.62'
BY	N. 0° 21' 06" E. - 21.93'
BZ	N. 14° 43' 23" E. - 18.11'
CA	N. 76° 51' 22" E. - 7.72'

001.893 XS1	
P.O.B. = 241.35' RT. "X" 29+33.04 P.O.T. TIE: S. 87° 33' 21" W. - 1,119.11' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
CF	S. 89° 19' 40" E. - 2.99'
CG	S. 0° 40' 48" W. - 1.59'
CH	N. 89° 19' 12" W. - 2.99'
CI	N. 0° 40' 48" E. - 1.59'

001.771 XS1	
P.O.B. = 53.93' RT. "X" 22+88.15 P.O.T. TIE: S. 62° 09' 30" W. - 1,480.67' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
BN	N. 89° 32' 01" W. - 13.50'
BO	N. 0° 17' 44" E. - 28.00'
BP	S. 89° 32' 01" E. - 13.59'
BQ	S. 0° 28' 47" W. - 28.00'

EXHIBIT "H"

WA-06	STATE OF NEVADA	SUR 13-07
DEPARTMENT OF TRANSPORTATION		
DATE: JULY 14, 2015		
SKETCH MAP		
APPROVED:		
MANAGER, R/W ENGINEERING		
		SHEET 8 OF 9

NEVADA DOT	TRACED	MRS
	CHECKED	CJH
	DATE OF LAST REVISION:	

PARCEL NO. PREFIX: F-663-WA-

001.905 XS1	
P.O.B. = 54.46' LT. "X" 30+05.58 P.O.T. TIE: N. 88° 55' 35" W. - 1,413.75' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
(CJ)	S. 29° 26' 36" E. - 2.43'
Δ = 6° 36' 53"	
(CK)	R = 26.00' L = 3.00' T.B. = S. 57° 14' 57" W.
(CL)	N. 29° 26' 36" W. - 2.43'
Δ = 180° 00' 00"	
(CM)	R = 1.50' L = 4.71'

001.909 XS1	
P.O.B. = 67.43' RT. "X" 30+34.17 P.O.T. TIE: N. 87° 35' 04" W. - 1,292.62' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
Δ = 4° 17' 54"	
(CN)	R = 40.00' L = 3.00' T.B. = N. 35° 48' 29" W.
(CO)	N. 56° 20' 38" E. - 1.99'
Δ = 180° 00' 00"	
(CP)	R = 1.50' L = 4.71'
(CQ)	S. 56° 20' 28" W. - 1.99'

001.910 XS1	
P.O.B. = 242.04' RT. "X" 30+17.81 P.O.T. TIE: N. 88° 05' 20" W. - 1,117.57' FROM THE N 1/4 COR. SEC. 12, T. 19 N., R. 19 E., M.D.M.	
(CR)	N. 0° 40' 47" E. - 3.25'
(CS)	S. 89° 19' 13" E. - 2.84'
(CT)	S. 0° 40' 47" W. - 3.25'
(CU)	N. 89° 19' 41" W. - 2.84'

EXHIBIT "I"

MAP ID NO. 56180
 \Relinquishment\Washoe\SUR 13-07\Exhibit I.dgn

	TRACED	MRS
	CHECKED	CJH
	DATE OF LAST REVISION:	

WA-06	STATE OF NEVADA	SUR 13-07
DEPARTMENT OF TRANSPORTATION		
DATE: JULY 14, 2015		
SKETCH MAP		
APPROVED:		
	MANAGER, R/W ENGINEERING	
	SHEET 9 OF 9	

Control Section: WA-06
Route: Wells Avenue (Off System)
Former Route: FAU-663
Surplus No.: SUR 13-07
Project: BRM-663(1)
E.A.: 71453

All of Parcels:

F-663-WA-001.425
F-663-WA-001.426
F-663-WA-001.520
F-663-WA-001.521
F-663-WA-001.565PE1
F-663-WA-001.565PE2
F-663-WA-001.642
F-663-WA-001.642PE
F-663-WA-001.677
F-663-WA-001.677PE
F-663-WA-001.682PE
F-663-WA-001.719PE
F-663-WA-001.723
F-663-WA-001.723PE
F-663-WA-001.737PE
F-663-WA-001.747
F-663-WA-001.771
F-663-WA-001.786
F-663-WA-001.786PE
F-663-WA-001.818
F-663-WA-001.893
F-663-WA-001.905
F-663-WA-001.909
F-663-WA-001.910

Parcels Nos.:

F-663-WA-001.425 XS1
F-663-WA-001.426 XS1
F-663-WA-001.520 XS1
F-663-WA-001.521 XS1
F-663-WA-001.565PE1 XS1
F-663-WA-001.565PE2 XS1
F-663-WA-001.642 XS1
F-663-WA-001.642PE XS1
F-663-WA-001.677 XS1
F-663-WA-001.677PE XS1
F-663-WA-001.682PE XS1
F-663-WA-001.719PE XS1
F-663-WA-001.723 XS1
F-663-WA-001.723PE XS1
F-663-WA-001.737PE XS1
F-663-WA-001.747 XS1
F-663-WA-001.771 XS1
F-663-WA-001.786 XS1
F-663-WA-001.786PE XS1
F-663-WA-001.818 XS1
F-663-WA-001.893 XS1
F-663-WA-001.905 XS1
F-663-WA-001.909 XS1
F-663-WA-001.910 XS1

ATTACHMENT 3

RESOLUTION CONSENTING TO RELINQUISHMENT
AND LAND TRANSFER AGREEMENT

WHEREAS, the State of Nevada, Department of Transportation, hereinafter called the Department, desires to relinquish a portion of Wells Avenue lying within the City of Reno, State of Nevada, extending from Highway Engineer's Station "W" 4+63.78 P.O.T. to Highway Engineer's Station "X" 30+37.77 P.O.T., a distance of approximately 0.49 of a mile, said right-of-way is identified as Parcels F-663-WA-001.425 XS1, F-663-WA-001.426 XS1, F-663-WA-001.520 XS1, F-663-WA-001.521 XS1, F-663-WA-001.565PE1 XS1, F-663-WA-001.565PE2 XS1, F-663-WA-001.642 XS1, F-663-WA-001.642PE XS1, F-663-WA-001.677 XS1, F-663-WA-001.677PE XS1, F-663-WA-001.682PE XS1, F-663-WA-001.719PE XS1, F-663-WA-001.723 XS1, F-663-WA-001.723PE XS1, F-663-WA-001.737PE XS1, F-663-WA-001.747 XS1, F-663-WA-001.771 XS1, F-663-WA-001.786 XS1, F-663-WA-001.786PE XS1, F-663-WA-001.818 XS1, F-663-WA-001.893 XS1, F-663-WA-001.905 XS1, F-663-WA-001.909 XS1 and F-663-WA-001.910 XS1 on EXHIBITS "A" through "E", inclusive, attached hereto and made a part hereof; and

WHEREAS, the City Council of the City of Reno, State of Nevada, desires that the aforesaid portion of said highway be relinquished to the City of Reno; and

WHEREAS, the City of Reno has requested the relinquishment of aforesaid portion of highway for the purpose of a transportation facility; and

WHEREAS, the City of Reno has agreed to accept the relinquishment of said right-of-way for the aforesaid portion of Wells Avenue together with any and all revocable leases and licenses entered into between the Department and the adjoining owners for the multiple use of the right-of-way.

NOW THEREFORE be it resolved that the City Council of the City of Reno, does in consideration of the actions of the Department as set forth herein, hereby consent to the State of Nevada, Department of Transportation, Board of Directors, relinquishing to the City of Reno, that portion of Wells Avenue lying within the City of Reno, State of Nevada, extending from Highway Engineer's Station "W" 4+63.78 P.O.T. to Highway Engineer's Station "X" 30+37.77 P.O.T., a distance of approximately 0.49 of a mile, being all that right-of-way identified as Parcels F-663-WA-001.425 XS1, F-663-WA-001.426 XS1, F-663-WA-001.520 XS1, F-663-WA-001.521 XS1, F-663-WA-001.565PE1 XS1, F-663-WA-001.565PE2 XS1, F-663-WA-001.642 XS1, F-663-WA-001.642PE XS1, F-663-WA-001.677 XS1, F-663-WA-001.677PE XS1, F-663-WA-001.682PE XS1,

F-663-WA-001.719PE XS1, F-663-WA-001.723 XS1, F-663-WA-001.723PE XS1, F-663-WA-001.737PE XS1, F-663-WA-001.747 XS1, F-663-WA-001.771 XS1, F-663-WA-001.786 XS1, F-663-WA-001.786PE XS1, F-663-WA-001.818 XS1, F-663-WA-001.893 XS1, F-663-WA-001.905 XS1, F-663-WA-001.909 XS1 and F-663-WA-001.910 XS1 on EXHIBITS "A" through "E", inclusive, attached hereto and made a part hereof.

The parties acknowledge that no relinquishment can occur until the Department of Transportation, Board of Directors approves of this relinquishment.

IN WITNESS WHEREOF the parties hereto have executed this agreement dated this 15th day of December, 2015.

ATTEST:

Ashley D. Turney
ASHLEY D. TURNEY, City Clerk

CITY COUNCIL:

Hillary L Schiene
HILLARY L SCHIENE, Mayor

REVIEWED AND RECOMMENDED BY:

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

APPROVED AS TO LEGALITY AND FORM:

Dennis C. [Signature]
Dennis C. [Signature], Chief Deputy Attorney General
Chief Counsel, Department of Transportation

S
T
A
T
E

S
E
A
L



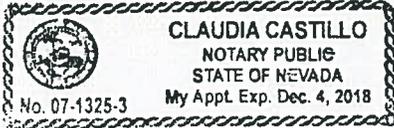
STATE OF NEVADA acting by and through its Department of Transportation

Ruby [Signature]
Ruby [Signature], Director

STATE OF NEVADA
CARSON CITY

On this 15 day of December, 2015, personally appeared before me, the undersigned, a Notary Public in and for Carson City, State of Nevada, Rudy Mathison personally known (or proved) to me to be the Director of the Department of Transportation of the State of Nevada who subscribed to the above instrument for the Nevada Department of Transportation under authorization of Nevada Revised Statutes, Chapter 408.205; that he/she affirms that the seal affixed to said instrument is the seal of said Department; and that said instrument was executed for the Nevada Department of Transportation freely and voluntarily and for the uses and purposes therein mentioned.

S
E
A
L

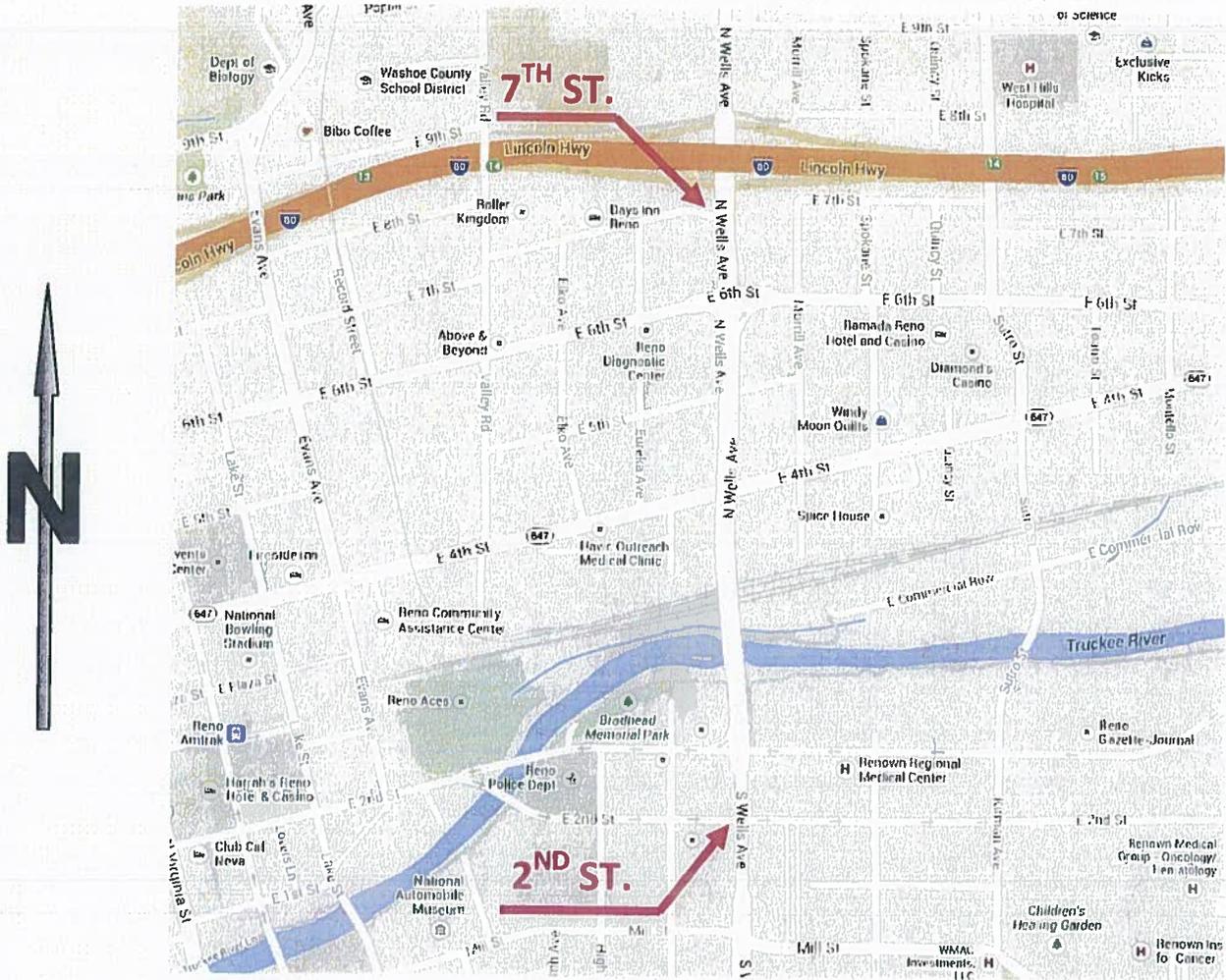


IN WITNESS WHEREOF I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Claudia Castillo

EXHIBIT "A"

LOCATION MAP

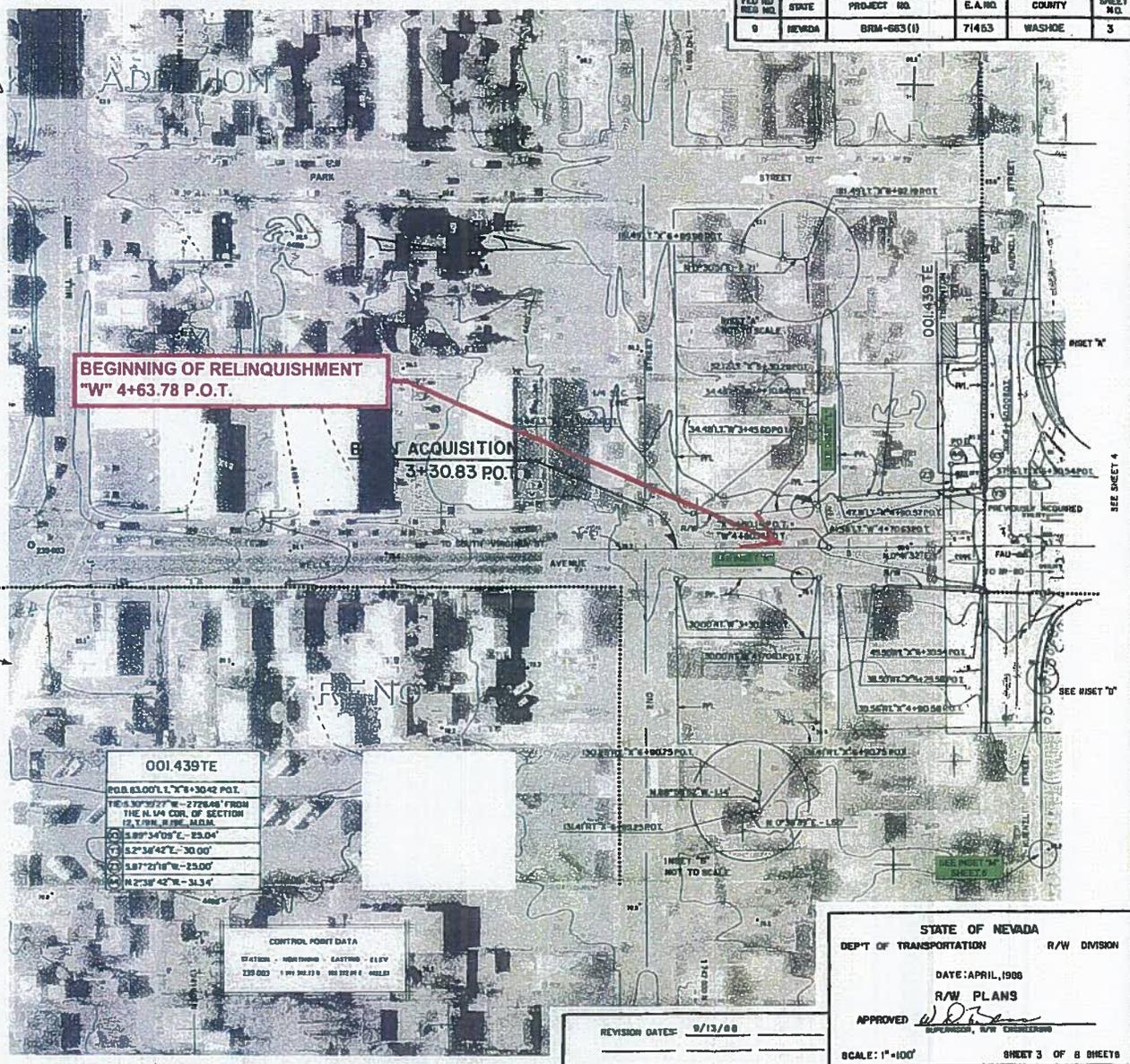
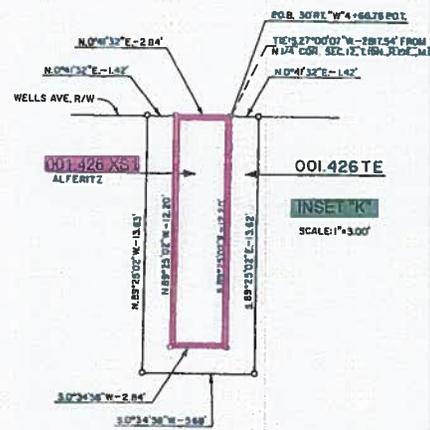
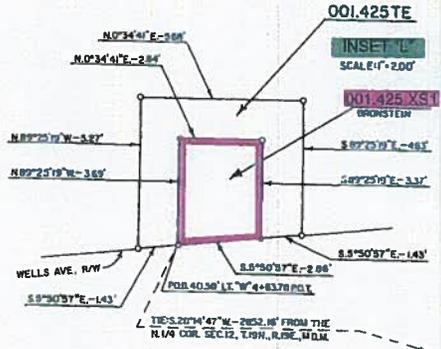


SUR 13-07
PORTIONS OF WELLS AVE., FROM 2ND ST. TO 7TH ST.

PARCEL NO. PREFIX F-663-WA-

FED. RD. DIST. NO.	STATE	PROJECT NO.	E.A. NO.	COUNTY	SHEET NO.
9	NEVADA	BRM-663(1)	71453	WASHOE	3

HAYDON SHOEMAKER ADDITION



STATE OF NEVADA
DEPT. OF TRANSPORTATION R/W DIVISION

DATE: APRIL, 1988
R/W PLANS

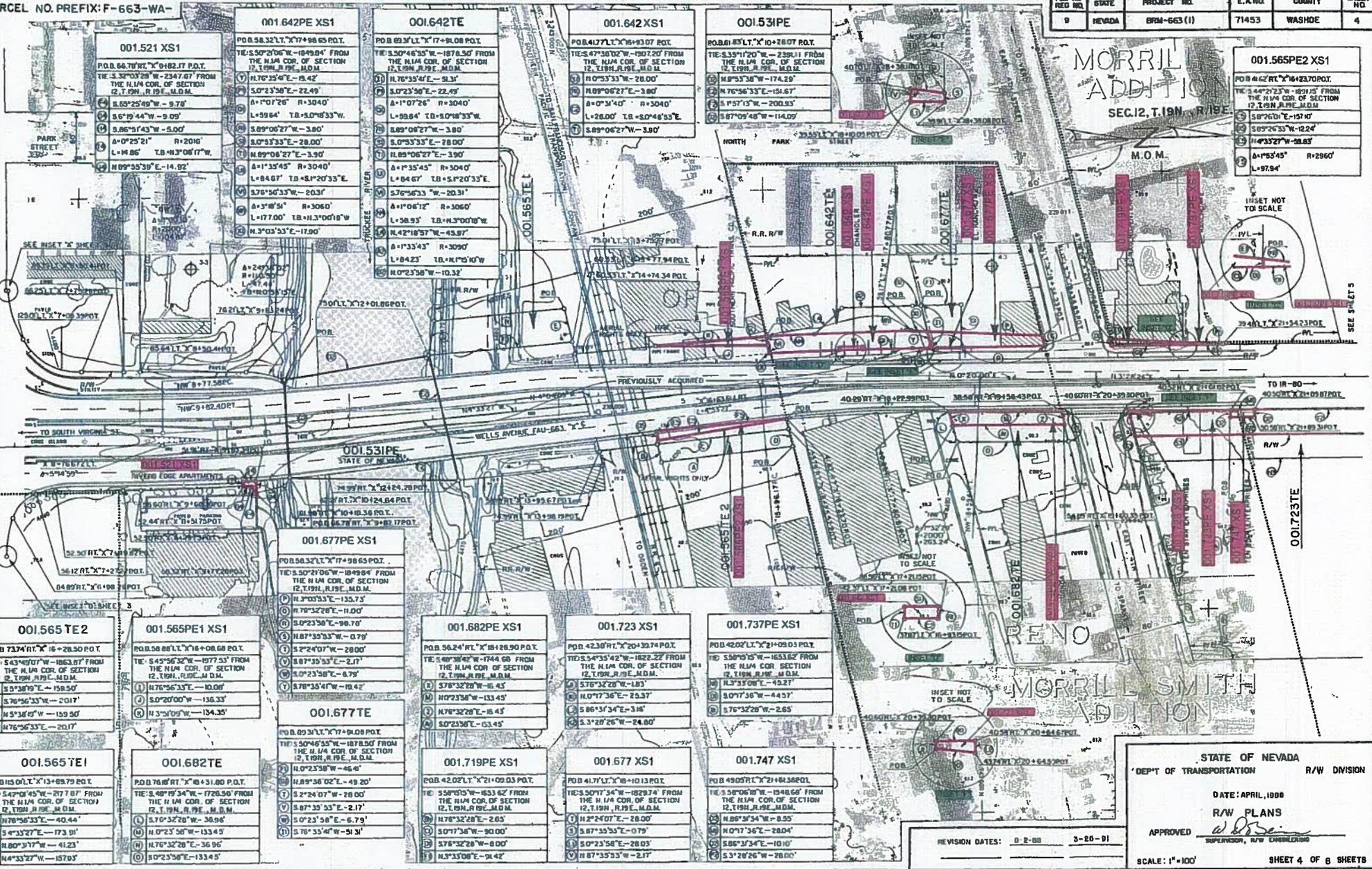
APPROVED *[Signature]*
SUPERVISOR, R/W DIVISION

REVISION DATES: 9/13/88

SCALE: 1"=100' SHEET 3 OF 8 SHEETS

CED: [Signature]
CKED: [Signature]

FED. RD. DIST. NO.	STATE	PROJECT NO.	E.A. NO.	COUNTY	SHEET NO.
9	NEVADA	ERM-663 (1)	71453	WASHOE	4



STATE OF NEVADA
 DEPT OF TRANSPORTATION R/W DIVISION

DATE: APRIL, 1988

R/W PLANS

APPROVED *[Signature]*
 SUPERVISOR, R/W ENGINEERING

REVISION DATES: 0-2-88 3-20-81

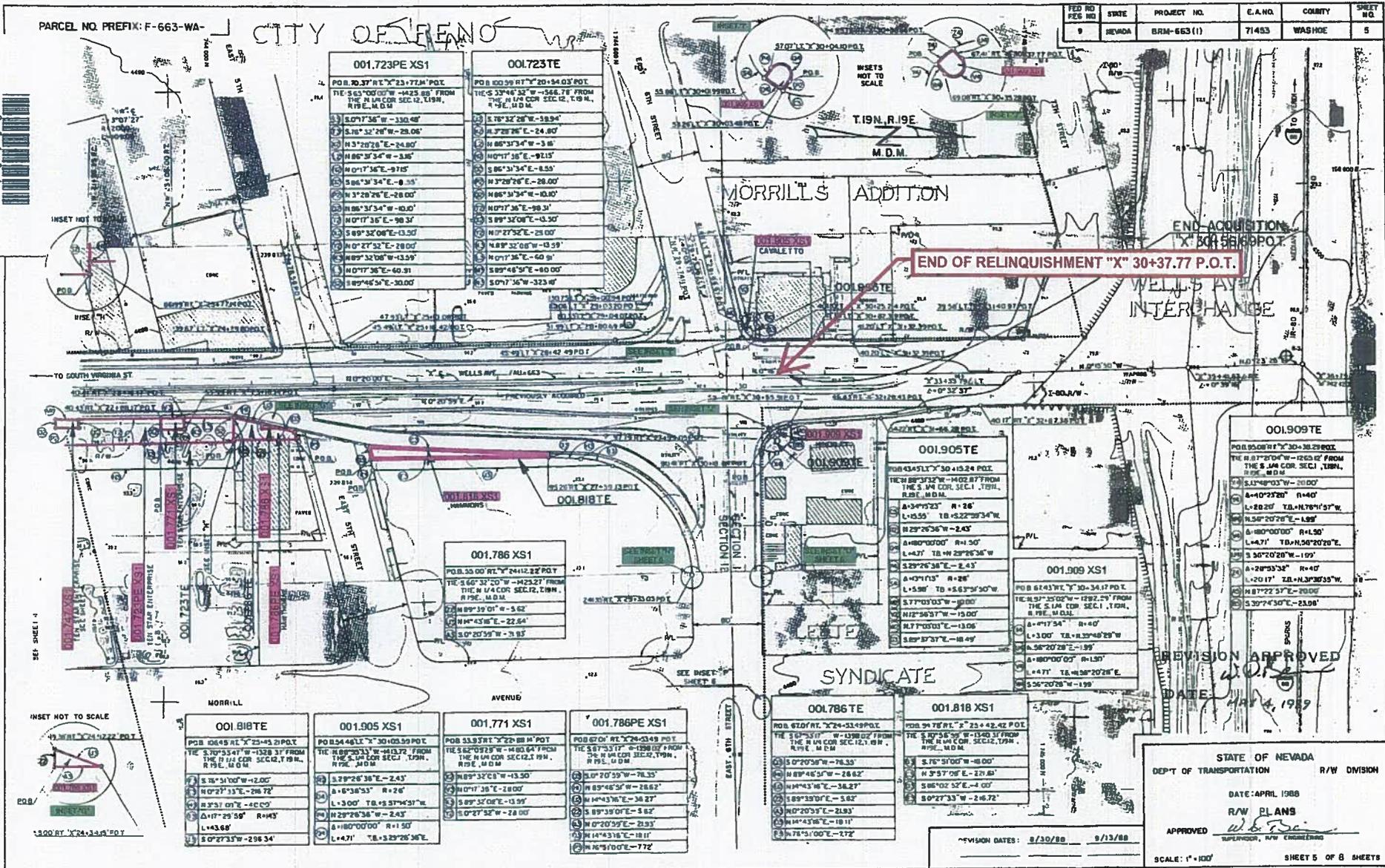
SCALE: 1" = 100'

SHEET 4 OF 8 SHEETS

PARCEL NO. PREFIX: F-663-WA-

CITY OF FENO

FED. RD. DIST. NO.	STATE	PROJECT NO.	E.A. NO.	COUNTY	SHEET NO.
9	NEVADA	BRM-663(1)	71433	WASHOE	5



001.723PE XS1		001.723TE	
POB. 80.37 RT. X 23+77.4 P.O.T.			
THE S 33°46'32" W -425.89' FROM THE N 1/4 COR. SEC. 12, T. 9N., R. 9E., M.D.M.			
1	S 0°17'36" W -330.40'	1	S 7°32'28" W -389.4'
2	S 76°32'28" W -28.00'	2	N 72°28" E -24.80'
3	N 3°20'28" E -24.80'	3	N 80°37'34" W -3.8'
4	N 80°37'34" W -3.8'	4	N 0°17'36" E -91.15'
5	N 0°17'36" E -91.15'	5	S 85°37'34" E -6.50'
6	S 85°37'34" E -6.50'	6	N 72°28" E -28.00'
7	N 3°20'28" E -28.00'	7	N 80°37'34" W -10.00'
8	N 80°37'34" W -10.00'	8	N 0°17'36" E -98.31'
9	N 0°17'36" E -98.31'	9	S 89°32'08" E -3.50'
10	S 89°32'08" E -3.50'	10	N 0°27'32" E -28.00'
11	N 0°27'32" E -28.00'	11	N 89°32'08" W -13.59'
12	N 89°32'08" W -13.59'	12	N 0°17'36" E -60.31'
13	N 0°17'36" E -60.31'	13	S 89°48'54" E -80.00'
14	S 89°48'54" E -80.00'	14	S 0°17'36" W -323.40'

001.786 XS1	
POB. 35.00 RT. X 24+12.27 P.O.T.	
THE S 60°32'50" W -425.27' FROM THE N 1/4 COR. SEC. 12, T. 9N., R. 9E., M.D.M.	
1	S 89°39'01" W -5.02'
2	N 44°43'18" E -22.84'
3	S 0°20'59" W -3.83'

END OF RELINQUISHMENT "X" 30+37.77 P.O.T.

001.818TE	
POB. 06.45 RT. X 23+43.21 P.O.T.	
THE S 70°35'47" W -138.37' FROM THE N 1/4 COR. SEC. 12, T. 9N., R. 9E., M.D.M.	
1	S 78°31'00" W -2.00'
2	N 0°27'33" E -28.72'
3	N 87°31'09" E -4.00'
4	Δ 17°29'58" R=43'
5	L=43.68'
6	S 0°27'33" W -298.34'

001.905 XS1	
POB. 04.46 RT. X 30+05.59 P.O.T.	
THE N 80°20'33" W -463.72' FROM THE S 1/4 COR. SEC. 12, T. 9N., R. 9E., M.D.M.	
1	S 79°26'36" E -2.43'
2	Δ 6°38'53" R=26'
3	L=3.00'
4	T.B. Δ 37°43'17" W
5	N 29°26'36" W -2.43'
6	Δ 180°00'00" R=1.50'
7	L=4.71'
8	T.B. Δ 32°26'36" E

001.771 XS1	
POB. 33.37 RT. X 20+88 W P.O.T.	
THE S 82°05'19" W -402.87' FROM THE N 1/4 COR. SEC. 12, T. 9N., R. 9E., M.D.M.	
1	S 89°37'03" W -13.50'
2	N 0°17'36" E -28.00'
3	S 89°32'08" E -13.59'
4	S 0°27'32" W -28.00'

001.786PE XS1	
POB. 67.07 RT. X 24+33.48 P.O.T.	
THE S 67°33'17" W -419.02' FROM THE N 1/4 COR. SEC. 12, T. 9N., R. 9E., M.D.M.	
1	S 0°20'59" W -78.35'
2	Δ 89°48'54" W -28.82'
3	N 44°43'18" E -38.27'
4	S 89°39'01" E -3.82'
5	N 0°20'59" E -23.53'
6	Δ 14°43'18" E -18.11'
7	L=16.9100"E -77.2'

001.818TE	
POB. 67.07 RT. X 24+33.48 P.O.T.	
THE S 67°33'17" W -419.02' FROM THE N 1/4 COR. SEC. 12, T. 9N., R. 9E., M.D.M.	
1	S 0°20'59" W -78.35'
2	Δ 89°48'54" W -28.82'
3	N 44°43'18" E -38.27'
4	S 89°39'01" E -3.82'
5	N 0°20'59" E -23.53'
6	Δ 14°43'18" E -18.11'
7	L=16.9100"E -77.2'

001.818 XS1	
POB. 74.78 RT. X 23+42.42 P.O.T.	
THE S 70°35'47" W -138.37' FROM THE N 1/4 COR. SEC. 12, T. 9N., R. 9E., M.D.M.	
1	S 78°31'00" W -8.00'
2	N 3°27'08" E -20.80'
3	S 86°02'52" E -4.00'
4	S 0°27'33" W -216.72'

REVISION APPROVED

DATE: 4/14/1988

STATE OF NEVADA
DEPT. OF TRANSPORTATION R/W DIVISION

DATE: APRIL 1988

R/W PLANS

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

REVISION DATES: 8/30/88 9/13/88

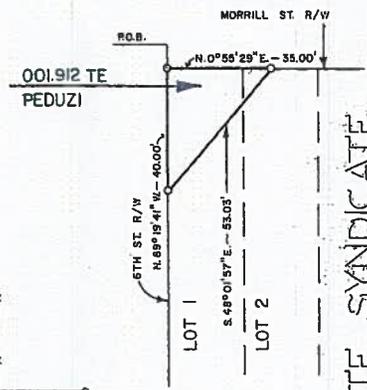
SCALE: 1"=100'

SHEET 5 OF 8 SHEETS

PARCEL NO. PREFIX: F-663-WA-

FED RD RES NO.	STATE	PROJECT NO.	E.A. NO.	COUNTY	SHEET NO.
9	NEVADA	BRM-663(1)	71453	WASHOE	6

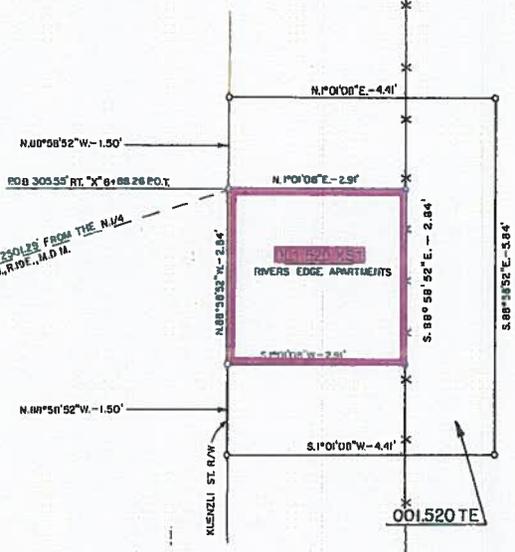
INSET "P"



SCALE: 1"=40'

LEETE SYNDICATE
ADDITION-BLOCK 10

INSET "M"

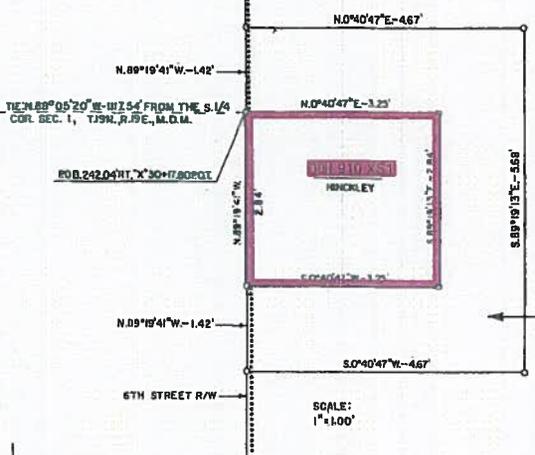


SCALE: 1"=100'

T. 19N., R. 19E.

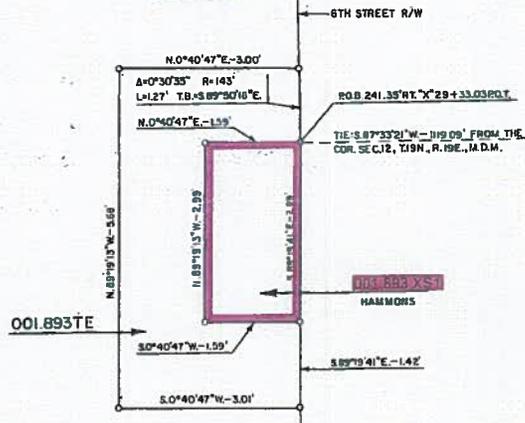
M.D.M.

INSET "O"



SCALE: 1"=100'

INSET "N"



SCALE: 1"=100'

STATE OF NEVADA
DEPT OF TRANSPORTATION R/W DIVISION

DATE: APRIL, 1988

R/W PLANS

APPROVED *[Signature]*
SUPERVISOR, R/W DIVISION

SCALE: SHEET 6 OF 8 SHEETS

REVISION DATES	9/12/88	5/4/89





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

MEMORANDUM

Environmental Services Division

November 13, 2014

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 13-07
Project No.: BHM-BRM-663(1)
EA: 71453
Control Section: WA-06
Wells Ave viaduct, Wells Ave, Reno, NV
Disposal of excess right-of-way by relinquishment to City of Reno

The Environmental Services Division reviewed the requested action and found it clear of any documented environmental concern. The Categorical Exclusion for this action was approved by the Federal Highway Administration on November 13, 2014.

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

NRS 408.527 Procedure for relinquishment of roadways; regulations.

1. Whenever the Department and the county or city concerned have entered into a written agreement providing therefor, and the legislative body of the county or city has adopted a resolution consenting thereto, the Board may relinquish to the county or city:

- (a) Any portion of any state highway which has been deleted from the state highway system by legislative enactment; or
- (b) Any portion of any state highway which has been superseded by relocation or which the Department determines exceeds its needs.

2. Whenever the county or city concerned and the Department have entered into a written agreement providing therefor, and the Board has adopted a resolution consenting thereto, the county or city may relinquish to the Department any portion of any county or city road which the Department agrees qualifies to join the state highway system.

3. By resolution of the Board, the Department may upon request relinquish to the Division of State Lands of the State Department of Conservation and Natural Resources for the public use of another state agency any portion of any state highway which has been superseded by relocation or which the Department determines exceeds its needs.

4. Relinquishment must be made by a resolution. A certified copy of the resolution must be filed with the legislative body of the county or city concerned. The resolution must be recorded in the office of the county recorder of the county where the land is located and, upon recordation, all right, title and interest of the State in and to that portion of any state highway vests in the county, city or division, as the case may be.

5. Nothing in NRS 408.523 limits the power of the Board to relinquish abandoned or vacated portions of a state highway to a county, city or the Division.

6. If the Board relinquishes property pursuant to subsection 5, and the purpose for which the property was relinquished is abandoned or ceases to exist, then, absent an agreement or a provision of law to the contrary, and regardless of the interest of the Department in the property before it was relinquished, all right, title and interest in the property shall vest in the county, city or Division without reversion to the Department.

7. The Board may accept from a county or city any portion of any county or city road which has changed in function such that it has risen to the level of functioning as a state highway. Such a road may be traded for any portion of any state highway relinquished by the Department or accepted by the Department after equitable compensation or trade values have been negotiated and agreed to in writing.

8. A county or city may accept from the Department any portion of any state highway which no longer functions to support the state highway system and which exceeds the needs of the Department. Such a highway may be traded for any portion of any county or city road relinquished by the county or city or accepted by the county or city after equitable compensation or trade values have been negotiated and agreed to in writing.

9. Any portion of a state highway or county or city road that is relinquished or traded pursuant to this section must be placed in good repair, or the parties must establish and agree in writing to equitable monetary compensation. If any highways or roads, or portions thereof, to be relinquished or traded are not of comparable value, the parties must negotiate and agree in writing to equitable monetary compensation or equitable trade considerations.

10. The Department, in cooperation with local governments, shall adopt regulations governing procedural documents that address the process by which highways and roads are relinquished.

11. The vesting of all right, title and interest of the Department in and to portions of any state highways relinquished previously by the Department in the city, county or state agency to which it was relinquished is hereby confirmed.

(Added to NRS by 1960, 68; A 1983, 338; 1987, 1102, 1812; 1989, 1308; 1991, 1173; 2013, 1844)

ATTACHMENT 5



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

MEMORANDUM

March 28, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: April 11, 2016 Transportation Board of Directors Meeting
Item # 14: Disposal of a portion of NDOT right-of-way located at IR-15 between Owens Ave and Bonanza Rd in the City of Las Vegas, County of Clark, State of Nevada
SUR 15-07 – 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 Resolution of Relinquishment. The right-of-way parcel to be relinquished is a portion of NDOT right-of-way located at IR-15 between Owens Ave and Bonanza Rd in the City of Las Vegas, County of Clark, State of Nevada. The parcel is currently improved with road improvements consisting of approximately 9.07 acres (394,941 sq. ft.) as depicted on the attached sketch maps labeled Exhibits "A" through "D".

Background:

Between the years 1965 and 1975, the Department acquired the property in fee from various property owners for highway purposes for project I-015-1(7)43.

The City of Las Vegas consented by resolution passed and adopted on September 16, 2015, to the Department's relinquishment of right-of-way located at IR-15 between Owens Ave and Bonanza Rd in the City of Las Vegas, County of Clark, State of Nevada.

Analysis:

On April 28, 2015, the Surplus Committee determined the right-of-way is no longer required for highway purposes. This transfer will benefit to the Department with the elimination of all liability and future maintenance responsibilities. The release of NDOT's interest in this parcel is being made in accordance with NRS 408.527.

List of Attachments:

1. Location Map
2. Original Resolution of Relinquishment with attached sketch maps depicted as Exhibit "A" through "D"

**Department of Transportation Board of Directors
March 21, 2016**

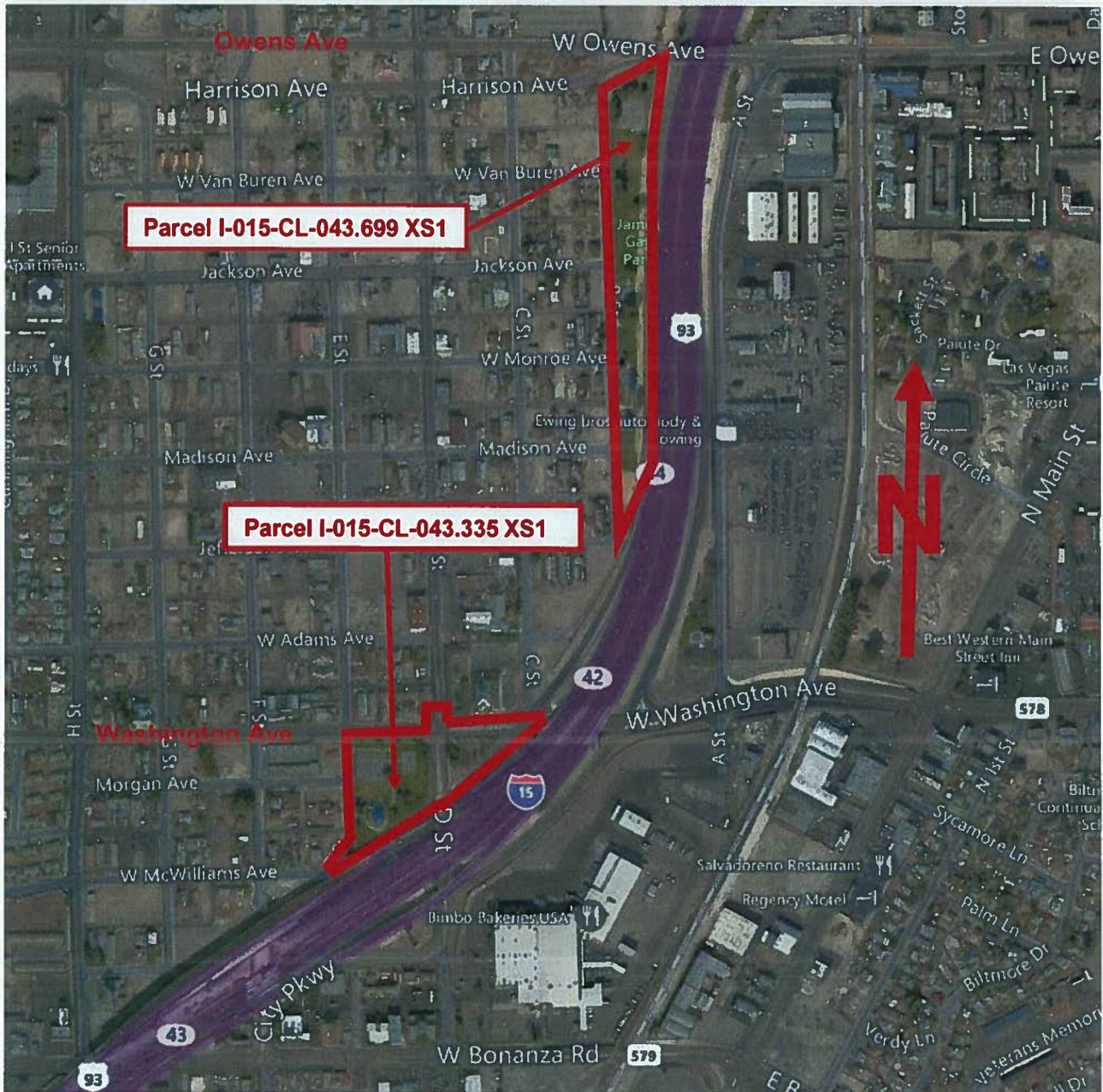
3. Executed Copy of Resolution Consenting to Relinquishment and Land Transfer Agreement with attached location map depicted as Exhibit "A".
4. Environmental Approval
5. NRS 408.527

Recommendation for Board Action:

Approval of disposal of NDOT right-of-way for a portion of NDOT right-of-way located at IR-15 between Owens Ave and Bonanza Rd in the City of Las Vegas, county of Clark, State of Nevada.

Prepared by: Ruth Borrelli, Chief RW Agent 

LOCATION MAP



SUR 15-07

DESCRIPTION: IR-15 Between Owens Ave and Bonanza Rd in the City of Las Vegas, County of Clark, State of Nevada

301

All of APNs: 139-27-199-016
139-27-199-020
139-27-199-030
139-27-199-038
139-27-199-039
139-27-199-047
139-27-399-002
139-27-399-003
139-27-399-004
139-27-399-005
139-27-399-006
139-27-399-007
139-27-399-008
139-27-399-009
139-27-399-032
139-27-399-043

Ptn. of APNs: 139-27-199-011
139-27-199-012
139-27-199-015
139-27-199-017
139-27-199-021
139-27-199-031
139-27-199-040
139-27-199-048
139-27-199-053
139-27-199-054
139-27-199-058
139-27-299-001
139-27-299-002
139-27-299-003
139-27-299-010
139-27-299-011
139-27-299-018
139-27-299-052
139-27-299-065
139-27-299-077
139-27-299-078
139-27-299-079
139-27-399-001
139-27-399-010
139-27-399-011
139-27-399-012
139-27-399-013
139-27-399-014
139-27-399-033
139-27-399-034

139-27-399-039
139-27-399-044
139-27-399-050
139-27-399-051
139-27-399-052
139-27-399-053

Control Section: CL-084
Route: IR-15
Project: I-015-1(7)43
E.A.: 70091

Surplus No.: SUR 15-07
Surplus Parcels: I-015-CL-043.335 XS1
I-015-CL-043.699 XS1

AFTER RECORDING RETURN TO:
NEVADA DEPT. OF TRANSPORTATION
RIGHT-OF-WAY DIVISION
ATTN: STAFF SPECIALIST, PM
1263 S. STEWART ST.
CARSON CITY, NV 89712

LEGAL DESCRIPTION PREPARED BY:
JEFFREY J. HENKELMAN, P.L.S.
NEVADA DEPT. OF TRANSPORTATION
RIGHT-OF-WAY DIVISION
1263 S. STEWART ST.
CARSON CITY, NV 89712

**RESOLUTION OF RELINQUISHMENT
OF A PORTION OF STATE HIGHWAY RIGHT-OF-WAY**

WHEREAS, the State of Nevada, Department of Transportation, hereinafter called the Department, presently holds a fee simple interest in that certain right-of-way for portions of IR-15, extending from Highway Engineer's Station "Le" 887+51.57 P.O.T. to Highway Engineer's Station "Le" 897+90.25 P.O.C. and extending from Highway Engineer's Station "Le" 907+06.16 P.O.C. to Highway Engineer's Station "Le" 925+87.73 P.O.C.; and

WHEREAS, said right-of-way is delineated and identified as Parcels I-015-CL-043.335 XS1 and I-015-CL-043.699 XS1 on EXHIBITS "A" through "D", inclusive, attached hereto and made a part hereof; and

WHEREAS, as set forth in NRS 408.527, the Nevada Department of Transportation may, by resolution of the board, relinquish to cities and counties any portion of any state highway which has been superseded by relocation or which the Department determines exceeds its needs; and

WHEREAS, said right-of-way is of no further contemplated use by the Department due to those portions of IR-15 being in excess of its needs; and

WHEREAS, the City of Las Vegas has requested the relinquishment of aforesaid portions of highway for the purpose of the City's street and park system; and

WHEREAS, the City of Las Vegas has agreed to accept the relinquishment of said right-of-way for the aforesaid portions of IR-15 together with any and all revocable leases and licenses entered into between the Department and the adjoining owners for the multiple use of the right-of-way; and

WHEREAS, the City of Las Vegas entered into an agreement with the Department on September 16, 2015, to accept the hereinafter described designated right-of-way as a part of the City of Las Vegas street and park system; and

WHEREAS, the City Council of the City of Las Vegas, State of Nevada, consented by resolution passed and adopted on September 16, 2015, to the Department relinquishing the aforesaid portions of said right-of-way to the City of Las Vegas; and

WHEREAS, NRS 408.527 provides that the Department of Transportation may relinquish any portion of a state highway which has been superseded by relocation or which the Department determines exceeds its needs after the Department and the city or county have entered into an agreement and the city or county legislative body has adopted a resolution consenting thereto.

THEREFORE, it is hereby determined by the Board of Directors of the Nevada Department of Transportation, State of Nevada, that the following described right-of-way and

incidents thereto, being all that land, delineated and identified as Parcels I-015-CL-043.335 XS1 and I-015-CL-043.699 XS1 on EXHIBITS "A" through "D", inclusive, attached hereto and made a part hereof, is hereby relinquished to the City of Las Vegas of the State of Nevada. Said right-of-way is described as follows:

Parcel I-015-CL-043.335 XS1

Situate, lying and being in the City of Las Vegas, County of Clark, State of Nevada, and more particularly described as being a portion of the W 1/2 of Section 27, T. 20 S., R. 61 E., M.D.M.

COMMENCING at a 2" BRASS Disk IN A WELL MONUMENT STAMPED "T20S R61E 1/4 S28|S27 PLS 7008", shown and delineated as a BRASS DISK IN MONUMENT WELL on that certain Record of Survey, filed on May 17, 1994, as Map File 71, Page 7 of Surveys and recorded in Official Records, Book No. 940517, of Clark County, Nevada; thence S. 62°33'05" E. a distance of 1,141.21 feet to the POINT OF BEGINNING; said point of beginning being the intersection of the left or northwesterly right-of-way line of IR-15 and the southeasterly right-of-way of "E" Street, 159.72 feet left and measured at right angles from Highway Engineer's Station "Le" 887+51.57 P.O.T.; thence along said right-of-way line of "E" Street the following four (4) courses and distances:

- 1) N. 28°06'11" E. – 155.47 feet;
- 2) N. 1°52'27" W. – 258.89 feet;
- 3) N. 1°52'19" W. – 109.66 feet;
- 4) N. 1°52'24" W. – 20.33 feet to the southerly right-of-way line of Washington Avenue;

thence N. 88°10'39" E., along said right-of-way line, a distance of 99.72 feet; thence N. 1°59'27" W. a distance of 69.86 feet to the northerly right-of-way line of Washington Avenue; thence N. 88°04'57" E., along said right-of-way line, a distance of 200.29 feet to the westerly right-of-way line of "D" Street; thence N. 2°00'05" W., along said right-of-way, a distance of 49.98 feet; thence N. 88°02'37" E. a distance of 69.97 feet, to the easterly right-of-way line of "D" Street; thence S. 2°00'15" E., along said right-of-way, a distance of 49.98 feet to the northerly right-of-way line of Washington Avenue; thence N. 88°03'04" E., along said right-of-way, a distance of 144.70 feet; thence N. 77°02'54" E. a distance of 157.62 feet to said left or northwesterly right-of-way line of IR-15; thence along said right-of-way line the following twelve (12) courses and distances:

- 1) S. 47°05'57" E. – 10.25 feet;
- 2) S. 10°45'56" E. – 4.97 feet;

- 3) S. 41°04'36" W. – 65.62 feet;
- 4) S. 32°36'15" W. – 13.96 feet;
- 5) S. 39°33'38" W. – 69.44 feet to a non-tangent curve;
- 6) from a tangent which bears S. 41°40'30" W., curving to the right with a radius of 1,973.50 feet, through an angle of 7°40'20", an arc distance of 264.26 feet;
- 7) S. 49°04'52" W. – 5.62 feet;
- 8) S. 50°49'47" W. – 52.99 feet;
- 9) S. 52°28'03" W. – 14.76 feet;
- 10) S. 55°25'43" W. – 85.61 feet;
- 11) S. 54°13'54" W. – 305.80 feet;
- 12) S. 50°12'25" W. – 98.47 feet to the point of beginning;

Said parcel contains an area of 4.53 acres.

Said parcel is identified as I-015-043.335 XS1 on EXHIBITS "A" and "D" attached hereto and made a part hereof.

SUBJECT to any and all existing utilities whether of record or not.

The above described parcel shall have no access in and to IR-15 Freeway.

The Basis of Bearing for this description is the NEVADA STATE PLANE COORDINATE SYSTEM, NAD 83/94 DATUM, East Zone as determined by the State of Nevada, Department of Transportation.

Parcel I-015-CL-043.699 XS1

Situate, lying and being in the City of Las Vegas, County of Clark, State of Nevada, and more particularly described as being a portion of the E 1/2 of the NW 1/4 of Section 27, T. 20 S., R. 61 E., M.D.M.; and more fully described by metes and bounds as follows:

COMMENCING at a 2" BRASS Disk IN A WELL MONUMENT STAMPED "T20S R61E 1/4 S28|S27 PLS 7008", shown and delineated as a BRASS DISK IN MONUMENT WELL on that certain Record of Survey, filed on May 17, 1994, as Map File 71, Page 7 of Surveys and recorded in Official Records, Book No. 940517, of Clark County, Nevada; thence N. 68°31'24" E. a distance of 2,313.60 feet to the POINT OF

BEGINNING; said point of beginning being the intersection of the left or westerly right-of-way line of IR-15 and the right or easterly right-of-way line of "B" Street, 130.00 feet left of and measured radially from Highway Engineer's Station "Le" 907+06.16 P.O.C.; thence along said easterly right-of-way line of "B" Street the following five (5) courses and distances:

- 1) N. 2°05'54" W. – 365.71 feet;
- 2) N. 1°58'19" W. – 300.19 feet;
- 3) N. 1°58'05" W. – 370.09 feet;
- 4) N. 1°57'57" W. – 230.73 feet;
- 5) N. 1°58'11" W. – 532.84 feet;

thence along the following four (4) courses and distances:

- 1) from a tangent which bears the last described course, curving to the right with a radius of 43.50 feet, through an angle of 71°41'41", an arc distance of 54.43 feet to a point of compound curvature;
- 2) from a tangent which bears N. 69°43'30" E., curving to the right with a radius of 553.50 feet, through an angle of 2°40'36", an arc distance of 25.86 feet;
- 3) N. 88°01'29" E. – 102.12 feet;
- 4) N. 8°22'22" E. – 34.88 feet to the westerly right-of-way line of IR-15;

thence along said right-of-way line the following five (5) courses and distances:

- 1) N. 89°35'31" E. – 40.48 feet;
- 2) S. 8°22'20" W. – 209.23 feet;
- 3) from a tangent which bears the last described course, curving to the left with a radius of 3,183.84 feet, through an angle of 8°29'58", an arc distance of 472.30 feet;
- 4) S. 0°07'38" E. – 844.70 feet;
- 5) S. 11°39'10" W. – 372.83 feet to the point of beginning;

Said parcel contains an area of 4.54 acres.

Said parcel is identified as I-015-043.699 XS1 on EXHIBITS "B" through "D", inclusive, attached hereto and made a part hereof

SUBJECT to any and all existing utilities whether of record or not.

The above described parcel shall have no access in and to IR-15 Freeway.

The Basis of Bearing for this description is the NEVADA STATE PLANE COORDINATE SYSTEM, NAD 83/94 DATUM, East Zone as determined by the State of Nevada, Department of Transportation.

It is the intent of the Department to relinquish to the City of Las Vegas all of the Department's right, title and interest in and to the aforesaid described right-of-way as shown on EXHIBITS "A" through "D", inclusive, attached hereto and made a part hereof.

DATED this ___ day of _____, 20__.

APPROVED AS TO LEGALITY AND FORM:

ON BEHALF OF STATE OF NEVADA,
DEPARTMENT OF TRANSPORTATION
BOARD OF DIRECTORS

Dennis Gallagher, Deputy Attorney General

Brian Sandoval, Chairman

ATTEST:

William H. Hoffman, Secretary to the Board

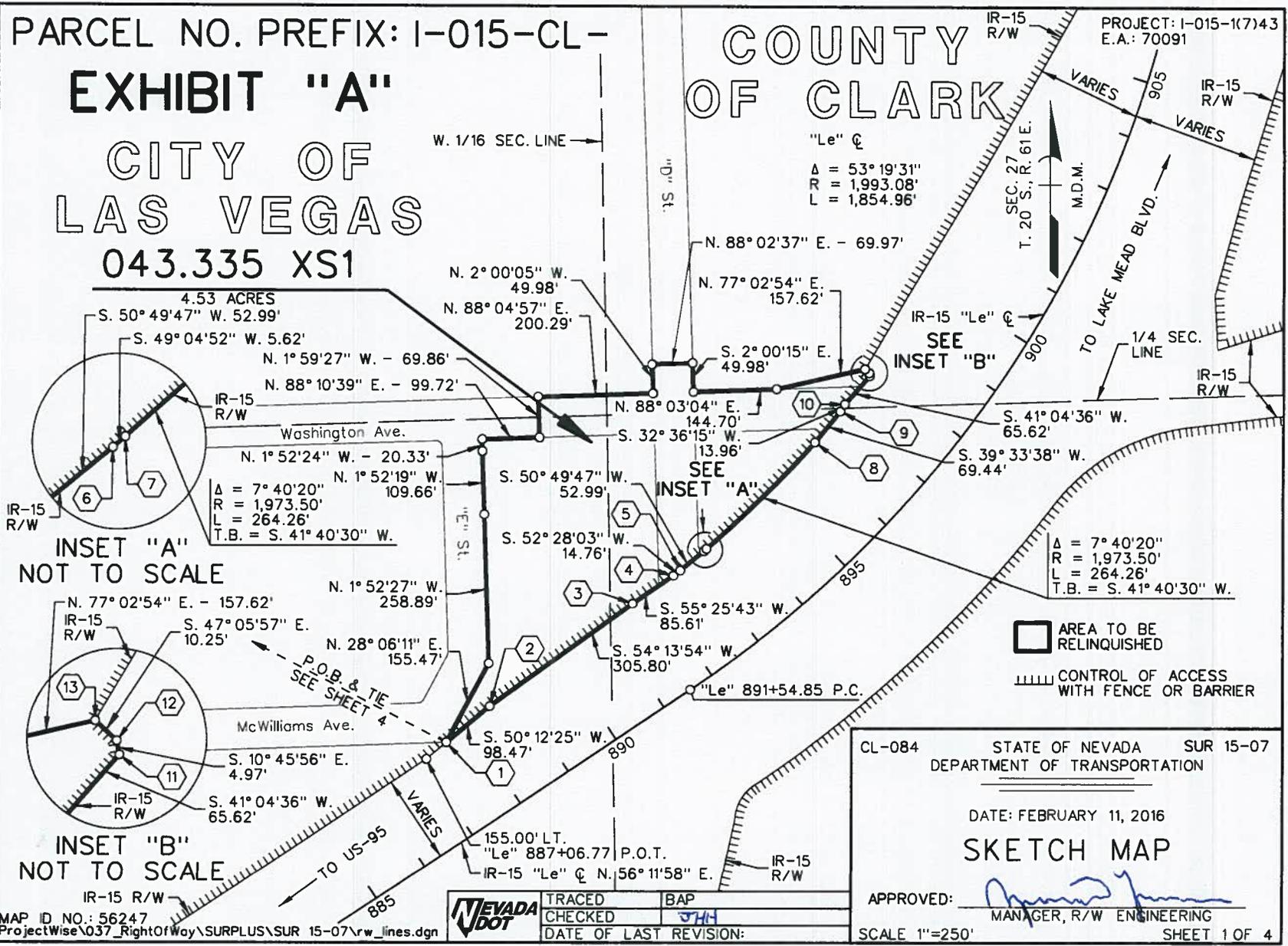
PARCEL NO. PREFIX: I-015-CL-

EXHIBIT "A"

CITY OF LAS VEGAS 043.335 XS1

COUNTY OF CLARK

PROJECT: I-015-1(7)4.3
E.A.: 70091



"Le" ϵ
 $\Delta = 53^\circ 19' 31''$
 $R = 1,993.08'$
 $L = 1,854.96'$

$\Delta = 7^\circ 40' 20''$
 $R = 1,973.50'$
 $L = 264.26'$
 T.B. = S. $41^\circ 40' 30''$ W.

$\Delta = 7^\circ 40' 20''$
 $R = 1,973.50'$
 $L = 264.26'$
 T.B. = S. $41^\circ 40' 30''$ W.

INSET "A"
NOT TO SCALE

INSET "B"
NOT TO SCALE

AREA TO BE RELINQUISHED
 CONTROL OF ACCESS WITH FENCE OR BARRIER

CL-084 STATE OF NEVADA SUR 15-07
 DEPARTMENT OF TRANSPORTATION

DATE: FEBRUARY 11, 2016
SKETCH MAP

APPROVED:
 MANAGER, R/W ENGINEERING

SCALE 1"=250' SHEET 1 OF 4

MAP ID NO.: 56247
 ProjectWise\037_RightOfWay\SURPLUS\SUR 15-07\rw_lines.dgn



TRACED	BAP
CHECKED	JHH
DATE OF LAST REVISION:	

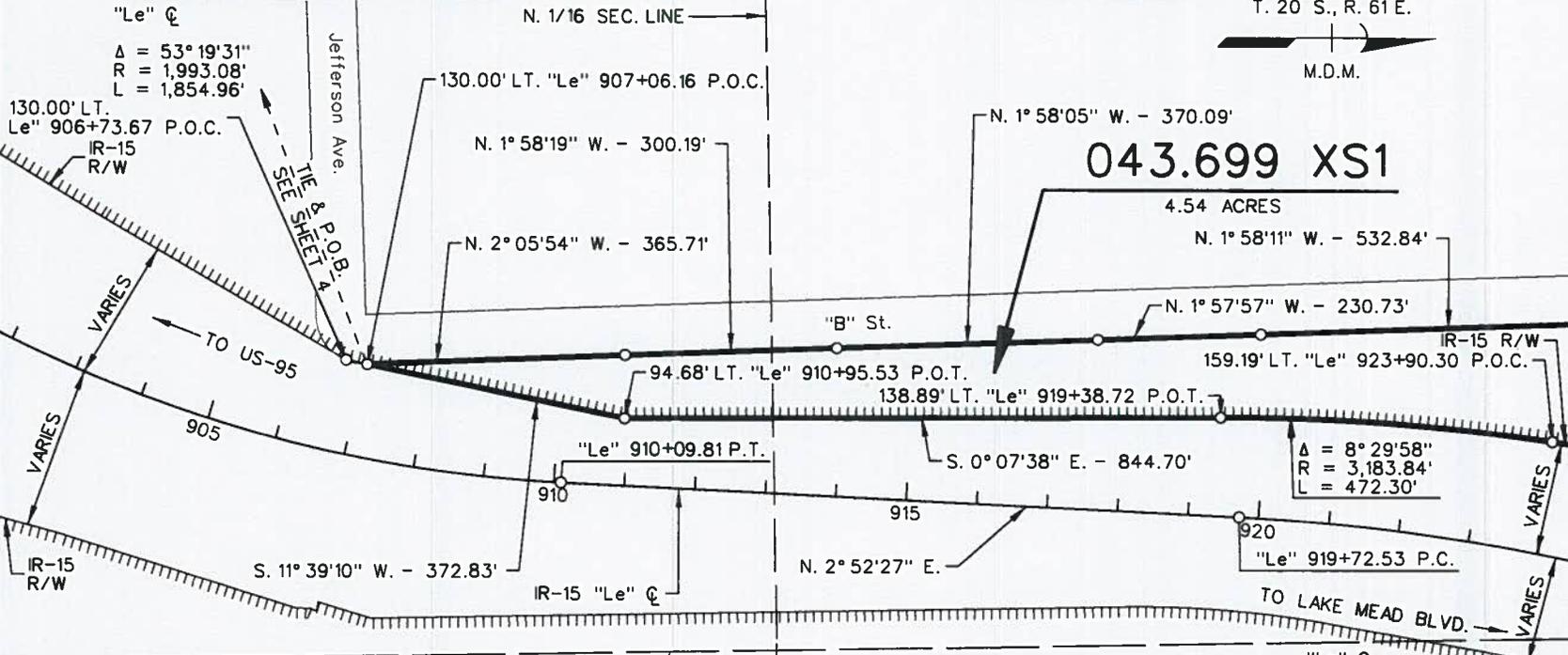
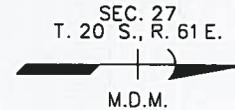
3/25/16 10:43 AM

PARCEL NO. PREFIX: I-015-CL-

PROJECT: I-015-1(7)43
E.A.: 70091

EXHIBIT "B"

AREA TO BE RELINQUISHED
CONTROL OF ACCESS WITH FENCE OR BARRIER



043.699 XS1

4.54 ACRES

COUNTY OF CLARK
CITY OF LAS VEGAS

CL-084 STATE OF NEVADA SUR 15-07
DEPARTMENT OF TRANSPORTATION

DATE: FEBRUARY 11, 2016

SKETCH MAP

APPROVED: MANAGER, R/W ENGINEERING

SCALE 1"=250' SHEET 2 OF 4

MAP ID NO.: 56248
ProjectWise\037_RightOfWay\SURPLUS\SUR 15-07\exhibit_b.dgn



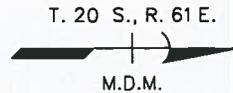
TRACED	BAP
CHECKED	JHH
DATE OF LAST REVISION:	

PARCEL NO. PREFIX: I-015-CL-

CITY OF LAS VEGAS

EXHIBIT "C"

PROJECT: I-015-1(7)43
E.A.: 70091



SECTION 27

SECTION 22

- AREA TO BE RELINQUISHED
- CONTROL OF ACCESS WITH FENCE OR BARRIER

COUNTY OF CLARK

043.699 XS1

4.54 ACRES

$\Delta = 71^\circ 41' 41''$
 $R = 43.50'$
 $L = 54.43'$

N. $1^\circ 58' 19''$ W. - 300.19'

N. $1^\circ 58' 05''$ W. - 370.09'

N. $1^\circ 57' 57''$ W. - 230.73'

N. $1^\circ 58' 11''$ W. - 532.84'

"B" St.

$\Delta = 2^\circ 40' 36''$
 $R = 553.50'$
 $L = 25.86'$
T.B. = N. $69^\circ 43' 30''$ E.

N. $88^\circ 01' 29''$ E. - 102.12'

N. $8^\circ 22' 22''$ E. - 34.88'

APPROXIMATE 1/4 SEC. LINE

N. $89^\circ 35' 31''$ E. - 40.48'

IR-15 R/W

138.89' LT. "Le" 919 + 38.72 POT

159.19' LT. "Le" 923+90.30 P.O.C.

TO US-95

"Le" 919+72.53 P.C.

S. $8^\circ 22' 20''$ W. - 209.23'

VARIES

"Le" ϕ N. $2^\circ 52' 27''$ E.

S. $0^\circ 07' 38''$ E. - 844.70'

IR-15 "Le" ϕ

TO LAKE MEAD BLVD.

VARIES

IR-15 R/W

IR-15 R/W

$\Delta = 8^\circ 29' 58''$
 $R = 3,183.84'$
 $L = 472.30'$

"Le" ϕ

$\Delta = 30^\circ 19' 59''$
 $R = 3,000.00'$
 $L = 1,588.24'$

1/4 SEC. LINE

N. 1/16 SEC. LINE

CL-084 STATE OF NEVADA SUR 15-07
DEPARTMENT OF TRANSPORTATION

DATE: FEBRUARY 11, 2016

SKETCH MAP

APPROVED: MANAGER, R/W ENGINEERING

SCALE 1"=250'

SHEET 3 OF 4

MAP ID NO.: 56249
ProjectWise\037_RightOfWay\SURPLUS\SUR 15-07\exhibit_c.dgn



TRACED	BAP
CHECKED	JHH
DATE OF LAST REVISION:	

PARCEL NO. PREFIX: I-015-CL-

PROJECT: I-015-(17)43
E.A.: 70091

EXHIBIT "D"

STATION & OFFSETS	
①	159.72' LT. "Le" 887+51.57 P.O.T.
②	170.00' LT. "Le" 888+49.50 P.O.T.
③	180.50' LT. "Le" 891+55.14 P.O.C.
④	179.62' LT. "Le" 892+49.26 P.O.C.
⑤	179.82' LT. "Le" 892+65.48 P.O.C.
⑥	181.07' LT. "Le" 893+23.74 P.O.C.
⑦	181.28' LT. "Le" 893+29.92 P.O.C.
⑧	188.08' LT. "Le" 896+21.11 P.O.C.
⑨	190.67' LT. "Le" 896+97.79 P.O.C.
⑩	192.55' LT. "Le" 897+13.09 P.O.C.
⑪	190.29' LT. "Le" 897+85.64 P.O.C.
⑫	194.03' LT. "Le" 897+89.27 P.O.C.
⑬	204.25' LT. "Le" 897+90.25 P.O.C.
⑭	175.11' LT. "Le" 925+87.73 P.O.C.
⑮	214.22' LT. "Le" 925+77.93 P.O.C.
⑯	250.00' LT. "Le" 928+06.95 P.O.C.

TIE FOR I-015-CL-043.335 XS1
TIE = S. 62° 33' 05" E. - 1,141.21' FROM THE
1/4 COR. OF SEC. 27/28, T. 20 S., R. 61 E., M.D.M.

TIE FOR I-015-CL-043.699 XS1
TIE = N. 68° 31' 24" E. - 2,313.60' FROM THE
1/4 COR. OF SEC. 27/28, T. 20 S., R. 61 E., M.D.M.

CL-084 STATE OF NEVADA SUR 15-07
DEPARTMENT OF TRANSPORTATION

DATE: FEBRUARY 11, 2016

SKETCH MAP

APPROVED:

[Signature]
MANAGER, R/W ENGINEERING

MAP ID NO.: 56250
ProjectWise\037_RightOfWay\SURPLUS\SUR 15-07\exhibit_c.dgn



TRACED	BAP
CHECKED	JHH
DATE OF LAST REVISION:	

SHEET 4 OF 4

All of APNs: 139-27-199-016, 139-27-199-020, 139-27-199-030, 139-27-199-038, 139-27-199-039, 139-27-199-047, 139-27-399-002, 139-27-399-003, 139-27-399-004, 139-27-399-005, 139-27-399-006, 139-27-399-007, 139-27-399-008, 139-27-399-009, 139-27-399-010, 139-27-399-011, 139-27-399-032, 139-27-399-033, 139-27-399-043

Ptn. of APNs: 139-27-199-011, 139-27-199-012, 139-27-199-015, 139-27-199-017, 139-27-199-021, 139-27-199-031, 139-27-199-040, 139-27-199-048, 139-27-199-053, 139-27-199-054, 139-27-199-058, 139-27-299-001, 139-27-299-002, 139-27-299-003, 139-27-299-010, 139-27-299-011, 139-27-299-018, 139-27-299-065, 139-27-299-077, 139-27-299-078, 139-27-299-079, 139-27-399-001, 139-27-399-012, 139-27-399-013, 139-27-399-014, 139-27-399-034, 139-27-399-039, 139-27-399-044, 139-27-399-050, 139-27-399-051, 139-27-399-052, 139-27-399-053

Control Section: CL-084

Project: I-015-1(7)43

E.A.: 70091

All of Parcels: CL-0015-00473, CL-0015-00479, CL-0015-00893, CL-0015-00897, CL-0015-00904, CL-0015-00905, CL-0015-00906, CL-0015-00907, CL-0015-00908, CL-0015-00909, CL-0015-00910, CL-0015-00911, CL-0015-00912, CL-0015-00939, CL-0015-00946, CL-0015-00947, CL-0015-00948, CL-0015-00950, CL-0015-00952, CL-0015-00980

Ptn. of Parcels: CL-0015-00398, CL-0015-00399, CL-0015-00400, CL-0015-00401, CL-0015-00405, CL-0015-00412, CL-0015-00421, CL-0015-00422, CL-0015-00423, CL-0015-00452, CL-0015-00457, CL-0015-00462, CL-0015-00468, CL-0015-00469, CL-0015-00474, CL-0015-00480, CL-0015-00486, CL-0015-00489, CL-0015-00494, CL-0015-00498, CL-0015-00499, CL-0015-00500, CL-0015-00892, CL-0015-00917

Route: IR-15

Surplus No.: SUR 15-07

Surplus Parcels: I-015-CL-043.325 XS1
I-015-CL-043.697 XS1

R-59-2015

**RESOLUTION CONSENTING TO RELINQUISHMENT
AND LAND TRANSFER AGREEMENT**

WHEREAS, the State of Nevada, Department of Transportation, hereinafter called the Department, desires to relinquish portions of IR-15 lying within the City of Las Vegas, State of Nevada, extending from MP I-015-CL-043.32 to I-015-CL-043.53, a distance of approximately 0.20 of a mile; and extending from MP I-015-CL-043.70 to I-015-CL-044.05, a distance of approximately 0.35 of a mile, said right-of-way is delineated and identified as Parcels I-015-CL-043.325 XS1 and I-015-CL-043.697 XS1 on EXHIBIT "A" attached hereto and made a part hereof; and

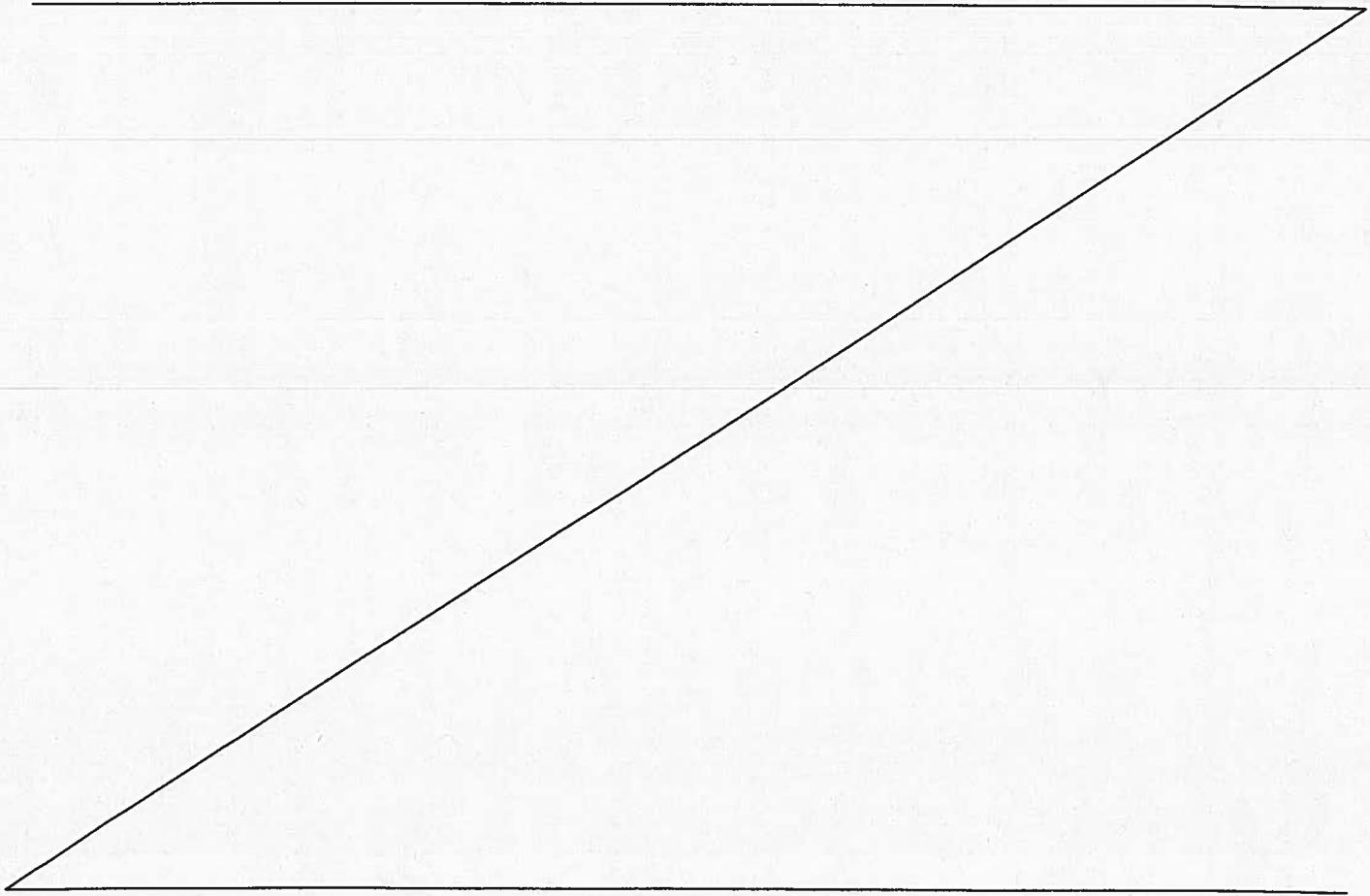
WHEREAS, the City Council of the City of Las Vegas, State of Nevada, desires that the aforesaid portions of said highway be relinquished to the City of Las Vegas; and

WHEREAS, the City of Las Vegas has requested the relinquishment of aforesaid portions of highway for the purpose of a transportation facility; and

WHEREAS, the City of Las Vegas has agreed to accept the relinquishment of said right-of-way for the aforesaid portions of IR-15 together with any and all revocable leases and licenses entered into between the Department and the adjoining owners for the multiple use of the right-of-way.

NOW THEREFORE be it resolved that the City Council of the City of Las Vegas, does in consideration of the actions of the Department as set forth herein, hereby consent to the State of Nevada, Department of Transportation, Board of Directors, relinquishing to the City of Las Vegas, those portions of IR-15 lying within the City of Las Vegas, State of Nevada, extending from MP I-015-CL-043.32 to I-015-CL-043.53, a distance of approximately 0.20 of a mile; and extending from MP I-015-CL-043.70 to I-015-CL-044.05, a distance of approximately 0.35 of a mile, being all that right-of-way delineated and identified as Parcels I-015-CL-043.325 XS1 and I-015-CL-043.697 XS1 on EXHIBIT "A" attached hereto and made a part hereof.

The parties acknowledge that no relinquishment can occur until the Department of Transportation, Board of Directors approves of this relinquishment.



IN WITNESS WHEREOF the parties hereto have executed this agreement dated this _____ day of _____, 20__.

ATTEST:

[Signature]
City Clerk

Approved as to form
CITY COUNCIL John S. Ridilla 9/16/15 Date
John S. Ridilla
Deputy City Attorney
[Signature]
Mayor

REVIEWED AND RECOMMENDED BY:

[Signature]
Chief Right-of-Way Agent

APPROVED AS TO LEGALITY AND FORM:

[Signature]
Chief Deputy Attorney General
Chief Counsel, Department of Transportation

S
T
A
T
E

S
E
A
L

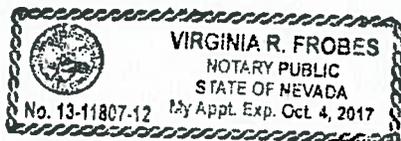
STATE OF NEVADA acting by and through its
Department of Transportation

[Signature]
Asst. Director

STATE OF NEVADA
CARSON CITY

On this 3rd day of November, 2015, personally appeared before me, the undersigned, a Notary Public in and for Carson City, State of Nevada, John M. Terry personally known (or proved) to me to be the Assistant Director of the Department of Transportation of the State of Nevada who subscribed to the above instrument for the Nevada Department of Transportation under authorization of Nevada Revised Statutes, Chapter 408.205; that he/she affirms that the seal affixed to said instrument is the seal of said Department; and that said instrument was executed for the Nevada Department of Transportation freely and voluntarily and for the uses and purposes therein mentioned.

S
E
A
L



IN WITNESS WHEREOF I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

[Signature]

LOCATION MAP



SUR 15-07

**DESCRIPTION: IR-15 Between Owens Ave and Bonanza Rd
in the City of Las Vegas, County of Clark, State of Nevada**

EXHIBIT "A"



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

MEMORANDUM

March 29, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: April 11, 2016 Transportation Board of Directors Meeting
Item #15: Amendments and Administrative Modifications to the FFY 2016-2019 Statewide Transportation Improvement Program (STIP) – *For Possible Action.*

Summary:

At the September 14, 2015 State Transportation Board of Directors Meeting, the FFY 2016 – 2019 Statewide Transportation Improvement Program (STIP) was accepted as a part of the FY 2016 Transportation Systems Projects (TSP). Amendments and Administrative Modifications are made throughout the year to the STIP in order to facilitate project changes. NDOT staff work closely with the local Metropolitan Planning Organizations (MPO's) and local governments to facilitate these project changes.

Attachment "A" lists Amendments to the 2016-2019 STIP since the January 2016 update. NDOT is requesting the State Transportation Board's acceptance of these changes as summarized in Attachment "A".

Attachment "B" lists administrative modifications to the 2016-2019 STIP since the January 2016 update. NDOT is requesting the State Transportation Board's acceptance of these changes as summarized in Attachment "B".

Background:

NDOT staff works continuously with federal, regional agencies, local governments and planning boards to develop the *Transportation System Projects (TSP)* notebook. The 2016 document contains:

Statewide Transportation Improvement Program (STIP), FY 2016-2019
2016 Work Program, consisting of:
Annual Work Program (WP), FY 2016
Short Range Element (SRE), FY 2017-2019
Long Range Element (LRE), FY 2020 and Beyond

Attachment “A” details Amendments to projects which have occurred since the January 2016 Transportation Board meeting. This includes actions taken in RTCWA, RTCSNV, CAMPO, and TMPO Transportation Improvement Plans (TIPs) and also includes changes made in the statewide Non-MPO area.

Amendments are triggered when air quality conformity is required, or a new federally funded or regionally significant project from is added or deleted into the TIP/STIP. This action is requires a 30 day public comment period within the MPO, approval at the monthly MPO Board meeting, approval from NDOT Director and final approval from FHWA and FTA. This action can take 30-60 days from initiation of public comment period to federal approval.

Attachment “B” details Administrative Modifications to projects which have occurred since the January 2016 Transportation Board. This includes actions taken in RTCWA, RTCSNV, CAMPO and TMPO TIPs and also includes changes made in the statewide Non-MPO area.

Administrative Modifications are triggered when inserting a non-regionally significant project, increasing funds more than \$5 Million, increasing funds greater than \$5 Million but less than 40% of total project cost and significant changes in design or scope of a regionally significant project, change in fund source but not amount, decrease of funding in any amount, moving projects between fiscal years and updates reflecting contract bid amounts. This action does not require a public comment period and is approved by the executive director of the MPO with final approval from the NDOT Director. This action can take 1-2 weeks to process.

All project amounts in the STIP are based on engineer’s estimates for the use in requesting the obligation of funds from FHWA and FTA. Upon approval from the State Transportation Board at the time of the bid award, the STIP will be updated to reflect the Board’s approval and for final approval from FHWA and FTA.

Analysis:

The attached listing of amendments and administrative modifications to projects are those transacted by the MPOs and NDOT between January and March of 2016.

Recommendation for Board Action:

Acceptance of the Amendments/Administrative Modifications to the FY 2016 – 2019 Statewide Transportation Improvement Program (STIP).

List of Attachments:

- A. List of Amendments
- B. List of Administrative Modifications

Prepared by:

Joseph Spencer, Program Development Section, Planning Division

Project Amendments List (12/28/2015 – 3/22/2016)

RTC of Southern Nevada

16-51 RTCSNV
<p>CL20140096 Van Wagenen Complete Streets NARRATIVE: Project deleted at the request of Henderson.</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION): Local Fund - Decrease funds in FFY 16 in CON from \$23,684 to \$0 CMAQ - Clark County - Decrease funds in FFY 16 in CON from \$450,000 to \$0 <i>Total project cost decreased from \$473,684 to</i></p>
<p>CL20140101 ITS Signal/Emergency Signal Coordination NARRATIVE: Project deleted at the request of Henderson.</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION): Local Fund - Decrease funds in FFY 16 in CON from \$28,947 to \$0 CMAQ - Clark County - Decrease funds in FFY 16 in CON from \$550,000 to \$0 <i>Total project cost decreased from \$578,947 to Deleted</i></p>
<p>CL20140139 I 15/US 95 Project Neon, Bond Repayments FFY 15 - FFY 38 NARRATIVE: Funding amounts update with the most current bond estimates</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION): NHPP</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 16 in OTHER for \$2,000,000 ▶ Delete funds in FFY 38 in OTHER for \$35,000,000 ▶ Delete funds in FFY 37 in OTHER for \$35,000,000 - Decrease funds in FFY 36 in OTHER from \$35,000,000 to \$7,125,000 + Increase funds in FFY 35 in OTHER from \$35,000,000 to \$46,604,625 + Increase funds in FFY 34 in OTHER from \$35,000,000 to \$44,296,125 + Increase funds in FFY 33 in OTHER from \$35,000,000 to \$42,140,813 + Increase funds in FFY 32 in OTHER from \$35,000,000 to \$40,095,938 + Increase funds in FFY 31 in OTHER from \$35,000,000 to \$38,147,250 + Increase funds in FFY 30 in OTHER from \$35,000,000 to \$36,330,375

- Decrease funds in FFY 29 in OTHER from \$35,000,000 to \$34,734,375
- Decrease funds in FFY 28 in OTHER from \$35,000,000 to \$33,081,375
- Decrease funds in FFY 27 in OTHER from \$35,000,000 to \$31,503,188
- Decrease funds in FFY 26 in OTHER from \$19,000,000 to \$11,307,375
- Decrease funds in FFY 25 in OTHER from \$17,000,000 to \$2,098,313
- Decrease funds in FFY 24 in OTHER from \$17,000,000 to \$1,995,000
- Decrease funds in FFY 23 in OTHER from \$17,000,000 to \$1,902,375
- Decrease funds in FFY 22 in OTHER from \$17,000,000 to \$1,809,750
- Decrease funds in FFY 21 in OTHER from \$17,000,000 to \$1,720,688
- ▶ Delete funds in FFY 20 in OTHER for \$16,000,000
- ▶ Delete funds in FFY 19 in OTHER for \$16,000,000
- ▶ Delete funds in FFY 18 in OTHER for \$11,000,000
- ▶ Delete funds in FFY 17 in OTHER for \$6,000,000

State Gas Tax

- ▶ Add funds in FFY 16 in OTHER for \$9,883,885
- ▶ Add funds in FFY 36 in OTHER for \$550,000
- ▶ Add funds in FFY 35 in OTHER for \$4,047,550
- ▶ Add funds in FFY 34 in OTHER for \$7,290,200
- ▶ Add funds in FFY 33 in OTHER for \$10,311,175
- ▶ Add funds in FFY 32 in OTHER for \$13,185,475
- ▶ Add funds in FFY 31 in OTHER for \$15,920,000
- ▶ Add funds in FFY 30 in OTHER for \$18,469,500
- ▶ Add funds in FFY 29 in OTHER for \$16,988,250
- ▶ Add funds in FFY 28 in OTHER for \$22,067,750
- ▶ Add funds in FFY 27 in OTHER for \$24,333,875
- ▶ Add funds in FFY 26 in OTHER for \$25,836,000
- ▶ Add funds in FFY 25 in OTHER for \$26,306,375
- ▶ Add funds in FFY 24 in OTHER for \$26,450,000
- ▶ Add funds in FFY 23 in OTHER for \$26,586,750
- ▶ Add funds in FFY 22 in OTHER for \$26,717,000
- ▶ Add funds in FFY 21 in OTHER for \$25,840,875
- ▶ Add funds in FFY 20 in OTHER for \$25,901,250
- ▶ Add funds in FFY 19 in OTHER for \$25,901,250
- ▶ Add funds in FFY 18 in OTHER for \$25,114,854
- ▶ Add funds in FFY 17 in OTHER for \$16,711,771

STP State-Wide

- ▶ Delete funds in FFY 17 in OTHER for \$2,000,000
- ▶ Delete funds in FFY 38 in OTHER for \$12,000,000
- ▶ Delete funds in FFY 37 in OTHER for \$12,000,000
- Decrease funds in FFY 36 in OTHER from \$12,000,000 to \$2,375,000
- + Increase funds in FFY 35 in OTHER from \$12,000,000 to \$15,534,875
- + Increase funds in FFY 34 in OTHER from \$12,000,000 to \$14,765,375
- + Increase funds in FFY 33 in OTHER from \$12,000,000 to \$14,046,937
- + Increase funds in FFY 32 in OTHER from \$12,000,000 to \$13,365,312
- + Increase funds in FFY 31 in OTHER from \$12,000,000 to \$12,715,750
- + Increase funds in FFY 30 in OTHER from \$12,000,000 to \$12,110,125
- Decrease funds in FFY 29 in OTHER from \$12,000,000 to \$11,578,125
- Decrease funds in FFY 28 in OTHER from \$12,000,000 to \$11,027,125

- Decrease funds in FFY 27 in OTHER from \$12,000,000 to \$10,501,062
- Decrease funds in FFY 26 in OTHER from \$7,000,000 to \$3,769,125
- Decrease funds in FFY 25 in OTHER from \$6,000,000 to \$699,437
- Decrease funds in FFY 24 in OTHER from \$6,000,000 to \$665,000
- Decrease funds in FFY 23 in OTHER from \$6,000,000 to \$634,125
- Decrease funds in FFY 22 in OTHER from \$6,000,000 to \$603,250
- Decrease funds in FFY 21 in OTHER from \$6,000,000 to \$573,562
- ▶ Delete funds in FFY 20 in OTHER for \$6,000,000
- ▶ Delete funds in FFY 19 in OTHER for \$6,000,000
- ▶ Delete funds in FFY 18 in OTHER for \$4,000,000

State Match - Nv

- ▶ Delete funds in FFY 16 in OTHER for \$105,263
- ▶ Delete funds in FFY 38 in OTHER for \$2,473,684
- ▶ Delete funds in FFY 37 in OTHER for \$2,473,684
- Decrease funds in FFY 36 in OTHER from \$2,473,684 to \$500,000
- + Increase funds in FFY 35 in OTHER from \$2,473,684 to \$3,270,500
- + Increase funds in FFY 34 in OTHER from \$2,473,684 to \$3,108,500
- + Increase funds in FFY 33 in OTHER from \$2,473,684 to \$2,957,250
- + Increase funds in FFY 32 in OTHER from \$2,473,684 to \$2,813,750
- Decrease funds in FFY 31 in OTHER from \$2,473,684 to \$1,677,000
- + Increase funds in FFY 30 in OTHER from \$2,473,684 to \$2,549,500
- Decrease funds in FFY 29 in OTHER from \$2,473,684 to \$2,437,500
- Decrease funds in FFY 28 in OTHER from \$2,473,684 to \$2,321,500
- Decrease funds in FFY 27 in OTHER from \$2,473,684 to \$2,210,750
- Decrease funds in FFY 26 in OTHER from \$1,368,421 to \$793,500
- Decrease funds in FFY 25 in OTHER from \$1,210,526 to \$147,250
- Decrease funds in FFY 24 in OTHER from \$1,210,526 to \$140,000
- Decrease funds in FFY 23 in OTHER from \$1,210,526 to \$133,500
- Decrease funds in FFY 22 in OTHER from \$1,210,526 to \$127,000
- Decrease funds in FFY 21 in OTHER from \$1,210,526 to \$120,750
- ▶ Delete funds in FFY 20 in OTHER for \$1,157,894
- ▶ Delete funds in FFY 19 in OTHER for \$1,157,894
- ▶ Delete funds in FFY 18 in OTHER for \$789,473
- ▶ Delete funds in FFY 17 in OTHER for \$421,052

Total project cost increased from \$814,736,835 to \$919,578,785

CL20160002 Sunset and Marks Street Signal Improvements

NARRATIVE: Added new project.

PROJECT CHANGES (FROM PREVIOUS VERSION): Local Fund

- ▶ Add funds in FFY 16 in CON for \$52,632

CMAQ - Clark County

- ▶ Add funds in FFY 16 in CON for \$1,000,000

Total project cost \$1,052,632

<p>CL20160004 Railroad Crossing Concrete Replacement at Yucca Street NARRATIVE: New rail project per updated list provided to planning</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION): RAIL</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in CON for \$113,711 <p>Local Fund</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in CON for \$5,686 <p>Total project cost \$119,397</p>
<p>CL20160005 Railroad Crossing Concrete Replacement at Donovan Way South NARRATIVE: New rail project per updated list provided to planning</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION): RAIL</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in ENG for \$4,500 <p>Local Fund</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in CON for \$19,000 <p>State Match - Nv</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in ENG for \$500 <p>Total project cost \$195,000</p>
<p>CL20160006 Railroad Crossing Concrete Replacement at North City Parkway NARRATIVE: New rail project per updated list provided to planning</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION): RAIL</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in ENG for \$4,500 <p>Local Fund</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in CON for \$22,000 <p>State Match - Nv</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in ENG for \$500 <p>Total project cost \$225,000</p>

Washoe County RTC

(NO AMENDMENTS MADE)

Carson Area MPO

(NO AMENDMENTS MADE)

Tahoe MPO

(NO AMENDMENTS MADE)

Statewide/Rural

<p>16-04 Non MPO</p> <p>CH20160001 Railroad Crossing Concrete Replacement at Regan Place NARRATIVE: New Project per the Rail list provided to planning</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION): RAIL</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in ENG for \$2,849 <p>Local Fund</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in CON for \$63,033 <p>State Match - Nv</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in ENG for \$316 <p><i>Total project cost \$129,231</i></p>
<p>CH20160002 Railroad Crossing Concrete Replacement at Roberson Lane NARRATIVE: New project provided to planning from the rail list</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION): RAIL</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in ENG for \$2,849 <p>Local Fund</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in CON for \$63,401 <p>State Match - Nv</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in ENG for \$316 <p><i>Total project cost \$129,967</i></p>
<p>CH20160003 Railroad Crossing Concrete Replacement at Lucas Road NARRATIVE: New rail project per updated list provided to planning</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION): RAIL</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in ENG for \$2,849 <p>Local Fund</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in CON for \$65,261 <p>State Match - Nv</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in ENG for \$316 <p><i>Total project cost \$133,687</i></p>
<p>CH20160004 Railroad Crossing Concrete Replacement at Trento Lane NARRATIVE: New rail project per updated list provided to planning</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION): RAIL</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in ENG for \$2,849 <p>Local Fund</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in CON for \$64,624 <p>State Match - Nv</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in ENG for \$316 <p><i>Total project cost \$132,413</i></p>

CH20160005 Railroad Crossing Concrete Replacement at York Lane
NARRATIVE: New rail project per updated list provided to planning

PROJECT CHANGES (FROM PREVIOUS VERSION): RAIL

- ▶ Add funds in FFY 16 in ENG for \$2,849

Local Fund

- ▶ Add funds in FFY 16 in CON for \$63,130

State Match - Nv

- ▶ Add funds in FFY 16 in ENG for \$316

Total project cost \$129,425

CL20150080 I 515/US 95 Wagonwheel to Rainbow Spall and Joint Repair
NARRATIVE: Approved betterment list

PROJECT CHANGES (FROM PREVIOUS VERSION): State Forces

- ▶ Add funds in FFY 16 in CON for \$60,000
- ▶ Add funds in FFY 17 in CON for \$60,000

Total project cost \$120,000

DO20140001 Martin Slough Shared Use Path
NARRATIVE: Project updated following January project status meeting.

PROJECT CHANGES (FROM PREVIOUS VERSION):

TAP FLEX

- ▶ Delete funds in FFY 15 in ENG for \$66,970
- + Increase funds in FFY 16 in ENG from \$0 to \$66,970

Local Fund

- ▶ Delete funds in FFY 15 in ENG for \$23,530
- + Increase funds in FFY 16 in ENG from \$0 to \$23,530

Total project cost stays the same \$830,238

DO20140002 Centerville Road Bike Lane Improvements

NARRATIVE: Project updated following January project status meeting.

PROJECT CHANGES (FROM PREVIOUS VERSION):

TAP FLEX

- ▶ Add funds in FFY 15 in ENG for \$109,250
- ▶ Add funds in FFY 18 in CON for \$490,750
- ▶ Delete funds in FFY 16 in ENG for \$118,750

Local Fund

- ▶ Add funds in FFY 15 in ENG for \$5,750
- ▶ Add funds in FFY 18 in CON for \$25,829
- ▶ Delete funds in FFY 16 in ENG for \$6,250

Total project cost stays the same \$631,579

DO20150009 SR 756, Centerville Ln B-287 improvements

NARRATIVE: Project updated following January project status meeting.

PROJECT CHANGES (FROM PREVIOUS VERSION):

TAP FLEX

- ▶ Add funds in FFY 18 in ROW for \$71,250
- ▶ Delete funds in FFY 16 in ROW for \$71,250

Local Fund

- ▶ Add funds in FFY 18 in ROW for \$3,750
- ▶ Delete funds in FFY 16 in ROW for \$3,750

Total project cost stays the same \$630,000

EL20140001 Florence Way Pedestrian Improvements**NARRATIVE:** Project updated following January project status meeting**PROJECT CHANGES (FROM PREVIOUS VERSION):****STP<5K**

- ▶ Delete funds in FFY 16 in CON for \$592,750

TAP <5K

- ▶ Add funds in FFY 16 in CON for \$592,750

TAP FLEX

- ▶ Add funds in FFY 15 in ENG for \$4,750

Local Fund

- + Increase funds in FFY 15 in ENG from \$250 to \$500
- Decrease funds in FFY 16 in CON from \$1,902,852 to \$1,742,634

Total project cost decreased from \$2,500,602 to \$2,345,384**EL20140026 I 80 West of West Carlin Mill and Fill****NARRATIVE:** Project updated following January project status meeting**PROJECT CHANGES (FROM PREVIOUS VERSION):****NHPP**

- + Increase funds in FFY 18 in CON from \$5,054,000 to \$5,320,000

State Gas Tax**State Match - Nv**

- + Increase funds in FFY 18 in CON from \$266,000 to \$280,000

Total project cost increased from \$5,535,000 to \$5,815,000**EL20140029 HARP Trail Extension****NARRATIVE:** Updated matching numbers per the project manager Dean Morton. 1/13/2016**PROJECT CHANGES (FROM PREVIOUS VERSION):****TAP FLEX****Local Fund**

+ Increase funds in FFY 16 in ENG from \$1,195 to \$1,258 + Increase funds in FFY 16 in CON from \$10,737 to \$11,302

Total project cost increased from \$250,564 to \$251,192**HU20160001 Railroad Crossing Signal Upgrade****NARRATIVE:** New rail project per updated list provided to planning**PROJECT CHANGES (FROM PREVIOUS VERSION): RAIL**

- ▶ Add funds in FFY 16 in ENG for \$9,000

Local Fund

- ▶ Add funds in FFY 16 in ENG for \$1,000

Total project cost \$456,000

LY20140001 Farm District Road Shared Use Path

NARRATIVE: Project updated following January project status meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

SRTS

- ▶ Delete funds in FFY 17 in CON for \$650,000
- ▶ Add funds in FFY 19 in CON for \$650,000

TAP FLEX

- ▶ Add funds in FFY 19 in CON for \$363,800
- ▶ Delete funds in FFY 17 in CON for \$363,800

Local Fund

- ▶ Add funds in FFY 19 in CON for \$192,632
- ▶ Delete funds in FFY 17 in CON for \$192,632

Total project cost stays the same \$1,353,800

LY20160001 Railroad Crossing Concrete Replacement at US 50 Silver Springs

NARRATIVE: New rail project per updated list provided to planning

PROJECT CHANGES (FROM PREVIOUS VERSION): RAIL

- ▶ Add funds in FFY 16 in ENG for \$9,000

Local Fund

- ▶ Add funds in FFY 16 in CON for \$70,000

State Match - Nv

- ▶ Add funds in FFY 16 in ENG for \$1,000

Total project cost \$179,500

MI20160001 Stop/Yield Project with Hawthorne Army Depot

NARRATIVE: New rail project per updated list provided to planning

PROJECT CHANGES (FROM PREVIOUS VERSION): RAIL

- ▶ Add funds in FFY 16 in CON for \$45,000

Local Fund

- ▶ Add funds in FFY 16 in CON for \$5,000

Total project cost \$50,000

NY20140001 SR 372 Roundabout at Blagg Road

NARRATIVE: Project cost updated following submission of January scope budget change form.

PROJECT CHANGES (FROM PREVIOUS VERSION):**HSIP**

+ Increase funds in FFY 16 in CON from \$1,814,503 to \$2,755,000

State Match - Nv

+ Increase funds in FFY 16 in CON from \$95,500 to \$145,000

Total project cost increased from \$2,030,003 to \$3,020,000

NY20140005 SR 160

NARRATIVE: Project cost updated following January project status meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):**STP State-Wide**

+ Increase funds in FFY 16 in CON from \$3,990,000 to \$4,515,780

State Match - Nv

+ Increase funds in FFY 16 in CON from \$210,000 to \$237,674

Total project cost increased from \$4,200,000 to \$4,753,454

PE20110001 G-29 Bridge

NARRATIVE: Cost update following January project status meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):**State Gas Tax**

▶ Add funds in FFY 16 in CON for \$400,000

▶ Delete funds in FFY 17 in CON for \$1,400,000

Total project cost decreased from \$1,400,000 to \$400,000

WP20140012 US 93 North of McGill Mill and Fill

NARRATIVE: Project cost updated following January project status meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):**NHPP**

- Decrease funds in FFY 16 in CON from \$5,795,000 to \$5,375,829

State Match - Nv

- Decrease funds in FFY 16 in CON from \$305,000 to \$282,938

Total project cost decreased from \$6,262,000 to \$5,820,767

XS20160002 Install AC Power and Solar at Railroad Crossings
NARRATIVE: New rail project per updated list provided to planning

PROJECT CHANGES (FROM PREVIOUS VERSION): RAIL

- ▶ Add funds in FFY 16 in ENG for \$76,500

State Match - Nv

- ▶ Add funds in FFY 16 in ENG for \$8,502

Total project cost \$285,000

16-05 Non MPO

NY20140002 SR 372 Roundabout at Pahrump Valley Road
NARRATIVE: Project funding updated following February project status meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

HSIP

- + Increase funds in FFY 16 in ENG from \$114,000 to \$137,750

Local Fund

- ▶ Add funds in FFY 16 in CON for \$450,000

State Match - Nv

- + Increase funds in FFY 16 in ENG from \$6,000 to \$7,250

Total project cost increased from \$2,439,265 to \$2,914,265

NY20140029 SR 160 3R Pahrump

NARRATIVE: Funding updated to Federal Funds following January Project Countdown

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- Decrease funds in FFY 16 in CON from \$14,000,000 to \$625,000

STP State-Wide

- ▶ Add funds in FFY 16 in CON for \$11,875,000

Total project cost decreased from \$14,000,000 to \$12,500,000

XS20140014 Traffic Safety Work Programs

NARRATIVE: Project funding changed from Federal to State with new FAST Act regulations

PROJECT CHANGES (FROM PREVIOUS VERSION):**HSIP**

- ▶ Delete funds in FFY 16 in OTHER for \$950,000

State Gas Tax

- ▶ Add funds in FFY 16 in OTHER for \$2,859,242
- ▶ Add funds in FFY 23 in OTHER for \$2,859,242
- ▶ Add funds in FFY 22 in OTHER for \$2,859,242
- ▶ Add funds in FFY 21 in OTHER for \$2,859,242
- ▶ Add funds in FFY 20 in OTHER for \$2,859,242
- ▶ Add funds in FFY 19 in OTHER for \$2,859,242
- ▶ Add funds in FFY 18 in OTHER for \$2,859,242
- ▶ Add funds in FFY 17 in OTHER for \$2,859,242

State Match - Nv

- ▶ Delete funds in FFY 16 in OTHER for \$50,000

Total project cost increased from \$1,000,000 to \$22,873,936

XS20150004 Statewide Contingencies

NARRATIVE: NHPP Increased in FFY16 to cover NEON PE Change order.

PROJECT CHANGES (FROM PREVIOUS VERSION):**NHPP**

- + Increase funds in FFY 16 in OTHER from \$20,000,000 to \$37,500,000

STP State-Wide**State Match - Nv**

- ▶ Add funds in FFY 16 in OTHER for \$2,236,842
- ▶ Add funds in FFY 19 in OTHER for \$1,315,789
- ▶ Add funds in FFY 18 in OTHER for \$1,315,789
- ▶ Add funds in FFY 17 in OTHER for \$1,315,789

Total project cost increased from \$140,000,000 to \$163,684,209

XS20150024 Safety Capacity Building

NARRATIVE: Project updated following Scheduling and Programming papers from Project Manager

PROJECT CHANGES (FROM PREVIOUS VERSION):**State Match - Nv**

- ▶ Add funds in FFY 16 in OTHER for \$6,543

SAFETEA-LU Hwy Safety

- Decrease funds in FFY 16 in OTHER from \$145,000 to \$124,316

Total project cost decreased from \$145,000 to \$130,859

XS20150105 Road Safety Audits

NARRATIVE: Project updated following Scheduling and Programming request from Project Manager

PROJECT CHANGES (FROM PREVIOUS VERSION):

HSIP

- ▶ Add funds in FFY 16 in OTHER for \$395,276
- ▶ Add funds in FFY 19 in OTHER for \$950,000
- ▶ Add funds in FFY 18 in OTHER for \$950,000
- ▶ Add funds in FFY 17 in OTHER for \$950,000

State Gas Tax

- ▶ Delete funds in FFY 16 in OTHER for \$1,000,000
- ▶ Delete funds in FFY 19 in OTHER for \$1,000,000
- ▶ Delete funds in FFY 18 in OTHER for \$1,000,000
- ▶ Delete funds in FFY 17 in OTHER for \$1,000,000

State Match - Nv

- ▶ Add funds in FFY 16 in OTHER for \$20,804
- ▶ Add funds in FFY 19 in OTHER for \$50,000
- ▶ Add funds in FFY 18 in OTHER for \$50,000
- ▶ Add funds in FFY 17 in OTHER for \$50,000

Total project cost decreased from \$4,000,000 to \$3,416,080

List of Administrative Modifications (12/28/2015 – 3/22/2016)

RTC Southern Nevada

16-04 RTCSNV

CL200354 | 515 NEPA

NARRATIVE: Updated per the project manager Dwayne Wilkinson

PROJECT CHANGES (FROM PREVIOUS VERSION):

NHPP

- ▶ Add funds in FFY 17 in ENG for \$4,750,000
- ▶ Delete funds in FFY 16 in ENG for \$4,750,000

State Match - Nv

- ▶ Add funds in FFY 17 in ENG for \$250,000
- ▶ Delete funds in FFY 16 in ENG for \$250,000

Total project cost stays the same \$8,000,000

CL200916 | 15 North Part 2 Packages A, C, D

NARRATIVE: Funding updated. Moved State Gas Tax Portion to federal funds.

PROJECT CHANGES (FROM PREVIOUS VERSION):

NHPP

- + Increase funds in FFY 16 in CON from \$26,315,789 to \$37,525,000

State Gas Tax

- ▶ Delete funds in FFY 16 in CON for \$12,368,422

State Match - Nv

- + Increase funds in FFY 16 in CON from \$1,315,789 to \$1,975,000

Total project cost decreased from \$40,000,000 to \$39,500,000

CL20140077 US 95 North Package 2B

NARRATIVE: Project updated following January project status meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):**NHPP**

- ▶ Delete funds in FFY 16 in CON for \$20,000,000
- ▶ Add funds in FFY 17 in CON for \$26,362,500

STP State-Wide

- ▶ Delete funds in FFY 16 in CON for \$16,947,368
- ▶ Add funds in FFY 17 in CON for \$8,787,500

State Match - Nv

- ▶ Delete funds in FFY 16 in CON for \$1,052,632
- ▶ Add funds in FFY 17 in CON for \$2,086,842

Total project cost decreased from \$38,000,000 to \$37,236,842

CL20140104 Street and trail sweepers

NARRATIVE: project not obligated in 2015, moved funding to 2016

PROJECT CHANGES (FROM PREVIOUS VERSION):**Local Fund**

- ▶ Delete funds in FFY 15 in OTHER for \$31,578
- ▶ Add funds in FFY 16 in OTHER for \$31,578

CMAQ - Clark County

- ▶ Delete funds in FFY 15 in OTHER for \$600,000
- ▶ Add funds in FFY 16 in OTHER for \$600,000

Total project cost stays the same \$1,052,630

CL20150035 SR 589 Roadway Reconstruction

NARRATIVE: Funding changed to federal following January Project Countdown

PROJECT CHANGES (FROM PREVIOUS VERSION):**State Gas Tax**

- ▶ Delete funds in FFY 16 in CON for \$1,420,000

STP State-Wide

- ▶ Add funds in FFY 16 in CON for \$1,200,000

State Match - Nv

- ▶ Add funds in FFY 16 in CON for \$63,158

Total project cost decreased from \$1,420,000 to \$1,263,158

16-05 RTCSNV

CL20150037 RTC Transit Facilities Improvements

NARRATIVE: FY2016 changing the distribution between CON and OTHER categories. Decreasing CON and increasing OTHER. Adjusting amounts to reflect 80/20 between federal and local share. Additional capital projects were identified during the budget process thus increasing the project total slightly.

PROJECT CHANGES (FROM PREVIOUS VERSION):

RTC Sales Tax

**- Decrease funds in FFY 16 in CON from \$1,200,000 to \$625,000 +
Increase funds in FFY 16 in OTHER from \$800,000 to \$1,500,000**

FTA 5307 Lrg Urb Capital

**- Decrease funds in FFY 16 in CON from \$5,000,000 to \$2,500,000 +
Increase funds in FFY 16 in OTHER from \$3,000,000 to \$6,000,000**

Total project cost increased from \$12,400,000 to \$13,025,000

NV20090265 Paratransit Fleet Expansion

NARRATIVE: Increasing amounts in FY16-19 to reflect increases in the costs of the buses. The funding source has been changed from 5339 to 5307 in order to utilize 5339 funds elsewhere. The percentages have been changed from 80/20 to 85/15 to reflect federal share of 85% for vehicles that satisfy ADA and Air Quality standards.

PROJECT CHANGES (FROM PREVIOUS VERSION):**RTC Sales Tax**

- Decrease funds in FFY 19 in OTHER from \$185,000 to \$158,118
- Decrease funds in FFY 18 in OTHER from \$185,000 to \$158,118
- Decrease funds in FFY 17 in OTHER from \$185,000 to \$158,118
- Decrease funds in FFY 16 in OTHER from \$185,000 to \$158,118

FTA 5307 Lrg Urb Capital

- ▶ Add funds in FFY 16 in OTHER for \$896,000
- ▶ Add funds in FFY 19 in OTHER for \$896,000
- ▶ Add funds in FFY 18 in OTHER for \$896,000
- ▶ Add funds in FFY 17 in OTHER for \$896,000

FTA 5339 Bus/Fac Lrg Urb Capital

- ▶ Delete funds in FFY 19 in OTHER for \$740,000
- ▶ Delete funds in FFY 18 in OTHER for \$740,000
- ▶ Delete funds in FFY 17 in OTHER for \$740,000
- ▶ Delete funds in FFY 16 in OTHER for \$740,000

Total project cost increased from \$5,000,000 to \$5,516,472

NV20090267 RTC Paratransit Fleet

NARRATIVE: Increasing FY16 amounts to allow for increase in the cost of the buses. Additional funding source added for FY16 as well.

PROJECT CHANGES (FROM PREVIOUS VERSION):**RTC Sales Tax**

+ Increase funds in FFY 16 in OTHER from \$1,140,000 to \$1,344,000

FTA 5337 Good Repair

▶ Add funds in FFY 16 in OTHER for \$4,211,099

FTA 5307 Lrg Urb Capital

▶ Delete funds in FFY 16 in OTHER for \$3,713,000

FTA 5339 Bus/Fac Lrg Urb Capital

- Decrease funds in FFY 16 in OTHER from \$2,672,000 to \$550,000

FTA 5310 Elderly/Disabled Lrg Urb Capital

▶ Add funds in FFY 16 in OTHER for \$2,854,901

Total project cost increased from \$40,289,706 to \$41,724,706

NV2010008 Fixed Route Bus Replacement

NARRATIVE: During the budget process, additional vehicles were identified as being needed. The number of vehicles is increasing from 9 to 14. The FTA 5307 Other and the RTC Sales Tax Other have been increased to reflect the additional vehicles.

PROJECT CHANGES (FROM PREVIOUS VERSION):**RTC Sales Tax**

+ Increase funds in FFY 16 in OTHER from \$270,122 to \$560,000

FTA 5307 Lrg Urb Capital

+ Increase funds in FFY 16 in OTHER from \$1,080,489 to \$2,240,000

Total project cost increased from \$1,350,611 to \$2,800,000

Washoe County RTC

16-02 RTC Washoe

WA20130120 Pyramid Highway Corridor

NARRATIVE: Project was changed to add design and preliminary engineering to advance the project from the NEPA process into final design.

PROJECT CHANGES (FROM PREVIOUS VERSION):

STP WA

Local Fund

- ▶ Add funds in FFY 19 in ENG for \$5,000,000

State Match - Nv

Total project cost increased from \$350,000 to \$5,350,000

WA20140048 SR 431 / Mt. Rose Highway

NARRATIVE: Project cost updated following January project status and received scope budget change form

PROJECT CHANGES (FROM PREVIOUS VERSION):

HSIP

State Gas Tax

- ▶ Add funds in FFY 16 in CON for \$420,000

State Match - Nv

Total project cost increased from \$4,100,000 to \$4,520,000

WA20140055 Railroad Crossing Concrete Replacement at Franklin Way

NARRATIVE: Project updated following January project status meeting

PROJECT CHANGES (FROM PREVIOUS VERSION): Title changed from "Franklin Way Improvements" to "Railroad Crossing Concrete Replacement at Franklin Way"

Changed Location Type:

- from "Intersection" to "Point location"

Changed AQ Confirm:

- from "" to "No"

Changed MAP21 GOALS:

- from "Improve Safety - significantly reduce traffic fatalities / injuries" to "Maintain Highway Infrastructure Condition"

Changed Project Type:

- from "Rd Improvement" to "Rail"

Changed Exempt Category

- from "Non-Exempt" to "Exempt, Safety - Railroad/highway crossing."

HSIP

- ▶ Delete funds in FFY 15 in CON for \$95,000

RAIL

- ▶ Add funds in FFY 16 in ENG for \$2,849

State Match - Nv

- ▶ Delete funds in FFY 15 in CON for \$5,000
- ▶ Add funds in FFY 16 in ENG for \$316

Total project cost increased from \$100,000 to \$128,563

WA20150033 Railroad Crossing Concrete Replacement at Flanigan Road

NARRATIVE: Project updated following January project status.

PROJECT CHANGES (FROM PREVIOUS VERSION): Title changed from "Flanigan Road Surface Improvement" to "Railroad Crossing Concrete Replacement at Flanigan Road"

Changed MAP21 GOALS:

- from "Improve Safety - significantly reduce traffic fatalities / injuries" to "Maintain Highway Infrastructure Condition"

Changed Project Type:

- from "Rd Improvement" to "Rail"

Changed Exempt Category

- from "Exempt" to "Exempt, Safety - Railroad/highway crossing."

HSIP

- ▶ Delete funds in FFY 16 in ENG for \$5,000

RAIL

- ▶ Add funds in FFY 16 in ENG for \$4,500

State Match - Nv

- Decrease funds in FFY 16 in ENG from \$5,000 to \$500 + Increase funds in FFY 16 in CON from \$45,000 to \$101,360

Total project cost increased from \$150,000 to \$212,720

WA20150056 District 2 Signal System Modification Package 1

NARRATIVE: Project cost and dates updated following January project status meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

HSIP

- ▶ Delete funds in FFY 16 in ENG for \$105,450
- ▶ Add funds in FFY 18 in ENG for \$16,150

State Match - Nv

- ▶ Delete funds in FFY 16 in ENG for \$5,550
- ▶ Add funds in FFY 18 in ENG for \$850

Total project cost decreased from \$2,361,000 to \$1,017,000

WA20150058 Second Street Pedestrian and ADA Improvements
NARRATIVE: Fiscal year pushed following January Project Status meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

HSIP

- ▶ Delete funds in FFY 17 in CON for \$2,850,000
- ▶ Add funds in FFY 18 in CON for \$2,850,000

State Match - Nv

- ▶ Delete funds in FFY 17 in CON for \$150,000
- ▶ Add funds in FFY 18 in CON for \$150,000

Total project cost stays the same \$3,000,000

WA20150062 Complete Street Program
NARRATIVE: FY 2019 funding was changed to direct funding (\$5,000,000) to the Pyramid US 395 Connector Project

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- Decrease funds in FFY 19 in ENG from \$1,600,000 to \$600,000 -
 Decrease funds in FFY 19 in CON from \$6,400,000 to \$2,400,000
Total project cost decreased from \$29,190,000 to \$24,190,000

WA20160001 Evans Avenue Bicycle Improvements
NARRATIVE: Project was previously included in the group category for region wide bicycle/pedestrian projects; project costs also increased

PROJECT CHANGES (FROM PREVIOUS VERSION): Local Fund

- ▶ Add funds in FFY 16 in ENG for \$8,000

CMAQ - Washoe County

- ▶ Add funds in FFY 16 in ENG for \$152,000

Total project cost \$1,290,000

WA20160002 Sun Valley Blvd Pedestrian Improvements
NARRATIVE: This project is an early action item under the Sun Valley Blvd Corridor Study.

PROJECT CHANGES (FROM PREVIOUS VERSION): Local Fund

- ▶ Add funds in FFY 16 in ENG for \$8,469

CMAQ - Washoe County

- ▶ Add funds in FFY 16 in ENG for \$160,906
- ▶ Add funds in FFY 17 in CON for \$1,795,625

Total project cost \$2,000,000

16-03 RTC Washoe

WA20150002 Truckee River Trail/Tahoe Pyramid Bike Way - Idlewild Park

NARRATIVE: Updated project scope and project manager contact information

PROJECT CHANGES (FROM PREVIOUS VERSION):

TAP WA

Local Fund

Total project cost stays the same \$316,000

Carson Area MPO

(No Modifications Were Made)

Tahoe MPO

(No Modifications Were Made)

Statewide/Rural**16-08 Non MPO**

DO20130017 SR 757 Muller Lane Bridge

NARRATIVE: Project cost increase following March project status meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

Bridge MAP-21

+ Increase funds in FFY 16 in CON from \$1,140,000 to \$1,340,532

State Match - Nv

+ Increase funds in FFY 16 in CON from \$60,000 to \$70,555

Total project cost increased from \$1,200,000 to \$1,411,087

ES20100004 US 6 Millers Roadside 3R

NARRATIVE: Updated project cost amount following March Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):**NHPP**

+ Increase funds in FFY 16 in CON from \$17,317,788 to \$19,990,132
State Match - Nv

+ Increase funds in FFY 16 in CON from \$911,463 to \$1,052,113

Total project cost increased from \$18,229,251 to \$21,042,245

ES20130001 US 6 Shoulder Widening and Slope Flattening

NARRATIVE: Safety funding decreased following March Project Status meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):**HSIP**

- Decrease funds in FFY 16 in CON from \$6,080,000 to \$5,779,608
State Match - Nv

- Decrease funds in FFY 16 in CON from \$320,000 to \$304,190

Total project cost decreased from \$6,400,000 to \$6,083,798

HU20110002 Eden Valley Road

NARRATIVE: Project moved from FFY17 to FFY18 following March project status meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):**Local Fund**

▶ Delete funds in FFY 17 in CON for \$162,784

▶ Add funds in FFY 18 in CON for \$162,784

Bridge MAP-21

▶ Delete funds in FFY 17 in CON for \$3,092,898

▶ Add funds in FFY 18 in CON for \$3,092,898

State Gas Tax

▶ Delete funds in FFY 17 in CON for \$2,144,318

▶ Add funds in FFY 18 in CON for \$2,144,318

Total project cost stays the same \$5,400,000

LA20130006 US 50 Roadbed Modification and Slope Flattening
NARRATIVE: Project moved to FFY17 following March project status meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

HSIP

- ▶ Delete funds in FFY 16 in CON for \$1,000,000
- ▶ Add funds in FFY 17 in CON for \$1,000,000

State Gas Tax

- ▶ Delete funds in FFY 16 in CON for \$12,005,178
- ▶ Add funds in FFY 17 in CON for \$12,005,178

State Match - Nv

- ▶ Delete funds in FFY 16 in CON for \$52,632
- ▶ Add funds in FFY 17 in CON for \$52,632

Total project cost stays the same \$13,057,810

LY20140002 Hardie Lane Improvements

NARRATIVE: Updated following conversation with NDOT Roadway Design Administrator following March project status meeting

PROJECT CHANGES (FROM PREVIOUS VERSION): Title changed from "Hardie Lane Pedestrian Improvements" to "Hardie Lane Improvements"

SRTS

- ▶ Add funds in FFY 16 in ROW for \$25,000
- Decrease funds in FFY 17 in CON from \$802,102 to \$732,891

TAP FLEX

Local Fund

- + Increase funds in FFY 16 in ROW from \$0 to \$350,000
- ▶ Add funds in FFY 17 in CON for \$2,537,109

Total project cost increased from \$837,891 to \$3,680,789



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

MEMORANDUM

March 29, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: April 11, 2016 Transportation Board of Directors Meeting
Item #16: Equipment Purchase in Excess of \$50,000 – District Water Trucks – *For Possible action*

Summary:

This item is to request Transportation Board approval to purchase two (2) Water Trucks and one (1) Hook Lift Truck with water tank. One Water Truck will be for District I and the other for District II. The Hook Lift Truck with water tank will be for District III. These Water Trucks will be used in the Department's Environmental Program.

Background:

The Legislature approved a budget amendment for the NDOT Environmental Program during their 2015 regular session. Part of this approval included the procurement to purchase a total of \$5,324,222 in new equipment in FY 2016. The Transportation Board approved various pieces of equipment during the August 10, 2015 meeting and the purchase of these water trucks will be made within this budget.

NRS 408.389 states that the Department shall not purchase any equipment which exceeds \$50,000, unless the purchase is first approved by the Board. Each unit is approximately \$180,000 to \$210,000 for a total of \$570,000 requiring Transportation Board approval.

Analysis:

Class 25 Vehicles (Water Trucks)

There are 3 units being requested; which will exceed \$50,000. These Water trucks will be used in the Storm Water Program to flush culverts and supply water to the Culvert Cleaning Trucks.

Cost Analysis: (see attached "Cost Analysis Excel Sheet")

See Attachment – Cost Analysis Excel Sheet

List of Attachments:

- A. Excerpt FY 2015-2016 Approved Budget Request
- B. Cost Analysis Excel Sheet

Recommendation for Board Action:

The Department recommends approval of the requested equipment purchase.

Prepared by:

Kevin Lee, District Engineer

NEVADA DEPARTMENT OF TRANSPORTATION
 BUDGET ACCOUNT 201-4660
 BUDGET REQUEST FISCAL YEARS 2015-2016 AND 2016-2017
 E244 - ENVIRONMENTAL PROGRAM

GOVERNOR REQUEST
 APRIL 09, 2015

As required by the Budget Instructions, expenses associated with a new program are included as an enhancement. This decision unit is requesting budget authority for personnel, operational equipment and supplies, and several specialized equipment items, all of which are detailed separately and are summarized below by object code.

REVENUE - CATEGORY 00					
00-2507	Highway Fund Authorization			\$ 9,322,352	\$ 6,379,840
TOTAL REVENUE - CATEGORY 00				\$ 9,322,352	\$ 6,379,840
EXPENDITURES:					
		<u>2016</u>	<u>2017</u>		
01-5000	PERSONNEL	\$ 3,955,814	\$ 4,052,249		
03-6200	TRAVEL	\$ 21,500	\$ 21,500		
04-7000	OPERATING-EMPLOYEE BOND & AG ASSESSMENT	\$ 6,895	\$ 6,890		
26-7556	INFORMATION SERVICES	\$ 13,921	\$ 14,201		
		<u>\$ 3,998,130</u>	<u>\$ 4,094,840</u>		
05-8280	MATERIAL / ENVIRONMENTAL EQUIPMENT				
	PM-10 SWEEPERS (three each crew)	\$ 2,700,000	\$ -		
	CULVERT FLUSHER TRUCKS	\$ 1,290,000	\$ 1,290,000		
	RADIO CONTROLLED TRACK LOADERS	\$ 300,000	\$ -		
	CAMERA TRUCKS	\$ -	\$ 495,000		
	CREW TRUCKS	\$ 1,034,222	\$ 500,000		
		<u>\$ 5,324,222</u>	<u>\$ 2,285,000</u>		
	Environmental Program Total	<u><u>\$ 9,322,352</u></u>	<u><u>\$ 6,379,840</u></u>	\$ 9,322,352	\$ 6,379,840
ENHANCEMENT - ENVIRONMENTAL PROGRAM - E244				\$ 9,322,352	\$ 6,379,840



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

MEMORANDUM

March 29, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: April 11, 2016 Transportation Board of Directors Meeting
Item #17: Update on NDOT's Stormwater Program – *Informational Item Only*

Summary:

Deputy Director David Gaskin will provide an update on NDOT's Stormwater Program.

Background:

In May 2012, the US EPA presented an audit report which identified potential deficiencies in NDOT's compliance with the Clean Water Act. Since then, NDOT has worked with the US EPA, the Nevada Governor's Office, the Nevada Division of Environmental Protection (NDEP) and others to improve stormwater management programs and practices to minimize erosion and sedimentation and protect water resources throughout the state.

Analysis:

During the 2015 Legislative session, NDOT requested a budget amendment to its 2016-2017 biennial budget for additional staff and equipment for a new Stormwater Division and additional maintenance crews. NDOT's public outreach program has provided information through websites, social media, brochures and community events as well as increased internal communications.

A presentation will be provided to the Transportation Board on the following elements of NDOT's Stormwater Program:

- Status of negotiation meetings with US EPA (formal legal negotiations are ongoing and specifics cannot be presented at this time)
- Update on hiring of staff
- Stormwater program development
- Meetings and presentation information including the Advisory Committee on Transportation Storm Water Management (ACTSWM)
- Public outreach program
- Lake Tahoe
- Asset Management

Recommendation for Board Action:

Informational item only.

Prepared by:

Deputy Director David Gaskin



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

MEMORANDUM

March 30, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: April 11, 2016 Transportation Board of Directors Meeting
Item #18: 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 March 25, 2016 - *Informational item only.*
Please see Attachment C.
- d. Update on Naturally Occurring Asbestos (NOA) Statewide Study – *Informational item only.*
Please see Attachment D.
- e. Report on Results of Public Auctions for the past year – *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 March 25, 2016 - *Informational item only.*
- d. Update on Naturally Occurring Asbestos (NOA) Statewide Study - *Informational item only.*
- e. Report on Results of Public Auctions for the past year – *Informational item only.*

Recommendation for Board Action:

Informational item only.

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF MARCH 21, 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	\$ 316,243.47
Chapman Law Firm	NDOT vs. Robarts 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	\$ 239,291.99
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
Sylvester & Polednak, Ltd.	NDOT vs. Wykoff 8th JD - A-12-656578-C Warm 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	\$ 9,292.61
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	\$ 51,053.25
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	\$ 13,435.36
** 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	\$ 155,815.99
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 Amendment #3	7/25/13 4/28/14 5/15/15 2/8/16	\$ 200,000.00 \$ 250,000.00 \$ 269,575.00	\$ 719,575.00	\$ 215,982.67
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	\$ 4,691.15
*** 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	\$ 212,431.73
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	\$ 236,049.04

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF MARCH 21, 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	\$ 92.68
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	\$ 247,575.56
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	\$ 257,326.00
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	\$ 55,446.77
* 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:

Vendor	Case/Project Name	Contract Period	Contract and Amendment Date	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
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	\$ 389,206.25

Monthly Litigation Report to the Nevada Department of Transportation - March 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. Custom Landco. (Walker Furniture)	Eminent domain - Project Neon	\$ 383,599.36	\$ 7,402.36	\$ 391,001.72
NDOT vs. Danisi, Vicent, J. III	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. I-15 and Cactus, LLC	Eminent domain - I-15 Cactus	\$ 163,977.68	\$ 22,586.96	\$ 186,564.64
NDOT vs. Jackson, Darrell, et al.	Eminent domain - Project Neon			
NDOT vs. K & L Dirt Company, LLC	Eminent domain - Boulder City Bypass	\$ 179,170.00	\$ 44,776.75	\$ 223,946.75
NDOT vs. Las Vegas Golf & Country Club	Eminent domain - Project Neon	\$ 123,981.50	\$ 14,969.46	\$ 138,950.96
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	\$ 223,326.08	\$ 13,106.93	\$ 236,433.01
NDOT vs. Su, Lisa	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Sharples, John; Sharples, Bonnie	Eminent domain - Project Neon	\$ 17,674.00	\$ -	\$ 17,674.00
NDOT vs. Wykoff Newberg Corporation	Eminent domain - I-15 and Warm Springs	\$ 361,475.78	\$ 54,231.61	\$ 415,707.39
		\$ 1,453,204.40	\$ 157,074.07	\$ 1,610,278.47
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
		\$ 1,280,219.98	\$ 263,413.09	\$ 1,543,633.07
Cases Closed and Removed from Last Report:				
NDOT vs. John J. Charleston Trust of 1998	Eminent domain - Project Neon	\$ 10,764.25	\$ 29.50	\$ 10,793.75
Robarts 1981 Decedents Trust vs. NDOT	Inverse Condemnation - Project Neon	\$ 223,326.08	\$ 13,106.93	\$ 236,433.01
McCarran Widening - Condemnations - Closed				
NDOT vs. Manaois, Randy M.	Eminent domain - McCarran Widening *	\$ 24,784.98	\$ 6,756.18	\$ 31,541.16
NDOT vs. Marsh, Nita, et al.	Eminent domain - McCarran Widening *	\$ 24,784.98	\$ 6,756.18	\$ 31,541.16
* 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. No new cases for this report dated March 22, 2016.				

Monthly Litigation Report to the Nevada Department of Transportation - March 22, 2016				
Case Name	Nature of Case	Outside Counsel to Date		
		Fees	Costs	Total
Torts				
Ariza, Ana, et al. vs. Wulfenstein, NDOT	Plaintiff alleges wrongful death	\$ -	\$ -	\$ -
Darling, Dion Dean vs. NDOT, et al.	Plaintiff alleges negligence and property damage	\$ -	\$ -	\$ -
Discount Tire Company vs. NDOT; Fisher	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Harris Farm, Inc. vs. NDOT	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Hendrickson, Cynthia 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	\$ -	\$ -	\$ -
Pyjas, Estate of Robert Charles	Plaintiff alleges wrongful death	\$ -	\$ -	\$ -
Semmens, Cynthia & Trevor vs. NDOT, et al.	Plaintiff alleges negligence causing personal injury	\$ -	\$ -	\$ -
Veza, Macy vs. Fedex Freight et al.; NDOT, et al.	Defendant third-party complaint alleging negligence	\$ -	\$ -	\$ -
Windrum, Richard & Michelle vs. NDOT	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Zito, Adam vs. NDOT	Plaintiff alleges negligence and property damage	\$ -	\$ -	\$ -
Contract Disputes				
AVAR Construction Systems, Inc. vs.	Breach of contract re I-580	\$ -	\$ -	\$ -
Miscellaneous				
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:				
Nevada Power Co., Inc. vs. KAG Development; NDOT	Plaintiff seeking quiet title	\$ -	\$ -	\$ -
Francois, John A. vs. NDOT	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -

New cases appear in red.

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

<u>Category</u>	<u>Fees</u>	<u>Costs</u>	<u>Total</u>
Condemnation Litigation	\$ 1,453,204.40	\$ 157,074.07	\$ 1,610,278.47
Inverse Condemnation Litigation	\$ 1,280,219.98	\$ 263,413.09	\$ 1,543,633.07
Construction Litigation	0	0	0
Personnel Litigation	0	0	0
Tort Claim Litigation	0	0	0
	<u>\$ 2,733,424.38</u>	<u>\$ 420,487.16</u>	<u>\$ 3,153,911.54</u>

3/25/2016

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	
3/24/2016	1	1	3/24/2015	1	1	0	0
MONTH	14	14	MONTH	13	14	1	0
YEAR	61	65	YEAR	60	63	1	2

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

COUNTY	2015 Crashes	2016 Crashes	% CHANGE	2015 Fatalities	2016 Fatalities	% Change	2015 Alcohol Crashes	2016 Alcohol Crashes	% Change	2015 Alcohol Fatalities	2016 Alcohol Fatalities	% Change
CARSON		5	500.00%		5	500.00%			0.00%			0.00%
CHURCHILL	1	1	0.00%	1	1	0.00%			0.00%			0.00%
CLARK	38	46	21.05%	39	50	28.21%	9	6	-33.33%	10	7	-30.00%
DOUGLAS	1	1	0.00%	1	1	0.00%	1		-100.00%	1		-100.00%
ELKO	1	1	0.00%	1	1	0.00%			0.00%			0.00%
ESMERALDA			0.00%			0.00%			0.00%			0.00%
EUREKA	2		-100.00%	2		-100.00%			0.00%			0.00%
HUMBOLDT			0.00%			0.00%			0.00%			0.00%
LANDER	1		-100.00%	1		-100.00%			0.00%			0.00%
LINCOLN	2		-100.00%	2		-100.00%			0.00%			0.00%
LYON	2		-100.00%	2		-100.00%			0.00%			0.00%
MINERAL	1		-100.00%	2		-100.00%			0.00%			0.00%
NYE	3	1	-66.67%	3	1	-66.67%	2		-100.00%	2		-100.00%
PERSHING			0.00%			0.00%			0.00%			0.00%
STOREY			0.00%			0.00%			0.00%			0.00%
WASHOE	8	6	-25.00%	9	6	-33.33%	4		-100.00%	4		-100.00%
WHITE PINE			0.00%			0.00%			0.00%			0.00%
YTD	60	61	1.67%	63	65	3.17%	16	6	-62.50%	17	7	-58.82%
TOTAL 15	296	----	-79.4%	325	----	-80.0%		----	#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		2	200.00%		3	300.00%			0.00%			0.00%		
CHURCHILL	1		-100.00%		1	100.00%			0.00%			0.00%		
CLARK	15	20	33.33%	14	16	14.29%	3	12	300.00%	4	1	-75.00%	3	1
DOUGLAS	1	1	0.00%			0.00%			0.00%			0.00%		
ELKO	1	1	0.00%			0.00%			0.00%			0.00%		
ESMERALDA			0.00%			0.00%			0.00%			0.00%		
EUREKA	2		-100.00%			0.00%			0.00%			0.00%		
HUMBOLDT			0.00%			0.00%			0.00%			0.00%		
LANDER	1		-100.00%			0.00%			0.00%			0.00%		
LINCOLN	2		-100.00%			0.00%			0.00%			0.00%		
LYON	2		-100.00%			0.00%			0.00%			0.00%		
MINERAL	2		-100.00%			0.00%			0.00%			0.00%		
NYE	3	1	-66.67%			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	6	2	-66.67%	1	4	300.00%	2		-100.00%			0.00%		
WHITE PINE			0.00%			0.00%			0.00%			0.00%		
YTD	36	27	-25.00%	15	24	60.00%	5	12	140.00%	4	1	-75.00%	3	1
TOTAL 15	185	----	-85.41%	73	----	-67.12%	43	----	-72.09%	10	----	-90.00%	14	----

PRELIMINARY DATA REVEALS 72 UNRESTRAINED FATALITIES FOR 2015

April 11, 2016 Transportation Board Meeting

Update on Naturally Occurring Asbestos (NOA) Statewide Study

At the February 8, 2016 Transportation Board Meeting – Agenda Item 4, Agreements Over \$300,000, Line Item 3 – Agreement with Tetra Tech for Naturally Occurring Asbestos and Erionite Statewide was approved with conditions that staff report back to the Board before proceeding with some aspects of the Scope of Services.

Staff agreed to proceed with needed aspects of the agreement and defer testing for asbestos and erionite outside of the Southern Nevada area until after the applicable geologic mapping is evaluated. This update is to inform the Board that the agreement has been executed, the kickoff meeting held and testing and analysis activities have begun for material sources in the Las Vegas Valley for ongoing Nevada Department of Transportation (NDOT) contracts. Also, desk review of available geologic mapping is being collected and evaluated to establish a base from which further testing may be conducted. The actual testing of material sources or project areas within NDOT right-of-way outside of the identified Southern Nevada projects will not be done until completion of the geologic mapping task and set up of the ArcGIS mapping tool.

Therefore, actual field testing activities (Scope of Services, Task 3) will not begin until late summer 2016. NDOT and Tetra Tech will make a formal presentation to the Board in the summer of 2016 after other items of the scope have progressed, but before the field testing in Northern Nevada commences. Staff from NDOT will be available to answer any questions.



1263 South Stewart Street
 Carson City, NV 89712
 Phone: (775) 888-7480
 Fax: (775) 888-7313

MEMORANDUM

Right-of-Way Division

March 21, 2016

To: Rudy Malfabon, Director

From: Ruth Borrelli, Chief Right-of-Way Agent

Subject: Auction Information as Requested by the Transportation Board

Below is a synopsis of surplus property auctions that have transpired since December 2014. Items that have not sold will have a "For Sale by Owner" sign posted with contact information provided. The Division will also pursue having the unsold parcels listed with a real estate broker.

Northern District:

<u>Surplus No.</u>	<u>Auction No.</u>	<u>Auction Date</u>	<u>Opening Bid</u>	<u>Outcome</u>
SUR 08-06	Auction No. 02-14	Dec. 2, 2014	\$1,845,000	No Bidders
SUR 12-15	"	"	\$19,800	No Bidders
SUR 04-29	Auction No. 01-16	Feb. 29, 2016	\$900,000	Sold for opening bid
SUR 08-06	"	"	\$1,845,000	No Bidders
SUR 08-11	"	"	\$720,000	Possible future sale
SUR 09-09	"	"	\$99,000	No Bidders
SUR 09-10	"	"	\$27,000	Sold for opening bid
SUR 09-11	"	"	\$31,500	Sold post auction
SUR 09-13	"	"	\$32,400	Sold for \$36,400
SUR 09-14	"	"	\$30,600	Sold for opening bid
SUR 09-15	"	"	\$27,000	Sold for opening bid
SUR 09-21	"	"	\$387,000	No Bidders
SUR 09-39	"	"	\$693,000	No Bidders

Southern District:

<u>Surplus No.</u>	<u>Auction No.</u>	<u>Auction Date</u>	<u>Opening Bid</u>	<u>Outcome</u>
SUR 13-16	Auction No. 01-16	Jan. 20, 2016	\$607,500	No Bidders
SUR 12-15	"	"	\$243,000	No Bidders

Northern District:

Auction No. 01-16, date February 29, 2016:

SUR 04-29 This parcel is located at 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 on the northeast corner of East Glendale Avenue and McCarran Boulevard 1/2 mile south of I-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.**

Result: **SOLD** for \$900,000. Minimum Bid Amount \$900,000. One bidder.

SUR 08-06, Portion of 909 Retail Court (formerly 909 Hot Springs Rd.), Carson City, NV; Light Industrial (LI) vacant land containing approximately 3.40 +/- acres (147,905 +/- square feet); Located along the southbound off-ramp of US 395 and College Pkwy and at the NE corner of the signalized intersection of College Pkwy; Portion of Assessor's Parcel Number 002-75-201; NDOT Parcel U-395-CC-007.230 XS1. **The Department's appraisal of fair market value is \$2,050,000** as established by a certified appraiser.

Result: No bidders. This is the second time this parcel has been brought to auction. Minimum Bid Amount: \$1,845,000.

SUR 08-11, Adjacent to northeast corner of US Hwy 50 West and Russell Way, along the southbound off-ramp for I-580, Carson City, NV; General Commercial (GC) vacant land containing approximately 2.35 +/- acres (102,248 +/- square feet); Assessor's Parcel Number 002-105-01; NDOT Parcel U-395-CC-005.670 & U-395-CC-005.753. The Department's appraisal of fair market value is \$800,000 as established by a certified appraiser

Result: No bidders. Minimum Bid Amount: \$720,000, subject to existing billboard lease. An interested party did approach the Department after the auction.

SUR 09-09 This parcel is located at 1720 Dori Way, Carson City, NV; Retail Commercial (RC) vacant land on the northeast side of North Lompa Lane approximately 175 feet west of Dori Way, containing approximately 14,705 square feet (0.34 acres). Assessor's Parcel Number 008-161-75; NDOT Parcel U-395-CC-005.795 XS1. **The Department's appraisal of fair market value is \$110,000.00**, as established by a certified appraiser.

Result: No bidders. Minimum Bid Amount: \$99,000.

SUR 09-10 This parcel is located at 2049 North Lompa Lane, Carson City, NV; vacant land zoned MH-12 permitting mobile home dwelling, single family dwelling, located Northeast corner of North Lompa and Carmine Street, containing approximately 12,000 square feet (0.491 acres). Assessor's Parcel Number 008-171-27; NDOT Parcel U-395-CC-005.995 XS1. **The Department's appraisal of fair market value is \$30,000.00**, as established by a certified appraiser.

Result: **SOLD** for \$27,000. Minimum Bid Amount: \$27,000. One bidder.

SUR 09-11 This parcel is located at the Southern terminus of the unimproved section of Louise Drive, South of Mark Way, North of US-395, east of Emerson Drive and west of Old Hot Springs Road, Carson City, NV; Single Family Residential property; 3.64 acres (158,672 sq. ft.) parcel; Vacant lot; The western portion of Assessor's Parcel Number 008-123-33; NDOT Parcel U-395-CC-007.300 XS1. **The Department's appraisal of fair market value is \$40,000** as established by a certified appraiser.

Result: No bidders. Minimum Bid Amount: \$31,500. Buyer approached Department after the auction. This parcel will be presented to the Transportation Board for approval to sell as a direct sale. **SOLD**

SUR 09-13 This parcel is located at 3850 Alexa Way, Carson City, NV; Single Family Residential property; 9,246 square foot parcel; Vacant lot; Located southwest side of Alexa Way approximately 120 feet north of Lisa Way; Assessor's Parcel Number 002-502-36; NDOT Parcel U-395-CC-008.087 XS1. **The Department's appraisal of fair market value is \$36,000** as established by a certified appraiser.

Result: **SOLD** for \$36,400. Minimum Bid Amount: \$32,400. Two bidders.

SUR 09-14 This parcel is located at 3865 Alexa Way, Carson City, NV; Single Family Residential property; 7,101 square foot parcel; Vacant lot; Located on the southeast corner of Alexa Way and the I-580 right of way; Assessor's Parcel Number 002-502-35; NDOT Parcel U-395-CC-008.061 XS1. The Department's appraisal of **fair market value is \$34,000** as established by a certified appraiser.

Result: **SOLD** for \$30,600 Minimum Bid Amount: \$30,600. One bidder.

SUR 09-15 This parcel is located at 3884 Imperial Way, Carson City, NV; Single Family Residential property; 5,426 square foot parcel; Vacant lot; Located on the southwest corner of Broadleaf Lane and

Imperial Way; Assessor's Parcel Number 002-501-13; NDOT Parcel U-395-CC-008.139 XS1. The Department's appraisal of fair market value is \$30,000 as established by a certified appraiser.

Result: **SOLD** for \$27,000. Minimum Bid Amount: \$27,000. One bidder.

SUR 09-21 This parcel is located at 19 Ruby Lane, Carson City, NV; Retail Commercial (RC) vacant land located on the West side of I-580, between Hospitality Way and Monk Court, containing approximately 1.58 +/- acres (68,775 +/- square feet); Assessor's Parcel Number 002-763-01; NDOT Parcel U-395-CC-008.546 XS1. **The Department's appraisal of fair market value is \$430,000.00** as established by a certified appraiser.

Result: No bidders. Minimum Bid Amount: \$387,000.

SUR 09-39 This parcel is located at 29 Arrowhead Drive (AKA 4389 North Carson Street, Carson City, NV; Retail Commercial; 1.76 acres (76,848 sq. ft.) parcel; vacant lot; Carson City Parcel 002-762-01; NDOT Parcel U-395-CC-008.443 XS1. **The Department's appraisal of fair market value is \$770,000** as established by a certified appraiser.

Result: No bidders. Minimum Bid Amount: \$693,000.

Auction No. 02-14, Auction date December 2, 2014:

SUR 08-06 This parcel is a portion of 909 Retail Court (formerly 909 Hot Springs Rd.), Carson City, NV; Light Industrial (LI) vacant land containing approximately 3.40 +/- acres (147,905 +/- square feet); Located along the southbound off-ramp of US 395 and College Pkwy and at the NE corner of the signalized intersection of College Pkwy; Portion of Assessor's Parcel Number 002-75-201; NDOT Parcel U-395-CC-007.230 XS1. **The Department's appraisal of fair market value is \$2,050,000** as established by a certified appraiser.

Result: No bidders. Minimum Bid Amount: \$1,845,000.

SUR 12-15 The parcel location is one parcel removed from the southwest corner of Jumbo Court and Northgate Lane, Carson City, Nevada, 89706. The subject property is an 8,157 sq. ft. vacant parcel. The site is designated as SUR 12-15, Parcel U-395-CC-007.956 XS1. **The Department's appraisal of fair market value is \$22,000** as established by a certified appraiser.

Result: No bidders. Minimum Bid Amount: \$19,800.

Southern District:

Auction No. 01-16, Auction date January 20, 2016

SUR 13-16 (Clark County)

Clark County Assessor's Parcel Number: 177-08-499-005, a vacant parcel approximately 69,606 SF located on the E. side of Dean Martin Drive, NW of Blue Diamond/I-15 Interchange, Enterprise, Clark County, Nevada, NDOT Parcel No: I-015-CL-033.603 XS1. **The Department's appraisal of fair market value is \$675,000** as established by a certified appraiser.

Result: One attendee, no bidders. The person present brought up drainage concerns with the property that may impact its value. NDOT staff has taken those concerns to the appraiser and, based on time (the original date of value was September 9, 2014) and public's stated concerns, the fair market value may change. Staff expect to receive this updated appraisal in about six weeks.

Minimum Bid Amount: \$607,500.

SUR 08-20 (Clark County), a vacant rectangular shaped parcel consisting of .64 acres (28,013 sq. ft.) located on the southeast corner of Desert Inn Rd and Western Avenue Intersection, Las Vegas, NV. NDOT Parcel I-015-CL=039.096 XS1. **The Department's appraisal of fair market value is \$270,000** as established by a certified appraiser.

Result: No bidders. Minimum Bid Amount: \$243,000.