

**STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION**

**QUARTERLY REPORT FOR MAJOR PROJECTS  
For Quarter Ending September 30, 2008**

**2007 Assembly Bill 595**



**Jim Gibbons  
Governor**

**Susan Martinovich, PE  
Director**

Nevada Department of Transportation  
**QUARTERLY REPORT FOR MAJOR PROJECTS**

September 30, 2008

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## 1.0 INTRODUCTION

The primary purpose of this quarterly report, ending September 30, 2008, is to provide the Nevada Legislature, the Board of Directors of the Department of Transportation, and the general public with the status of major projects under development by the Nevada Department of Transportation as required by Assembly Bill 595 that was passed in 2007. This quarterly report specifically addresses the reporting requirements of Section 55.5.

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

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

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

Section 4 of this report identifies any major projects completed during this quarter; however, there were none completed this quarter.

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The Department's project development process typically consists of four major phases: planning, environmental clearance, final design and construction. This process is based on federal and state laws and regulations, engineering requirements, and a departmental review and approval process.

The project planning phase analyzes and develops conceptual solutions. The project descriptions, costs, and schedules are broadly defined. Viable design alternatives are developed, and the best means to address the risks in cost, scope and schedule is identified.

For the environmental clearance phase, major projects are subject to the National Environmental Policy Act (NEPA) to address potential social, environmental, economic and political issues. Studies are conducted to define existing conditions, and identify likely impacts and mitigations so the preferred design alternative is selected. At the conclusion of this phase, major projects are divided into smaller construction segments to address funding availability and constructability.

During the design phase the selected alternative is finalized with respect to project scope, schedule, costs, benefits, right-of-way, and utilities. During this phase the project design and cost estimate are completed and the project is advertised for construction.

Finally, projects are constructed according to the final design plans. Due to the complexity of major projects, a construction schedule, traffic control plans, and environmental mitigation strategies are developed in consultation with the successful contractor.

## 2.0 PROJECT STATUS SHEET EXPLANATION

The information contained on the project status sheet is centered on the Department's project development process that consists of the four major phases described in the previous section. The project status sheets contain several items of information as follows:

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

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

**Project Risks:** Identifies the major risks that might impact project scope, cost, and schedule. Unforeseen environmental mitigation, right-of-way litigation, and inflation of construction materials or land values are only a few items that can adversely effect project development. The large ranges for schedule and cost are provided when there is little known regarding the risks. As projects develop and information about the risks is obtained, the level of confidence increases. Consequently, the schedule and cost ranges become smaller.

**Schedule:** Provides the estimated schedule for when phases begin and are expected to be completed. Generally, in the earlier phases, the schedule for later phases cannot be reported because of funding uncertainty.

**Project Costs:** Project cost ranges are provided by activity: 1) engineering activities that includes planning, environmental clearance and final design costs, 2) right-of-way acquisition, and 3) construction. Costs are adjusted for inflation to the anticipated mid-point of completing each phase.

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

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

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

### 3.0 MAJOR PROJECTS

#### 3.1 I-15 Projects

There are eight major projects initiated on I-15 through southern Nevada and especially through the Las Vegas Urbanized Area. They are:

<b>I-15 North Phase 1 – I-15/US-95/I-515 Interchange to Craig Road</b>	<b>5</b>
<b>I-15 North Phase 2 – Craig Road to Speedway Boulevard</b>	<b>6</b>
<b>I-15 North Phase 3 – Speedway Boulevard to Apex Interchange</b>	<b>7</b>
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<b>I-15 NEON (Tropicana Avenue to Spaghetti Bowl)</b>	<b>9</b>
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**I-15 North – Phase 1  
I-15/US-95/I-515 Interchange to Craig Road**

Project Sponsor: NDOT  
Project Manager: Jeff Hale, P.E.  
(775) 888-7321



**Project Description:**

- This is the first phase of the I-15 north corridor improvements between US 95 and Apex interchange.
- Widen I-15 from six lanes to ten lanes from US-95 to Lake Mead Boulevard, including re-alignment of on and off ramps for the US-95, Washington and D Street Interchanges.
- Widening of I-15 to eight lanes from Lake Mead Boulevard to Craig Road.
- Reconfigure the Lake Mead Boulevard Interchange.
- A new connection road linking D Street and F Street between I-15 and Bonanza Road.

**Schedule:**

**Planning:** Complete

**Environmental Clearance:**  
Complete

**Final Design:**  
2007-2008

**Construction:**  
2008-2010



**Project Benefits:**

- Increase capacity to accommodate projected local and interstate traffic to year 2030
- Decrease congestion
- Reduce travel times
- Improve access to areas planned for development in North Las Vegas
- Improve freeway operations with full freeway-to-freeway connectivity
- Improve safety

**Project Cost Range (Construction Level Estimates):**

Engineering:	\$5.1 million
Right-of-Way:	\$1.2 to \$5.1 million
Construction:	\$252 million
<b>Total Project Cost:</b>	<b>\$258 - \$263 million</b>

**What's Changed Since Last Update?**

- Scope – No change
- Schedule – No change
- Cost – No change

**Financial Fine Points:**

**Total Expended: \$95 Million**  
**Funding Source Breakdown**

- \$114 Million State General Funds, \$72 Million State Funds
- \$6.5 Million STP
- \$22 Million Minimum Guarantee
- \$25 Million Federal Earmark
- \$17 Million NHS, \$7 Million Public Lands Highway Discretionary
- Inflation escalation (4%) is to 2009, approximate midpoint construction.

**Project Risks:**

- Project delivery by Design Build Method, unique to the Department
- Close coordination to incorporate City of North Las Vegas projects.
- July 14, 2008 lanes will be reduced from 3 to 2 each way between the Spaghetti Bowl and Lake Mead.



October, 2008



<b>I-15 North – Phase 2</b> <b>Craig Road to Speedway Boulevard</b>  Project Sponsor: NDOT Project Manager: Jeff Hale, P.E. (775) 888-7321			
<b>Project Description:</b> <ul style="list-style-type: none"> <li>Widen I-15 from 4 lanes to 6 lanes from Craig Road to Speedway Boulevard.</li> <li>Improvements will be constructed within the existing I-15 right-of-way</li> <li>This is the second of four phases of improvements to the I-15 North Corridor between US 95 and Apex Interchange.</li> <li>Project Length: 4.8 miles</li> </ul>		<b>Schedule:</b> <b>Planning:</b> Complete <b>Environmental Clearance:</b> Complete <b>Final Design:</b> Start 2010 - 2014 <b>Construction:</b> Start: 2013 - 2015	
<b>Project Benefits:</b> <ul style="list-style-type: none"> <li>Increase capacity to accommodate projected local and interstate traffic to year 2030</li> <li>Decrease congestion</li> <li>Reduce travel times</li> <li>Improve access to areas planned for development in North Las Vegas</li> <li>Improve freeway operations</li> <li>Improve safety</li> </ul>		<b>Project Cost Range (Environmental phase estimates):</b> Engineering: \$5 – \$15 million Right-of-Way: \$1 – \$2 million Construction: \$99 - \$123 million Total Project Cost: \$105 - \$140 million	
		<b>What's Changed Since Last Update?</b> <ul style="list-style-type: none"> <li>Scope – No change</li> <li>Schedule – No change</li> <li>Cost – No change</li> </ul>	
<b>Project Risks:</b> <ul style="list-style-type: none"> <li>Uncertainty of future construction material and labor costs</li> <li>Funding uncertainty</li> </ul>		<b>Financial Fine Points:</b> <ul style="list-style-type: none"> <li>Total funding expended: \$875,000</li> <li>Inflation escalation (4%) is to 2014 approximate midpoint of construction.</li> <li>Funding source for this project has not yet been identified</li> </ul>	
<b>% Design Complete</b>		0 50 100 	
<b>% ROW Complete</b>		0 50 100 	
		October, 2008	
			

**I-15 North – Phase 3**  
**Speedway Boulevard to Apex Interchange**

Project Sponsor: NDOT (I-15 Widening) and  
 City of North Las Vegas (New Interchange)  
 Project Manager: Jeff Hale, P.E.  
 (775) 888-7321



**Project Description:**

- Widen I-15 from four lanes to six lanes from Speedway Boulevard to the Apex Interchange
- Construct a new interchange approximately 1.8 miles north of Speedway Boulevard
- This is the third phase of improvements to the I-15 North Corridor between US 95 and Apex Interchange.
- Project Length: 4.6 miles

**Schedule:**

- Planning:**  
Complete
- Environmental Clearance:**  
Complete
- Final Design:**  
Start 2012 - 2015
- Construction:**  
Start 2015 - 2017



**Project Benefits:**

- Increase capacity to accommodate projected local and interstate traffic to year 2030
- Decrease congestion
- Reduce travel times
- Improve access to areas planned for development in North Las Vegas
- Improve freeway
- Improve safety

**Project Cost Range (Environmental phase estimates):**

- Engineering: \$5 - \$15 million  
 Right-of-Way: \$5 - \$10 million  
 Construction: \$105 - \$115 million  
 Total Project Cost: \$115 – \$140 million

**What's Changed Since Last Update?**

- Scope – No change
- Schedule – No change
- Cost – No change

**Project Risks:**

- Uncertainty of future right-of-way and construction costs
- Need for new interchange depends on release of the surrounding lands from BLM jurisdiction
- Uncertainty of proposed Sheep Mountain Parkway terminus

**Financial Fine Points:**

- Total funding expended: \$875,000
- Inflation escalation (4%) is to 2016 approximate midpoint of construction.
- Funding source for this project has not yet been identified

% Design Complete



% ROW Complete



October,  
2008



**I-15 North – Phase 4**  
**I-15 / CC-215 Northern Beltway Interchange**

Project Sponsor: Clark County  
 Project Manager: Jeff Hale, P.E.  
 (775) 888-7321



**Project Description:**

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

**Schedule:**

- Planning:**  
Complete
- Environmental Clearance:**  
Complete
- Final Design:**  
Start 2013 - 2015
- Construction:**  
Start: 2015 - 2017



**Project Cost Range (Environmental phase estimates):**

- Engineering: \$6 - \$15 million  
 Right-of-Way: \$1 - \$5 million  
 Construction: \$123 - \$140 million  
 Total Project Cost: \$130 - \$160 million

**Project Benefits:**

- Increase capacity to accommodate projected local and interstate traffic to year 2030
- Decrease congestion
- Reduce travel times
- Improve access to areas planned for development in North Las Vegas
- Improve freeway operations with full freeway-to-freeway connectivity
- Improve safety

**What's Changed Since Last Update?**

- Scope – No change
- Schedule – No change
- Cost – No change

**Project Risks:**

- Project schedule will be determined by project sponsor (Clark County)
- Uncertainty of future construction and labor costs
- Potential funding shortfall

**Financial Fine Points:**

- Total funding expended: \$875,000
- Inflation escalation (4%) is to 2016 approximate midpoint of construction.
- Funding source for this project has not yet been identified.

**% Design Complete**



**% ROW Complete**



October,  
2008



# I – 15 NEON

Project Sponsor: NDOT  
 Senior Project Manager: Glenn Petrenko, P.E.  
 (775) 888-7321



## Project Description:

- HOV Direct Connector from US 95 to I-15 and I-15 widening improvements from Spaghetti Bowl to south of Sahara; Add/Drop lanes at Oakey/Wyoming
- Local Access Improvements to Las Vegas Downtown Redevelopment
- Connecting Industrial Road and Martin Luther King over I-15
- New access to Alta
- Collector distributor roads
- I-15/ Charleston Interchange Reconstruction
- Project Length: 4.83 miles

## Schedule:

**Planning:**  
2003-2009

**Environmental Clearance:**  
2003-2009

**Final Design:**  
TBD

**Construction:**  
TBD



## Project Benefits:

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

## Project Cost Range (Environmental phase estimates):

Engineering: \$79 - \$157 Million  
 Right-of-Way: \$490 - \$616 Million  
 Construction: \$886 - \$1.025 Billion

Total Project Cost: \$1.455 - \$1.798 Billion

## What's Changed Since Last Update?

- Scope – No change
- Schedule – No change
- Cost – No change

## Project Risks:

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

## Financial Fine Points:

- Total funding Expended: \$12,071,957
- Inflation escalation (4%) is to 2020 approximate midpoint of construction.
- Additional Federal, State, Local and Regional Funding will be required.

% Design Complete



% ROW Complete



March 27,  
2008



## I-15 Urban Resort Corridor Study

**Project Sponsor:** Nevada Department of Transportation  
**Project Manager:** Tony Letizia



### Project Description:

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

### Schedule:

**Planning:**  
2008 - 2009

**Environmental Clearance:** TBD

**Final Design:** TBD

**Construction:** TBD



### Project Benefits:

- Improve capacity, operations, safety, access and mobility
- Meet stakeholder/public expectations
- Improve quality of life
- Support economic development
- Reduce trip times

### Project Cost Range:

Engineering: TBD  
 Right-of-Way: TBD  
 Construction: TBD

Total Project Cost: TBD

### What's Changed Since Last Update?

- Scope – No change
- Schedule – No change
- Cost – No Change

### Project Risks:

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

### Financial Fine Points:

- Total funding Expended: \$756,650.00



October,  
2008



# I-15 South Sloan Road to Tropicana Avenue

Project Sponsor: NDOT  
Project Manager: John Terry, P.E.  
(775) 888-7321



## Project Description:

- I-15 from Sloan Road to Blue Diamond Road (12 miles) – Improve operational efficiency, capacity and safety.
- Construct new interchanges at Bermuda Road, Starr Ave., and Cactus Road. Design by RTC with NDOT oversight.
- Reconstruct interchange at Sloan Road.
- Construct Sunset Road bridge over I-15 and reconstruct Warm Springs Bridge over I-15
- Includes Phase I improvements from Blue Diamond to Tropicana with funding from AB 595. This project will be delivered by Design-Build method of delivery. Phase I construction will begin in 2009.

## Schedule:

- Planning:**  
Complete
- Environmental Clearance:**  
2008 - 2009
- Final Design:**  
TBD
- Construction:**  
TBD



## Project Cost Range (Planning phase estimates):

Engineering: \$30M - \$75M  
Right-of-Way: \$10M - \$45M  
Construction: \$616M - \$739M

Total Project Cost: \$656M - \$859M

## Project Benefits:

- Provides additional lanes on I-15 to accommodate higher traffic volumes at acceptable operating speeds.
- Provides additional interchanges on I-15 to reduce traffic at congested interchanges.
- Reduces operational conflicts at ramps from Blue Diamond Road to Tropicana Ave.

## What's Changed Since Last Update?

- Scope – No change
- Schedule – No Change
- Cost – No change

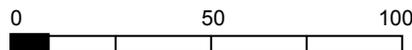
## Project Risks:

- Delay in Environmental document approval will impact project schedule
- Difficult construction issues may affect project cost and/or schedule
- Project underfunded – delay in identifying additional funds will affect schedule and increase costs

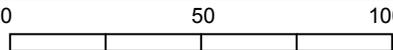
## Financial Fine Points (Key Assumptions):

- Total funding Expended: \$3.2 million
- Inflation escalation (4%) is to 2016 approximate midpoint of construction of all phases.
- Funding not identified for all project phases

**% Design Complete**



**% ROW Complete**



October,  
2008



## I-15 South Freeway Improvements Phase 1 Blue Diamond to Tropicana

Project Sponsor: NDOT  
Project Manager: John Terry, P.E.  
(702) 671- 6601



### Project Description:

- First phase of the I-15 South Sloan Road to Tropicana Avenue Project
- Add collector-distributor lanes from Blue Diamond Road to Tropicana Avenue.
- Braid Collector-distributor roads to eliminate weaves between I-215 and Tropicana Avenue
- Construct Sunset Road Bridge over I-15 and reconstruct Warm Springs Bridge over I-15
- To be delivered by Design-Build

### Schedule:

- Planning:**  
2008
- Environmental Clearance:**  
2009
- Design:**  
2008 - 2009
- Construction:**  
2009 - 2011



### Project Benefits:

- Provides additional capacity on I-15
- Reduces operational conflicts between Blue Diamond Road, I-215, Harmon Avenue and Tropicana Avenue;
- Improves east-west access across I-15
- Reduces collisions.
- Improves transportation system performance.

### Project Cost Range (Final design phase estimates):

Engineering: \$10M – \$25M  
Right-of-Way: 0  
Construction: \$200M - \$250M  
Total Project Cost: \$210M – 275M

### What's Changed Since Last Update?

- Scope – No change
- Schedule – No change
- Cost – No change

### Project Risks:

- Delay in Environmental document approval will impact project schedule
- New tunnels/bridges under/over UPRR require close cooperation
- Tight ROW
- Difficult schedule for Design-Build process

### Financial Fine Points (Key Assumptions):

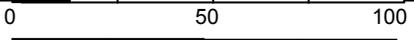
Total funding Expended: \$1,050,000

- Planning level estimate
- Cost to be maintained by adjusting scope in D-B process.
- Project funding source: AB 595

**% Design Complete**



**% ROW Complete**



October,  
2008



**I-15, South  
STATELINE TO SLOAN**

Project Sponsor: NDOT  
Project Manager: John Terry, P.E.  
(702) 671- 6601



**Project Description:**

- Improve operation efficiency, capacity and safety

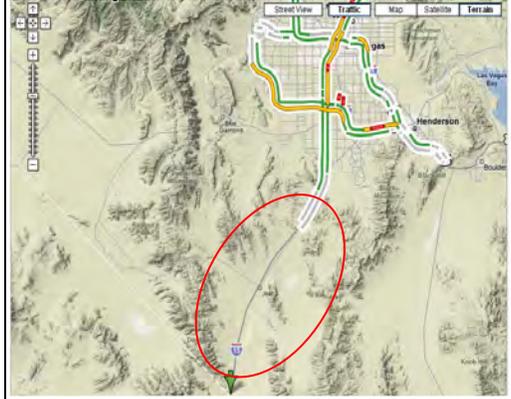
**Schedule:**

**Planning:**  
2010-2012

**Environmental Clearance:**  
TBD

**Final Design:**  
TBD

**Construction:**  
TBD



**Project Cost Range (Planning phase estimates):**

Engineering: \$ 10-12 M  
Right-of-Way: \$ TBD  
Construction: \$ 100 – 120 M

Total Project Cost: \$ 110-132 M

**Project Benefits:**

- Increase capacity to accommodate projected local and interstate traffic to year 2030
- Decrease congestion
- Reduce travel times
- Widening to 8 lanes will increase capacity
- Widen several bridges and a grade separation at UPRR
- Improve on/off ramps at Primm and Sloan Interchanges

**What's Changed Since Last Update?**

- Scope – No change
- Schedule – No change
- Cost – No change

**Project Risks:**

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

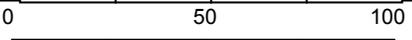
**Financial Fine Points (Key Assumptions):**

- Total funding Expended to Date: \$ 0
- No funding has been identified for this project
- Inflation escalation (4%) is to 20xx approximate midpoint of construction.

**% Planning Complete**



**% Design Complete**



October,  
2008



### 3.2 I-515/US-95/US Projects

There are four major projects initiated or identified through southern Nevada.

They are:

<b>I-515 Freeway Improvements – I-15 to Horizon Drive</b>	<b>15</b>
<b>I-515/US-95/US93: Boulder City Bypass Phase 1 Foothill Drive to US-95</b>	<b>16</b>
<b>I-515/US-95/US93: Boulder City Bypass Phase 2 US-95 to Hoover Dam Bypass</b>	<b>17</b>
<b>US-93 Hoover Dam Bypass</b>	<b>18</b>



**I-515 Freeway Improvements  
I-15 to Horizon Drive**

Project sponsor: NDOT  
Project Manager: John Terry, P.E.  
(775) 888-7321



**Project Description:**

- I-515 from I-15 to Horizon Drive – Improve operational efficiency, capacity and safety.
- Reconstruct the Downtown Las Vegas viaduct.
- Construct new interchanges at “F” Street, Pecos Road and Sahara Avenue.
- Construct Bonanza Road Overcrossing of Las Vegas Blvd.
- Realign Stewart Avenue and Sahara Avenue.
- Reconstruct and expand Pedestrian & Bicycle Facilities.

**Schedule:**

**Planning:**  
2007-2008

**Environmental Clearance:**  
2008-2009

**Final Design**  
TBD

**Construction**  
TBD



**Project Cost Range (planning level estimate):**

Engineering: \$79M - \$115M  
Right-of-Way: \$356M - \$448M  
Construction: \$1,046M - \$1,451M

Total Project Cost: \$1,481M - \$2,014M

**Project Benefits:**

- Increase traffic volumes at acceptable operating speeds.
- Provides additional interchanges on I-515 to reduce traffic at congested interchanges.
- Reduces operational conflicts at ramps
- Reduces collisions.
- Improves transportation system performance.

**What's Changed Since Last Update?**

- Scope – No change
- Schedule – No change
- Cost – No change

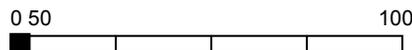
**Project Risks:**

- Environmental process under development – project scope, schedule and cost not fully defined.
- Complex right-of-way and utilities issues.
- Time delays in relocating public facilities and public housing.
- Funding uncertainty

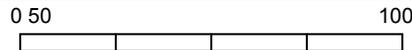
**Financial Fine Points (Key Assumptions):**

- Total funding Expended: \$7,320,000
- Inflation escalation (4%) is to 2012 in CLV and 2017 for remainder of project, approximate midpoint of construction.
- Funding for project not identified

**% Design Complete**



**% ROW Complete**



October, 2008



**I 515 / US 93 / US 95 - Boulder City Bypass Phase 1**  
**Foothill Drive to US 95**

Project Sponsor: NDOT  
 Senior Project Manager: Glenn Petrenko, P.E.  
 (775) 888-7321



**Project Description:**

- Realignment of I 515 / US 93/ US 95 to create an access controlled facility from Foothill Drive to US 95
- One new diamond interchange and one new half interchange along with Frontage Roads will be constructed
- Direct Connector Ramps from the new facility to US 93 will be constructed
- Direct Connector Ramps from US 95 to the new facility will be constructed
- Existing access will be perpetuated
- Project Length: 3 miles

**Schedule:**

- Planning:**  
Completed
- Environmental Clearance:**  
Completed
- Final Design:**  
2008 - 2010
- Construction:**  
Start: 2010-2013



**Project Cost Range (Final design phase estimates):**

Engineering: \$4 - \$10 million  
 Right-of-Way: \$38 - 60 million  
 Construction: \$156 - \$195 million

Total Project Cost: \$198 - \$265 million

**Project Benefits:**

- Improves Safety by eliminating a signal at US 93 and Railroad Pass Casino
- Improves Operations for Trucks from US 95 to I-515
- Improves Operations for Peak trips from Boulder City to Las Vegas
- Improves local circulation
- Completes initial bypass phase

**What's Changed Since Last Update?**

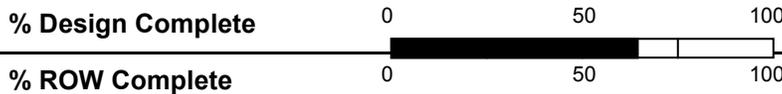
- Scope – No change
- Schedule – No change
- Cost – No change

**Project Risks:**

- Concurrent utility relocations may affect schedule
- Unit price and property escalation may affect project cost
- Full funding may not be available
- Resource conflict with other on-going projects

**Financial Fine Points:**

- Total funding Expended: \$2,750,280
- Total funding Expended for BC Bypass Environmental studies (all phases): \$4,895,181
- Inflation escalation (4%) is to 2012 approximate midpoint of construction.
- Additional Federal, State, Local and Regional Funding will be required.



October 2008



**I 515 / US 93 / US 95 - Boulder City Bypass Phase 2  
US 95 to Hoover Dam Bypass**

Project Sponsor: NDOT  
Senior Project Manager: Glenn Petrenko, P.E.  
(775) 888-7321



**Project Description:**

- Provide extension of Phase I from US 95 to tie into the Hoover Dam Bypass at Nevada Interchange
- Provide limited access bypass to the south of Boulder City for US 93 traffic.
- 4 lane divided highway facility.
- Require several bridge structures over existing access roads and to provide wildlife access
- Project Length: 12 miles

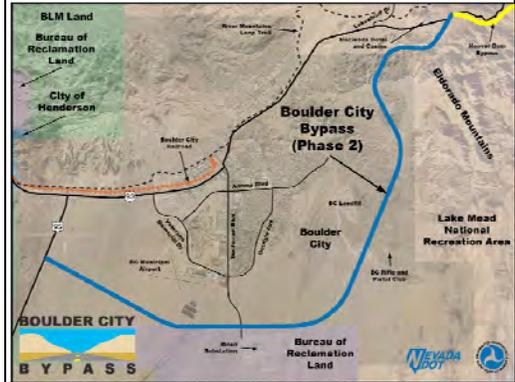
**Schedule:**

**Planning:**  
Completed

**Environmental Clearance:**  
Completed

**Final Design:**  
Start: 2017-2025

**Construction:**  
TBD



**Project Cost Range (Planning phase estimates):**

Engineering: \$15 – 30 million  
Right-of-Way: \$2 - \$4 million  
Construction: \$335 - \$820 million

Total Project Cost: \$352 - \$850 million

**Project Benefits:**

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

**What's Changed Since Last Update?**

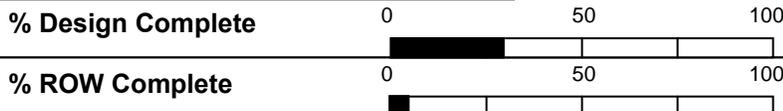
- Scope – No change
- Schedule – No change
- Cost – No change

**Project Risks:**

- Project unfunded – may delay schedule and increase costs
- Unit price escalation may affect project cost
- Difficult design & construction issues in a mountainous terrain may affect cost & schedule

**Financial Fine Points:**

- Total funding Expended: \$2,808,668
- Total funding Expended for BC Bypass Environmental studies (all phases): \$4,895,181
- Inflation escalation (4%) is to 2027 approximate midpoint of construction.
- Additional Federal, State, Local and Regional Funding will be required.



April 1, 2008



## Hoover Dam

Project Sponsor: FHWA / CFLHD  
 CFLHD Project Manager: F. Dave Zanetell, P.E.  
 NDOT Senior Project Manager: Glenn Petrenko, P.E.  
 (775) 888-7321

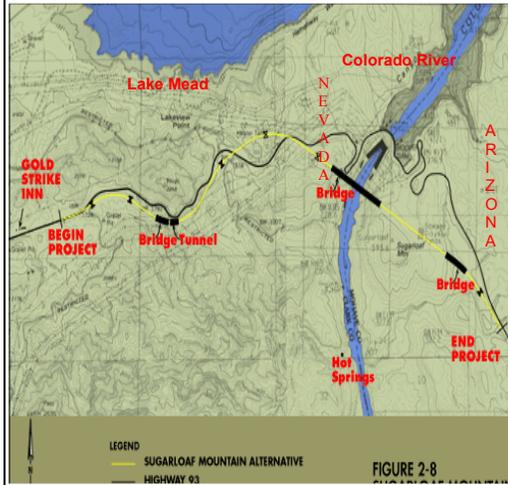


### Project Description:

- Realignment of US 93 to create a highway bypass around Hoover Dam tying into existing US93
- One new diamond interchange at AZ end of project and one new 3/4 diamond interchange at NV end will be constructed
- Long-span bridge crossing the Colorado River approximately 1500 feet south of Hoover Dam
- Pedestrian plaza and parking area constructed with access to the newly named Hoover Dam Access Road
- Project Length: 2.38 miles

### Schedule:

- Planning:**  
Complete
- Environmental Clearance:** Complete
- Final Design:**  
5 of 6 phases complete
- Construction:**  
5 of 6 phases complete  
Late 2010



### Project Cost Range (Final design phase estimates):

Engineering: \$23 - \$24 million  
 Right-of-Way: No cost  
 Construction: \$215 - \$216 million

Total Project Cost: \$240 M remains on original budget

### Project Benefits:

- Improves Safety by removing trucks and through-traffic from Dam with tourists
- Improves Operations for Trucks on US 93, tourists on Hoover Dam
- Improves Operations for trips from Phoenix to Las Vegas
- Improves Hoover Dam facility, worker and visitor operations
- Protects waters of the Colorado River.

### What's Changed Since Last Update?

- Scope – No change
- Schedule – No change
- Cost – No change

### Project Risks:

- Unit price escalation for final surfacing project (mitigated due to interim surfacing)
- Construction delays (cable stay portion of arch most difficult – extensive planning in place)

### Financial Fine Points:

- Total funding Expended: \$191,000,000
- Project remains on original \$240m program
- Working with NPS and BOR to develop and complete pedestrian trail and parking facility. \$2.1m external secured for this through application to SNLPA
- Nevada Funds - \$20 m committed, \$16 m received
- Remaining \$4 m need in late 2009



October 2008



### 3.3 US-95 Northwest Projects

There are five major projects initiated on I-15 through southern Nevada and especially through the Las Vegas Urbanized Area. They are:

US-95 Northwest Phase 1 – Rainbow Boulevard (SR 595) to Ann Road	20
US-95 Northwest Phase 2 – Ann Road to Kyle Canyon Road (SR 157)	21
US-95 Northwest Phase 3 – CC 215 Beltway Interchange	22
US-95 Northwest Phase 4 – Horse Avenue Interchange	23
US-95 Northwest Phase 5 – Kyle Canyon Road (SR 157) Interchange	24



**US 95 Northwest – Phase 1  
Rainbow Boulevard (SR 595) to Ann Road**

Project Sponsor: NDOT  
Senior Project Manager: Jenica K. Finnerty, P.E.  
(775) 888-7321



**Project Description:**

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

**Schedule:**

**Planning:**  
Complete

**Environmental Clearance:**  
Complete

**Final Design:**  
2008-2009

**Construction:**  
TBD



**Project Cost Range (Final Design Phase Estimates):**

Engineering: \$2 - \$3 million  
Right-of-Way: \$5 - \$7 million  
Construction: \$126 – \$155 million

Total Project Cost: \$133 – \$165 million

**Project Benefits:**

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

**What's Changed Since Last Update?**

- Scope – FHWA has identified the US 95 Northwest as a major Project (Estimated cost exceeding \$500 million).
- Schedule – No change
- Cost – Estimate updated based on FHWA Cost Estimate Review

**Project Risks:**

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

**Financial Fine Points:**

- Total funding Expended for Phase 1: \$450,000
- Total funding Expended for US 95 Northwest Environmental Studies (all phases): \$5 M
- Inflation escalation (4%) to midpoint of Construction in 2010
- Funding source:
  - AB 595 - full funding not available until 2011
  - \$12 million Federal
  - \$1 million State
  - \$120 - \$152 million unidentified



10/1/2008



**US 95 Northwest – Phase 2  
Ann Road to Kyle Canyon Road (SR 157)**

Project Sponsor: NDOT  
Senior Project Manager: Jenica K. Finnerty, P.E.  
(775) 888-7321



**Project Description:**

- This is the second phase of the US 95 Northwest Project that extends from Washington Ave to Kyle Canyon Road.
- Alleviate congestion within the corridor by increasing capacity
- Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning
- Project length: 5.55 miles

**Schedule:**

**Planning:**  
Complete

**Environmental Clearance:**  
Complete

**Final Design:**  
Start 2009 - 2011

**Construction:**  
TBD



**Project Benefits:**

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

**Project Cost Range (Environmental Phase Estimates):**

Engineering: \$2 – \$3 million  
Right-of-Way: \$7 – \$9 million  
Construction: \$104 - \$119 million

Total Project Cost: \$113 – \$131 million

**What's Changed Since Last Update?**

- Scope – FHWA has identified the US 95 Northwest as a major Project (Estimated cost exceeding \$500 million).
- Schedule – Construction postponed due to availability of funds
- Cost – Estimate updated based on FHWA Cost Estimate Review

**Project Risks:**

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

**Financial Fine Points:**

- Total funding Expended for Phase 2: \$0.0 (Design phase not yet started)
- Total funding Expended for US 95 Northwest Environmental Studies (all phases): \$5 M
- Inflation escalation (4%) to midpoint of Construction in 2015
- Funding source:
  - AB 595 - full funding not available until 2015
  - \$113 - \$131 million unidentified

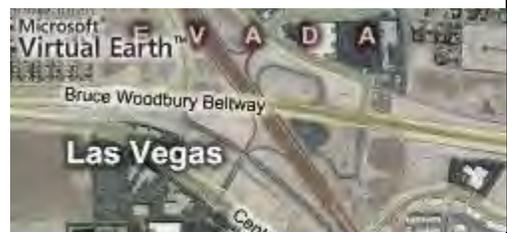


10/1/2008



**US 95 Northwest – Phase 3  
Clark County 215 Interchange**

Project Sponsor: NDOT and Clark County  
Senior Project Manager: Jenica K. Finnerty, P.E.  
(775) 888-7321



**Project Description:**

- This is the third phase of the US 95 Northwest Project that extends from Washington Ave to Kyle Canyon Road.
- Alleviate congestion within the corridor by increasing capacity
- Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning
- Construct new interchange at CC 215

**Schedule:**

- Planning:**  
Complete
- Environmental Clearance:**  
Complete
- Final Design:**  
Start 2009 - 2011
- Construction:**  
TBD



**Project Cost Range (Environmental Phase Estimates):**

Engineering: \$6 – \$9 million  
Right-of-Way: No cost  
Construction: \$219 - \$276 million

Total Project Cost: \$225 – \$285 million

**Project Benefits:**

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

**What's Changed Since Last Update?**

- Scope – FHWA has identified the US 95 Northwest as a major Project (Estimated cost exceeding \$500 million).
- Schedule – No change
- Cost – Estimate updated based on FHWA Cost Estimate Review

**Project Risks:**

- Unit price escalation may affect project cost
- Complex design issues may impact schedule and scope

**Financial Fine Points:**

- Total funding Expended for Phase 3: \$0.0 (Design phase not started)
- Total funding Expended for US 95 Northwest Environmental Studies (all phases): \$5 M
- Inflation escalation (4%) to midpoint of Construction in 2012
- Funding source:
  - \$26 million State
  - \$67 million Local
  - \$132 - \$192 million unidentified



10/1/2008



**US 95 Northwest – Phase 4  
Horse Interchange**

Project Sponsor: City of Las Vegas and NDOT  
City Project Manager: Randy McConnell, P.E.  
NDOT Project Manager: Bill Glaser, P.E.  
(775) 888-7321



**Project Description:**

- This is the fourth phase of the US 95 Northwest Project that extends from Washington Ave to Kyle Canyon Road.
- Construct a new interchange on US 95 at Horse Drive to increase capacity and improve safety in response to recent and planned development

**Schedule:**

- Planning:**  
complete
- Environmental Clearance:**  
Complete
- Final Design:**  
Complete
- Construction:**  
2008-2010



**Project Cost Range (Final Design Phase Estimates):**

- Engineering: \$1– \$3 million  
Right-of-Way: \$11.3 million  
Construction: \$60 - \$65 million
- Total Project Cost: \$72 – \$87 million

**Project Benefits:**

- Increase capacity
- Improve safety
- Meet stakeholder/public expectations
- Reduce trip times
- Improve driver comfort
- Improve access

**What's Changed Since Last Update?**

- Scope – FHWA has identified the US 95 Northwest as a major Project (Estimated cost exceeding \$500 million).
- Schedule – Project on-hold. Waiting for approval of US 95 Northwest finance plan by FHWA
- Cost – Engineering & ROW costs adjusted based on final expenditures

**Project Risks:**

- Complex construction in a dense urban residential area

**Financial Fine Points (Key Assumptions):**

- Total funding expended by City of Las Vegas for phase 4: \$14 million (11.3 million ROW, .3 million in-house engineering, Consultant Engineering 2.4 million)
- Total funding Expended for US 95 Northwest environmental studies (all phases): \$5 M
- \$4.1M Federal SAFTEA-LU Funds
- \$21M RTC Clark County STP
- \$48M City of Las Vegas

**% Design Complete**



**% ROW Complete**



October 2008



## US 95 Northwest – Phase 5 Kyle Canyon Road Interchange

Project Sponsor: City of Las Vegas and NDOT  
Senior Project Manager: Jenica K. Finnerty, P.E.  
(775) 888-7321



### Project Description:

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

### Schedule:

- Planning:**  
Complete
- Environmental Clearance:**  
Complete
- Final Design:**  
Start 2011 - 2013
- Construction:**  
TBD



### Project Benefits:

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

### Project Cost Range (Environmental Phase Estimate):

Engineering: \$1 – \$2 million  
Right-of-Way: \$1 - \$2 million  
Construction: \$27 - \$38 million

Total Project Cost: \$29 – \$42 million

### What's Changed Since Last Update?

- Scope – FHWA has identified the US 95 Northwest as a major Project (Estimated cost exceeding \$500 million).
- Schedule – Construction postponed due to availability of funds
- Cost – Estimate updated based on FHWA Cost Estimate Review

### Project Risks:

- Unit price escalation may affect project cost
- Complex design issues may impact schedule and scope

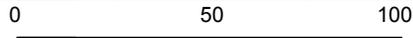
### Financial Fine Points:

- Total funding Expended for Phase 5: \$0.0 (Design phase not started)
- Total funding Expended for US 95 Northwest Environmental Studies (all phases): \$5 M
- Inflation escalation (4%) to midpoint of Construction in 2013
- Funding source:
  - \$15 million Federal
  - \$7 million Local
  - \$10 million Private

**% Design Complete**



**% ROW Complete**



10/1/2008



### **3.4 Other Southern Nevada Projects**

**There is one major project initiated in southern Nevada, through the Las Vegas Urbanized Area. They are:**

**CC-215 Beltway – Summerlin Parkway Interchange**

**26**



**215 BELTWAY**  
**Charleston Boulevard to Summerlin Parkway**  
**Summerlin Parkway Interchange**

**Project Sponsor:** Clark County Public Works  
**Project Manager:** Roy Davis, P.E.  
**NDOT Project Manager:** James Ragan, P.E.



**Project Description:**

- Construct a portion of a system to system interchange at Summerlin Parkway.
- Construct approximately 1.4 miles of four lane access controlled freeway and widen 1.2 miles of freeway.
- Construct Interchange at Far Hills
- Construct bridge structures at Summerlin Parkway Interchange
- Construct drainage improvements including channel, box culverts and storm drain.
- Construct soundwalls in selected locations.

**Schedule:**  
Complete

**Planning:**  
Complete

**Environmental Clearance:**  
Complete

**Final Design:**  
Complete

**Construction:**  
2008-2010



**Project Benefits:**

- Provides through lane connections on the Beltway mainlines north and south of Summerlin Parkway Interchange.
- Reduces traffic congestion at the Beltway/Summerlin Parkway junction.
- Improves efficiency of traffic patterns for interchange movements.
- Improves on-system drainage by increasing efficiency of drainage system.
- Mitigates traffic noise levels in warranted locations.

**Project Cost Range:**

Engineering: \$7Million  
 Right-of-Way: No cost  
 Construction: \$57- \$63 Million  
  
 Total Project Cost: \$64-\$70 Million

**What's Changed Since Last Update?**

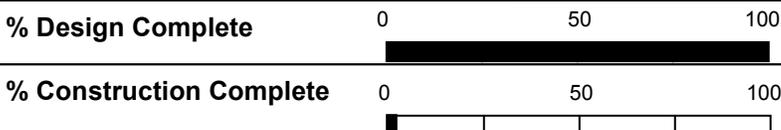
- Scope – No Change
- Schedule – No Change
- Cost – No Change

**Project Risks:**

- Concurrent utility relocation may affect schedule and cost
- Maintaining stormwater during construction
- Maintaining traffic during multiple construction phases.

**Financial Fine Points:**

- Total Funding Expended: \$12,434,000
- Bid Awarded April 15<sup>th</sup>, 2008: \$56,978,099.50
- Funding Source is Clark County



October 2008



### 3.5 Northern Nevada Projects

There are six major projects initiated in northern Nevada and especially through the Reno-Sparks Urbanized Area. They are:

<b>I-80 – Robb to Vista</b>	<b>28</b>
<b>I-580 Freeway Extension</b>	<b>29</b>
<b>US-395 North – McCarran Blvd. to Stead Blvd.</b>	<b>30</b>
<b>US-395 Northbound – Moana Lane to I-80</b>	<b>31</b>
<b>SR-445 – Pyramid Highway Improvements</b>	<b>32</b>
<b>US-395 Carson City Freeway Phase 2B – S. Carson St. to Fairview Dr.</b>	<b>33</b>



# I-80 Robb to Vista

Project Sponsor: NDOT  
 Project Manager: Dan McMartin  
 (775) 888-7321



## Project Description:

- Make operational and capacity improvements to I-80 from Robb Drive to Vista Blvd.
- Make operational and capacity improvements to the I-80/I-580 interchange (Spaghetti Bowl)
- Early Action and Phase I projects from the Washoe County Freeway Corridor Study currently being scoped
- Project Length: 10.4 Miles

## Schedule:

**Planning:**  
2008-2010

**Environmental Clearance:**  
TBD

**Final Design:**  
TBD

**Construction:**  
TBD



## Project Benefits:

- Improve operations and capacity along I-80
- Improve safety
- Provide better connectivity between I-80 and I-580/US 395
- Accommodate Future Projected Traffic

## Project Cost Range (Planning phase estimates):

Engineering: \$85 Million to \$105 Million  
 Right-of-Way: \$95 Million to \$125 Million  
 Construction: \$900 Million - \$1.1 Billion

Total Project Cost: \$1.08 Billion - \$1.33 Billion

## Project Risks:

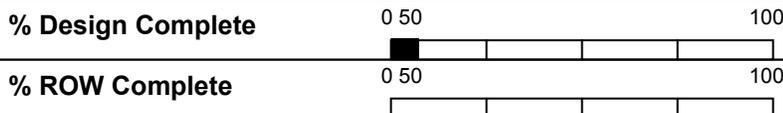
- Limited Right of Way
- Project unfunded – delay in identifying needed funds will affect schedule and increase costs
- Environmental process not started – Project cost, scope and schedule may be impacted
- Resources may need to be reallocated to higher priority projects - Project cost, scope and schedule may be impacted

## What's Changed Since Last Update?

- Scope – No Change
- Schedule – No Change
- Cost – No Change

## Financial Fine Points:

- Total Funding Expended by NDOT: \$60,000 in Preliminary Engineering
- Funding through AB 595 – full funding not available
- Inflation escalation (4%) is to 2020 approximate midpoint of construction
- Additional Federal, State, and local funding will/may be required



October 16,  
2008



# I 580 Freeway Extension

**Project Sponsor – Nevada Department of Transportation**

**Project Manager – Todd Montgomery, P.E.**  
**Phone: (775) 888-7321**



## Project Description:

- 8.5 Miles of new 6-lane controlled access freeway
- Complete Mt. Rose Interchange (SR431) and construct a new interchange at Bowers Mansion Road (SR 429)
- Construct two grade separations and five bridges
- Construct Kelly Canyon Road (frontage road) and Parker Ranch Road to maintain local access at south end of project
- Ten water quality basins for treating storm water runoff

## Schedule:

**Planning:** Completed

**Environmental Clearance:** Completed

**Final Design:** Completed

**Construction:** Estimated Completion 2011-12



## Project Cost Range (Cost estimates are appropriate for anticipated year of completing each phase):

Engineering: \$31 M  
 Right-of-Way: \$51 M  
 Construction: \$500 M to \$575 M

Estimated Total Project Cost: \$582 M to \$657 M

## Project Benefits:

- Construction will result in 27 miles of uninterrupted controlled access facility that meets interstate standards
- Will serve as the primary interstate highway for transportation linking Mexico with Canada and a major local arterial
- Will provide only all weather route connection between Carson City and Reno, Sparks & I 80
- Completion will alleviate congestion and explosive growth of over 61,700 vehicles per day predicted to travel in North Carson on I 580/US 395
- Projected to reduce the over 2,570 accidents and 16 fatalities that occurred in a 10 year span within similar limits

## What's Changed Since Last Update?

- Scope – No change.
- Schedule – 333 of 916 working days completed (36.4%).
- Cost – No change.

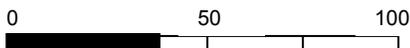
## Project Risks:

- Complex construction in a rural mountainous freeway setting (High).
- Construction in geothermally altered earth (Medium).
- Delays due to weather/temperatures (Low).

## Financial Fine Print (Key Assumptions):

- Total Funding Expended - **\$299,113,178**
  - Enginee ring - \$30,316,502
  - Right-of-Way - \$50,021,603
  - Con struction - \$218,775,073
- Bond Funds
- Inflation escalation (4%) is to 2009 approximate midpoint of construction

**% Construction Complete**



Oct. 31, 2008



**US395 North  
McCarran Blvd. To Stead Blvd.**

Project Sponsor: NDOT  
Senior Project Manager: Jim Gallegos, P.E.  
(775) 888-7321



**Project Description:**

- Widen US395 to increase capacity and improve traffic operations.
- Modify interchange ramps and cross streets as necessary to improve operations.
- Widen bridge structures at Stead, Lemmon Drive, Golden Valley, UPRR, Virginia St., Panther Valley, Parr Blvd. and Clear Acre Lane if necessary.
- Perpetuate drainage features
- Replace and install new signs

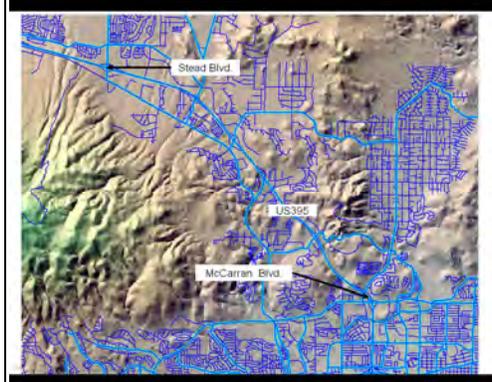
**Schedule:**

**Planning:**  
2009 - 2010

**Environmental Clearance:**  
Start:2010 -2011

**Final Design:**  
TBD

**Construction:**  
TBD



**Project Cost Range (Planning phase estimates):**

Engineering: \$7 - \$9 million  
Right-of-Way: \$3 - \$6 million  
Construction: \$ 70 – \$85 million

**Project Benefits:**

- Relieves heavy peak hour congestion and reduces crashes associated with congestion.
- Reduces travel time
- Improves overall traffic operations

Total Project Cost: \$80 - \$100 million

**What's Changed Since Last Update?**

- Scope – No Change
- Schedule – No change
- Cost – No change

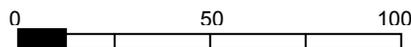
**Project Risks:**

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

**Financial Fine Points:**

- Total funding Expended: \$50,000
- Inflation escalation (4%) is to 2015, approximate mid-point of construction.
- No funding has been identified for this project.

**% Planning Complete:**



October 2008



**US 395 Northbound  
Moana Lane to I-80**

Project Sponsor: NDOT  
Senior Project Manager: Jim Gallegos, P.E.  
(775) 888-7321



**Project Description: Split Gore Alternative**

- Widen NB US395 to improve traffic operations from the Moana Lane interchange to the I-80 interchange.
- Widen NB bridges at Vassar, Mill, Glendale, Truckee River, Kietzke, UPRR, and 4<sup>th</sup> St.
- Replace Overhead Sign Structures
- Perpetuate drainage features
- Reconstruct NB ramps at Mill, Glendale, Villanova & I-80.
- Project Length: 2.87 miles

**Schedule:**

**Planning:**  
Completed

**Environmental Clearance:**  
Spring 2009

**Final Design:**  
Summer 2009

**Construction:**  
Start: 2010 - 2013



**Project Cost Range:**

Engineering: \$7-9 million  
Right-of-Way: \$3-6 million  
Construction: \$ 70 – 85 million

Total Project Cost: \$80 - \$100 million

**Project Benefits:**

- Relieves heavy northbound peak hour congestion and reduces crashes associated with congestion.
- Reduces northbound travel time from 16 minutes to 3 minutes in peak hour from Moana to I-80
- Improves overall northbound traffic operations and reduces multiple weaves and lane changes at Spaghetti Bowl Interchange

**What's Changed Since Last Update?**

- Scope – No change
- Schedule – Project delivery has been adjusted six months to improve alignment with available funding.
- Cost – No change

**Project Risks:**

- Environmental requirements for working in the Truckee River.
- Concurrent construction by the Glendale Wal-Mart and Grand Sierra Resort could affect project design and/or construction.
- Acceptance of Traffic Management Plan by affected project stakeholders.
- Availability of Funding
- Fiber optic line relocation at Vassar Street could impact schedule.

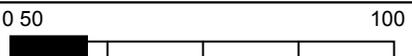
**Financial Fine Points (Key Assumptions):**

- Total funding Expended: \$4.25 Million
- Inflation escalation (4%) is to 2012, mid-point of construction
- The AB595 income stream and additional federal, state and local funding will be utilized to complete the project

**% Design Complete**



**% ROW Complete**



October 2008



# SR – 445 Pyramid Highway Improvements

**Project Sponsors – Washoe County Regional Transportation Commission and Nevada Department of Transportation**

**Project Manager – Todd Montgomery, P.E.  
Phone: (775) 888-7321**



## Project Description:

- Nugget Avenue to McCarran Boulevard – Widen to six lanes
- McCarran Boulevard to Lazy Five Parkway – Widen to eight lanes
- Lazy Five Parkway to Calle De La Plata Drive – Widen to six lanes
- Pyramid Way – McCarran Boulevard Intersection Improvements
- Pyramid Highway and US 395 / I 80 Interchange Connection

## Schedule:

**Planning:** Completed

**Environmental Clearance:**  
TBD

**Final Design:**  
TBD

**Construction:**  
TBD



## Project Cost Range (Planning phase cost estimates):

Engineering: \$40 M to \$60M  
Right-of-Way: \$100 M to \$150 M  
Construction: \$410 M to \$660 M

Total Project Cost: \$550 M to \$870 M

## Project Benefits:

- Address congestion and safety along the Pyramid Highway Corridor
- Provide alternate access to freeway system
- Enhance operational characteristics of the Pyramid Way – McCarran Boulevard Intersection
- Improve safety

## What's Changed Since Last Update?

- Scope – No change.
- Schedule – No change.
- Cost – No change.

## Project Risks:

- Construction in a dense urban residential area (High)
- Funding resources for all phases not identified (High)

## Financial Fine Print (Key Assumptions):

- Total Funding Expended: \$2,216,894
- Inflation escalation (4%) is to 2017 approximate midpoint of construction



Oct. 31, 2008



**US 395 Carson City Freeway Phase 2B**  
**South Carson Street to Fairview Drive**

Project Sponsor: NDOT  
 Senior Project Manager: Jim Gallegos, P.E.  
 (775) 888-7321



**Project Description:**

- Construct 3 miles of 4 lane access controlled Freeway which will complete the nine mile system around the state Capitol.
- Complete the interchange at Fairview Drive - providing full traffic movements.
- Construct the Koontz Lane, Clearview Drive & Snyder Avenue grade separated crossings.
- Construct the South Carson Street Interchange.
- Construct over four miles of sound walls to mitigate traffic noise.
- Construct flood control facilities including detention basins, channels, box culverts, and the freeway drainage system.
- Project Length: 3.37 Miles

**Schedule:**

- Planning:**  
Complete
- Environmental Clearance:**  
Complete
- Final Design:**  
Start: 2013
- Construction:**  
Start: 2014 - 2016  
Depends on Funding



**Project Cost Range (Final design phase estimates):**

Engineering:	\$6 - \$8M
Right-of-Way:	\$30 - \$32M
Construction:	\$140 - \$160M
<b>Total Project Cost:</b>	<b>\$176 - \$200</b>

**Project Benefits:**

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

**What's Changed Since Last Update?**

- Scope – No change
- Schedule – No change
- Cost – Adjusted based on updated estimates.

**Project Risks: Extended Delay**

- Project completion date will depend on the availability of funds.
- Economic Development along the corridor could require design changes.
- Potential changes in design standards and utility relocation plans could affect schedule and budget.

**Financial Fine Points (Key Assumptions):**

- Total funding Expended: \$ 27M
- Inflation escalation (4%) is to 2015, approximate midpoint of construction.
- Construction funds have not been identified for this project.

<b>% Design Complete</b>	0	50	100	October 2008
<b>% ROW Complete</b>	0	50	100	



#### **4.0 COMPLETED MAJOR PROJECTS**

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

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

For the quarter ending on September 30, 2008, the Department did not complete any major projects.



## 5.0 PROJECT FUNDING ISSUES

The Project schedules are contingent on the availability of funding. A financial analysis has been completed to produce Figure 5-1, Cumulative Highway Needs vs. Cumulative Revenue. Figure 5-1 represents various cumulative expense categories along with projected revenue. The revenue amounts are based on the Department's planning document entitled, Transportation System Projects for 2008 through 2017. The Cumulative Revenue line on the graph is green.

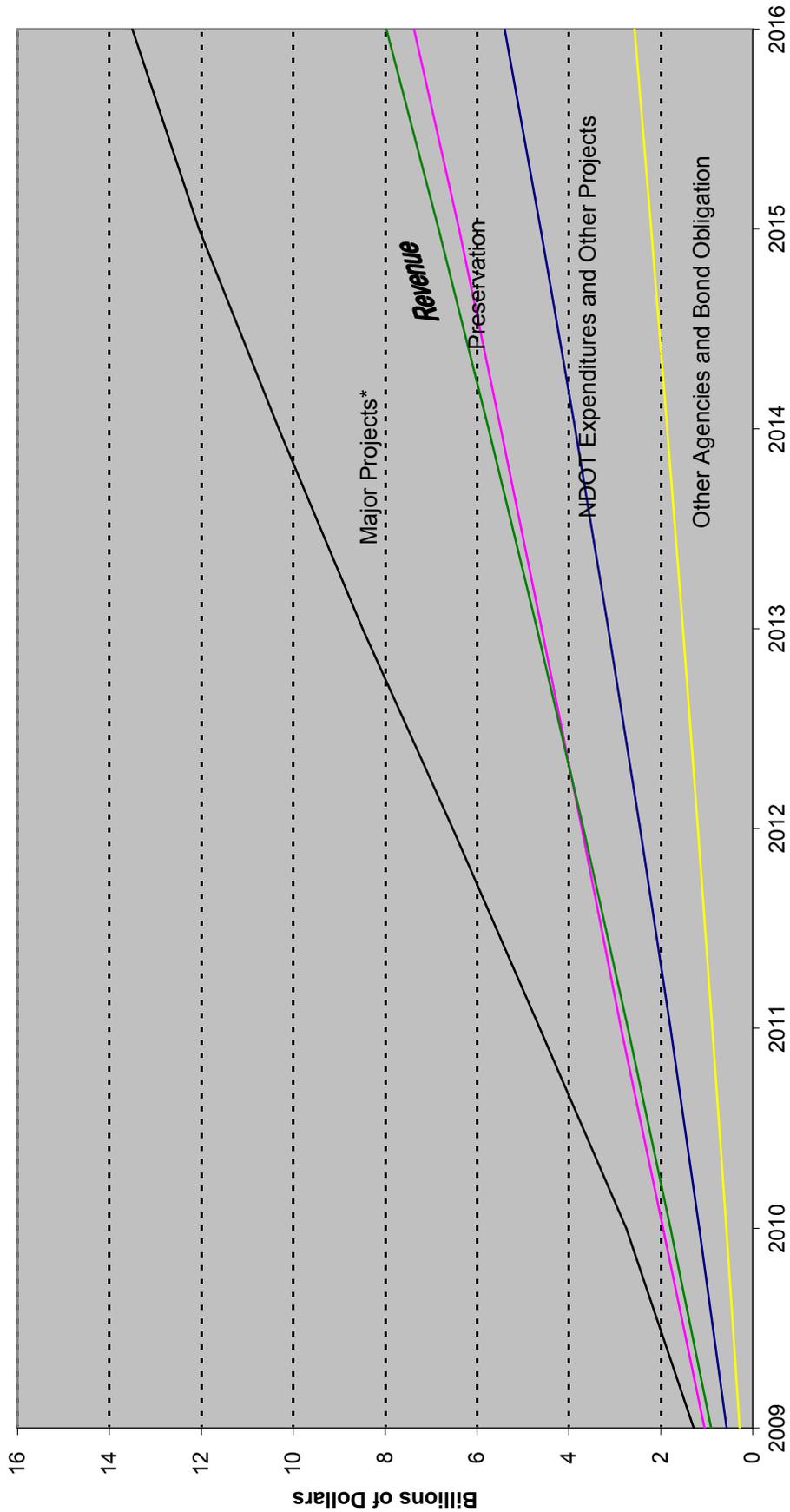
The first expense line is yellow. This line represents amounts paid to other agencies, principally Department of Motor Vehicles and Department of Public Safety, and bond obligations. The next expense line is blue. The blue line covers Department of Transportation administration and projects that are not qualified as either major projects or transportation system preservation projects AND the other agency and bond expenses. To obtain the blue line, start with the yellow line then add administrative and minor project expenses. The third line is the red line which is the blue line plus transportation system preservation projects. These projects are required to maintain the highway system that Nevada already possesses.

The final expense line is the black line. The line includes the major projects covered earlier in this report plus the red line. The cost estimation for the major projects is based on the upper 85% of the estimated range of costs for the major projects.

With the current set of assumptions, the Department of Transportation will not be able to fund the needs of major projects. The figure reveals that there will be a revenue shortfall of over \$5 billion through 2016 to fund the needed major capacity, minor and preservation projects, and maintenance activities for the state highway system in Nevada.



**Estimated Highway Fund  
Needs vs. Revenue  
(Cumulative)  
Fiscal Years 2009-2016**



\* Based on 85th percentile of estimated cost ranges of scheduled major projects.