

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

QUARTERLY REPORT FOR MAJOR PROJECTS

For Quarter Ending June 30, 2015



Brian Sandoval
Governor

Fi XmAUZVcb, PE
Director

Nevada Department of Transportation

QUARTERLY REPORT FOR MAJOR PROJECTS

June 30, 2015

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1.0 INTRODUCTION

The primary purpose of this quarterly report, ending June 30, 2015, is to provide the Nevada Legislature, the Transportation Board of Directors, and the general public with the status of major projects undertaken by the Nevada Department of Transportation (NDOT) as required by Assembly Bill 595 that was passed in 2007. This quarterly report specifically addresses the reporting requirements of Section 55.5.

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

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

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

Section 4 of this report identifies any major projects completed during this quarter.

2.0 PROJECT STATUS SHEET EXPLANATION

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

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

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

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

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

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

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

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

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

3.0 MAJOR PROJECTS

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<p>I 15 North - Part 2 Package A</p> <p>Craig Road (SR 573) to Speedway Boulevard</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Dwayne Wilkinson, P.E.</p> <p>(702) 671-8879</p>	
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- Project Description:**
- This project consists of corridor improvements from Craig Road to Speedway Blvd which includes:
 - Capacity improvements - widening Craig Rd to Speedway Blvd from 4 to 6 lanes
 - Remove & replace PCCP with ACP (Craig to Lamb)
 - Drainage improvements
 - Widen & seismic retrofit of 4 structures (G 958 N, G 958 S, G 961 N & G 961 S) over 2 UPRR crossings
 - Landscape and aesthetic Improvements
 - And right-of-way fence replacement
 - Improvements will be constructed within the existing 1-15 Right-of-Way
 - Project length: 4.8 miles

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
2014 - 2015

Construction:
2016 - 2018



Project Cost Range:

Engineering:
\$ 3.4 - \$ 3.8 M

Right of Way:
\$ 50,000 Utility Relocations

Construction:
\$ 38.7- \$ 40.2 M

Total Project Cost:
\$ 42.1 - \$ 44.0M

- Project Benefits:**
- Improve safety
 - Reduce travel times
 - Decrease congestion
 - Improve freeway operations
 - Increase life of pavement
 - Increase I-15 N capacity to accommodate projected traffic

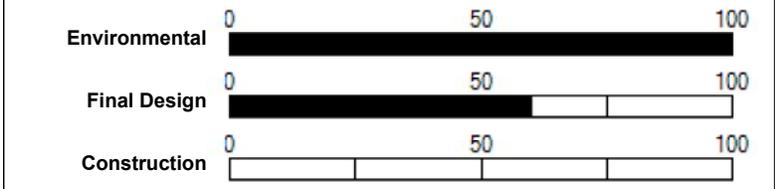
What's Changed Since Last Update?

- Scope: No change
- Schedule: No change
- Cost: No change

- Project risks:**
- Coordination with railroad during bridge construction
 - Drilled shaft construction
 - Coordination with Regional Flood Control Projects
 - Work zone traffic control
 - Identification of funds for construction

Financial Fine Points(Key Assumptions):

- Total funding expended for Construction: \$0
- Total funding expended for Design of all packages: \$ 1,549,000
- Total funding expended for the Environmental Phase for all packages: \$875,000
- Construction inflation escalation (3.7%) is to midpoint of construction



**July
2015**



<p>I 15 North - Phase 3</p> <p>Speedway Boulevard to Apex Interchange</p> <p>Project Sponsors: NDOT</p> <p>Project Manager: Dwayne Wilkinson, P. E.</p> <p>(702) 671-8879</p>	
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Project Description:

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

Schedule:

Planning:
Complete

Environmental Phase:
Complete

Final Design:
2016 to 2018

Construction:
2019



Project Benefits:

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

Project Cost Range:

Engineering:
\$10 - \$12 million

Right-of-Way:
\$3 - \$3.6 million

Construction:
\$75 - \$85 million

Total Project Cost:
\$88 - \$101 million

What's Changed Since Last Update?

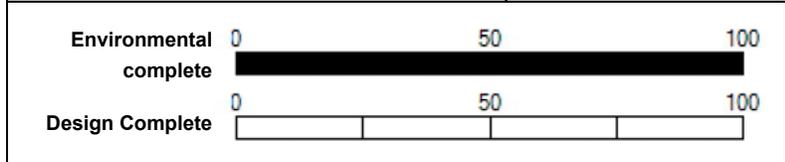
- Scope - No change
- Schedule - No change
- Cost - No change

Project risks:

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

Financial Fine Points(Key Assumptions):

- Total funding expended for phase 3: \$0 (design phase not started)
- Total funding expended for I 15 North Environmental phase: \$875,000
- Inflation escalation (2.7%) is to approximate midpoint of construction
- Funding source for this project has not yet been identified.



July
2015



I 15 North - Phase 4
I 15 / CC 215 Northern Beltway Interchange
Project Sponsor: NDOT
Project Manager: Dwayne Wilkinson, P. E.
(702) 671-8879



Project Description:

- This is the last of four phases of improvements to the I-15 North Corridor between US 95 and Apex Interchange (15 miles)
- 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 generally within the existing I-15 and CC-215 Right-of-Way

Schedule:
Planning:
 Complete
Environmental:
 Complete
Final Design:
 Start 2015 - 2018
Construction:
 2018 - 2022



Project Benefits:

- Improve safety
- Reduce trip times
- Improve access to areas planned for development in North Las Vegas
- Improve operations with full freeway-to-freeway connectivity
- Increase Capacity

Project Cost Range:
Engineering:
 \$11.8 - \$15.5million
Right-of-Way:
 \$2.6 - \$3.2million
Construction:
 \$142.0 - \$191.8 million
Total Project Cost:
 \$156.4 - \$210.5 million

Project risks:

- Cost and schedule impact of stucture design
- Cost and schedule impact of utility relocations
- Timely completion of preliminary engineering
- Railroad involvement - UPRR permits & agreement amendment
- Availability of construction funds

What's Changed Since Last Update?

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

Financial Fine Points(Key Assumptions):

- Total funding expended for preliminary engineering: \$489,000
- Total funding expended for I-15 North environmental phase: \$875,000
- Escalation is to 2020 approximate midpoint of construction
- Construction funding for this project has not yet been identified
- Availability of construction funds will influence project construction staging



July 2015

Project NEON Design-Build

I-15 Sahara to Spaghetti Bowl

Project Sponsor: NDOT

Project Manager: Dale Keller, P.E.

(775) 888-7603



Project Description:

- HOV Direct Connector from US 95 to I 15 and I-15 widening improvements from Spaghetti Bowl to south of Sahara; Add/Drop lanes at Oakey/Wyoming
- Local Access Improvements to Las Vegas Downtown Redevelopment
- New access to Alta
- I-15/Charleston Interchange Reconstruction
- Project Length: 4.83 miles
- *This project now includes what was previously Phases 1-4.

Schedule:

Planning:
Complete
Environmental:
Complete
Release Final RFP:
Spring 2015
Selection of Design-BUILDER:
Fall 2015
Construction:
Spring 2016



Project Cost Range:

Engineering:
\$34 - \$36 Million
Right-of-Way and Utilities:
\$285 - \$295 Million
Construction:
\$500 - \$550 Million
Total Project Cost:
\$TBD

Project Benefits:

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

What's Changed Since Last Update?

- Scope - 2nd NEPA Re-evaluation is underway
- Schedule - Release the Final RFP Spring 2015
- 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

Financial Fine Points(Key Assumptions):

- Total Funding Expended: \$115,000,000
- Inflation escalation (4%) to 2020 approximate midpoint of construction
- Additional Federal, State, Local and Regional Funding will be required
- Transportation Board approved the authority to bond for the Project.



July 2015



<p>I 15 Urban Resort Corridor Study</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Jeff Lerud</p> <p>(775) 888-7589</p>	
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<p>Project Description:</p> <ul style="list-style-type: none"> • The I-15 Urban Resort Corridor Study along I-15 from I-215 (Bruce Woodbury Beltway) to the south, to US 95 (Spaghetti Bowl) to the north. • Enhance access and mobility within the resort corridor; develop a phased implementation strategy for future improvements to I-15 in the resort corridor area in addition to currently planned improvements. • Prepare an early action plan for near-term improvements to enhance mobility and operations. 	<p>Schedule:</p> <p>Planning: Completed</p> <p>Environmental: TBD</p> <p>Final Design: TBD</p> <p>Construction: TBD</p>	
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<p>Project Benefits:</p> <ul style="list-style-type: none"> • Improve capacity, operations, safety, access and mobility. • Meet stakeholders/public expectations. • Improve quality of life. • Support economic development. • Reduce trip times. 	<p>Project Cost Range:</p> <p>Engineering: TBD</p> <p>Right-of-Way: TBD</p> <p>Construction: TBD</p> <p>Total Project Cost: TBD</p>
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<p>Project risks:</p> <ul style="list-style-type: none"> • Consensus building among the resort owners. • Funding uncertainty. • Economic development along the corridor could require design changes affecting scope, schedule and budget. 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> • Scope - No Change • Schedule - No Change • Cost - No Change • Planning Phase Completed
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<p>Project risks:</p> <ul style="list-style-type: none"> • Consensus building among the resort owners. • Funding uncertainty. • Economic development along the corridor could require design changes affecting scope, schedule and budget. 	<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> • Total funding expended: \$786,738
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<p>Planning complete 0 50 100 </p>	<p>July 2015</p>	
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<p>I 15 South - Bermuda Road Interchange</p> <p>Project Sponsor: City of Henderson</p> <p>Project Manager: Ryan Wheeler, P.E.</p> <p>(702) 671-8876</p>	
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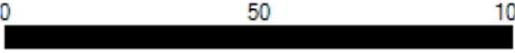
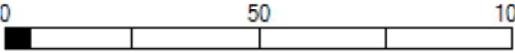
<p>Project Description:</p> <ul style="list-style-type: none"> I-15 South Project from Sloan to Tropicana has been broken into nine (9) Project elements to address funding and constructability opportunities. This is one element of the I-15 South project. Construct new interchange at Bermuda Road. 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: 2026 - 2027</p> <p>Construction: TBD</p>
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<p>Project Benefits:</p> <ul style="list-style-type: none"> Interchanges on I-15 reduce congested traffic on the main line and associated regional facilities. Connect Regional traffic. 	<p>Project Cost Range: (Estimates per June 2014 CRA)</p> <p>Engineering: \$9.5 - \$10 M</p> <p>Right-of-Way: \$1.5 - \$2 M</p> <p>Construction: \$93 - \$98 M</p> <p>Total Project Cost: \$104 - \$110 M</p>
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<p>Project risks:</p> <ul style="list-style-type: none"> Unit price and property escalation may affect project cost. Funding uncertainty 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - No Change Schedule - No Schedule. Unfunded on 2035 RTP. Cost - adjusted per June 2014 CRA
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<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Funding not available until 2026-2030 per current Financial Plan. Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction. Funding Source (Financial Plan 2009): Q10 Extended (\$57.1M) and STP Clark County (\$60M).
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<p>% Environmental Complete </p> <p>% Design Complete </p>	<p>July 2015</p>	
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<p>I 15 South - Pebble Road Overpass</p> <p>Project Sponsor: Clark County</p> <p>Project Manager: Ryan Wheeler, P.E.</p> <p>(702) 671-8876</p>	
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Project Description:

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

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
TBD

Construction:
TBD



Project Cost Range:
(Environmental Phase Estimates/Removal from RTP)

Engineering:
\$6.5 - \$7 M

Right-of-Way:
\$8 - \$10 M

Construction:
\$51.5 - \$53 M

Total Project Cost:
\$66 - \$70 M

Project Benefits:

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

What's Changed Since Last Update?

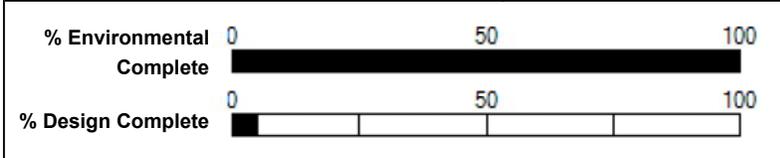
- Scope - No Change
- Schedule - This project was removed from 2030 RTP.
- Cost - No Change

Project risks:

- Unit price and property escalation may affect project cost.
- Lack of funding may push this project well into the future

Financial Fine Points(Key Assumptions):

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



<p>July 2015</p>	
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<p>I 15 South - Starr Avenue Interchange</p> <p>Project Sponsor: City of Henderson</p> <p>Senior Project Manager: Ryan Wheeler</p> <p>(702) 671-8876</p>	
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Project Description:

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

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
2010-2016

Construction:
2017-2018



Project Benefits:

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

Project Cost Range:
(Environmental Phase Estimates)

Preliminary Engineering:
\$10 - \$11 M

Right-of-Way:
\$8 - \$14 M

Construction:
\$40 - \$58 M

Total Project Cost:
\$58 - \$83 M

What's Changed Since Last Update?

- Scope - No change
- Schedule - No change
- Cost - Updated costs per 2015 Cost Risk Assessment Report

Project risks:

- Uncertain Right of Way costs
- Material and labor cost escalation
- Availability of funding
- Utility & bill board relocation
- Cell phone tower, re-location potential or avoidance

Financial Fine Points(Key Assumptions):

- Total funding expended for Starr Interchange: \$122,500
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% for year 2018 approximate midpoint of construction.
- Funding Source (RTP 2035): Interstate Maintenance Discretionary (\$3.44M), SAFETEA-LU Priority Project (\$7.20M), Local Funds (\$12.98 M), STP Clark County (\$52.80 M) and Public Lands Highways (\$1.19 M).



July 2015



<p>I 15 South - Las Vegas Boulevard</p> <p>St. Rose Parkway to Sunset Road</p> <p>Project Sponsor: Clark County</p> <p>Project Manager: Jason S. Tyrrell, P.E.</p> <p>(702) 671-8852</p>	
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Project Description:

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

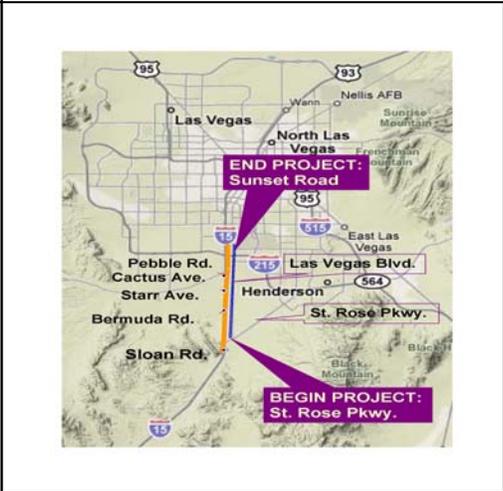
Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
Package 1- Complete ,
Package 2- 70%

Construction:
Package 1 -Complete,
Package 2 TBD



Project Cost Range:
(Environmental phase estimates):

Engineering:
\$4 - \$4.5 M

Right-of-Way:
\$0

Construction:
\$31.5 - \$33 M

Total Project Cost:
\$35.5 - \$37.5 M

Project Benefits:

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

What's Changed Since Last Update?

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

Project risks:

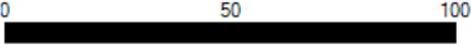
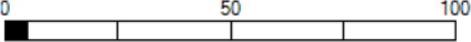
- Complexity in maintaining traffic staging, relocating utilities and reducing impacts to traveling public.

Financial Fine Points(Key Assumptions):

- Total NDOT Funding Expended for LV Blvd.: \$4.3 M
- Total funding expended for I-15 South Environmental studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2011 approximate midpoint of construction.
- Funding Source: STP Clark County (\$8.3M)



<p>July 2015</p>	
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I 15 South - Phase 2A/2B Sloan Road to Blue Diamond (SR-160) Project Sponsor: NDOT Project Manager: Ryan Wheeler, P.E. (702) 671-8876			
Project Description: <ul style="list-style-type: none"> I-15 South project from Sloan to Tropicana has been broken into nine (9) project phases to address funding and constructability opportunities. This is one element of I-15 South Project. Widen I-15 from Sloan Road to Blue Diamond Road from 6 to 10 lanes. Project Length: 8.2 miles This project has been divided in two phases: <ul style="list-style-type: none"> Phase 2A: Widening I-15 from Sloan to Blue Diamond (SR160) 6 to 8 lanes Phase 2B: Widen from Sloan to Blue Diamond (SR160) 8 to 10 lanes, restripe collector-distributor ramps from Blue Diamond (SR160) to Tropicana Ave, replace concrete section between I-215 & Tropicana Ave and replace Tropicana Interchange. 		Schedule: Planning: Complete Environmental: Complete Final Design: TBD Construction: TBD	
Project Benefits: <ul style="list-style-type: none"> Increase capacity Improve safety Improve access Reduce trip times Reduce vehicle emissions Reduce idling Improve driver comfort 		Project Cost Range: (Estimates per June 2014 CRA) Engineering: \$43 - \$44 M Right-of-Way: \$0 Construction: \$476 - \$505 M Total Project Cost: \$519 - \$549 M	
Project risks: <ul style="list-style-type: none"> Complexity in maintaining traffic staging, relocating utilities and reducing impacts to traveling public. Sloan Interchange improvements to be constructed prior to widening to accommodate additional lanes 		What's Changed Since Last Update? <ul style="list-style-type: none"> Scope - No Change Schedule - No Change Cost - adjusted per June 2014 CRA 	
Financial Fine Points(Key Assumptions): <ul style="list-style-type: none"> Funding not available until 2018-2024 per STIP. Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million Inflation index distribution of 2% - 5% is to approximate midpoint of construction. 			
Environmental Complete 		July 2015 	
Design Complete 			

I 15 South - Sloan Road Interchange

Project Sponsor: City of Henderson

Project Manager: Ryan Wheeler, P.E.

(702) 671-8876



Project Description:

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

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
TBD

Construction:
TBD



Project Cost Range:

(Estimates per June 2014 CRA)

Engineering:
\$12.5 - \$13 M

Right-of-Way:
\$23.5 - \$24.5 M

Construction:
\$119.5 - \$124.5 M

Total Project Cost:
\$155.5 - \$162 M

Project Benefits:

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

What's Changed Since Last Update?

- Scope - No Change
- Schedule - No Change
- Cost - adjusted per June 2014 CRA.

Project risks:

- Unit price and property escalation may affect project cost.
- Sloan Interchange to be constructed prior to widening to accommodate additional lanes

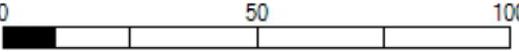
Financial Fine Points(Key Assumptions):

- Funding not available until 2026-2030 per current Financial Plan.
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction
- Funding source (RTP 2035): STP Clark County (\$65M)



July
2015



<p>I 15 South - Stateline to Sloan</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Ryan Wheeler, P. E.</p> <p>(702) 671-8876</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> Reconstruct interchange ramps at Primm, Jean and Sloan Interchanges to address safety issues. Signing improvements with DMS signs on I-15. Shoulder improvements. 		<p>Schedule:</p> <p>Planning: 2013 - 2015</p> <p>Environmental: TBD</p> <p>Final Design: TBD</p> <p>Construction: TBD</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> Update ramp geometrics to current standards. Decrease congestion. Improve communications and driver awareness with message signs. Improve on/off ramps at Primm, Jean and Sloan Interchanges. 		<p>Project Cost Range:</p> <p>Engineering: \$3 - \$4 M</p> <p>Right-of-Way: TBD</p> <p>Construction: \$35 - \$50 M</p> <p>Total Project Cost: \$38 - \$54 M</p>	
<p>Project risks:</p> <ul style="list-style-type: none"> Uncertainty of future construction materials and labor costs. Complex construction in a high volume rural area may affect schedule and costs. Funding uncertainty. 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - Scope modified to Safety project Schedule - No Change Cost - No Change. 	
<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding expended: \$0 Funding: Government Services Tax \$52 Million Inflation Index of 3% is to approximate midpoint of construction. 			
<p>Planning Scoping </p>		<p>July 2015</p> 	

<p>I-515 Freeway Improvements</p> <p>Rancho Dr at US95 to the Wyoming Grade Separation on I-515</p> <p>Feasibility Study and Design</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Dwayne Wilkinson</p> <p>(702) 671-8879</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> Analyze traffic operations and safety Identify improvements Prepare Environmental Documents Prepare Plans 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: 2015 - 2016</p> <p>Final Design: 2016 - 2017</p> <p>Construction: Begin 2017</p>	<p>I 515 / US 95 STUDY AREA - MAP</p> 	
		<p>Project Cost Range:</p> <p>Engineering: TBD</p> <p>Right of Way: TBD</p> <p>Construction: TBD</p> <p>Total Project Costs: TBD</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> Identify and select traffic operational and safety improvements Determine potential construction packages 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - Finalized Schedule - No Change Costs - TBD (To be determined) 		
<p>Project risks:</p> <ul style="list-style-type: none"> Identifying funding for all construction packages If the first construction package requires complex environmental clearances and right of way, more time will be needed 	<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Funding for first construction package was included in amendments to RTP and TIP Presently there is \$ 3 Million programmed for NEPA process & PE 		
<p>% Environmental Complete 0 50 100 </p>		<p>July 2015</p>	
			

<p>I 11 Phase 1</p> <p>Foothills Drive Grade Sep to Silverline Road north of US 95</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager : Ryan Wheeler, P.E.</p> <p>(702) 671-8876</p>	
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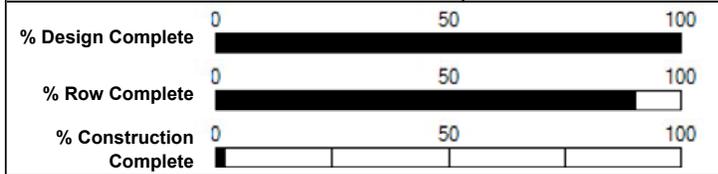
<p>Project Description:</p> <ul style="list-style-type: none"> Project was originally to be delivered via a series of five separate packages. One package regarding tortoise fencing/plant salvaging was completed ahead of the project Realignment of US 93 / US 95 to create an access controlled facility from Foothill Drive to Silverline Road One new diamond Interchange along with one Frontage Road will be constructed Direct Connector Ramps from the new facility to and from US 93 will be constructed A railroad bridge will be constructed to re-connect the previously severed tracks separated by US 93 Project length: 2.5 miles 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: Complete</p> <p>Construction: Package 2A Complete</p> <p>Contract awarded on Feb 10, 2015 to Fisher Sand & Gravel</p> <p>Notcie to Proceed issued May 11th 2015</p>
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<p>Project Benefits:</p> <ul style="list-style-type: none"> Improves safety by eliminating a half-signal at US 93 and Railroad Pass Casino Improves operations for Trucks from US 95 to US 93 Improves operations for peak trips from Boulder City to Las Vegas Improves local circulation Reconnects railroad tracks previously severed by US 93 Connects Henderson's trail system with the River Mountain Loop Trail Completes initial phase of the Boulder City Bypass 	<p>Project Cost Range:</p> <p>(Final Design Phase Estimates)</p> <p>Engineering: \$5 - \$8 million</p> <p>Right-of-Way: \$10 - \$28 million</p> <p>Construction (Completed Phase 2A only): \$1.4 million</p> <p>Construction (All Packages): \$85 - \$100 million</p> <p>Total Project Cost: \$100 - \$138 million</p>
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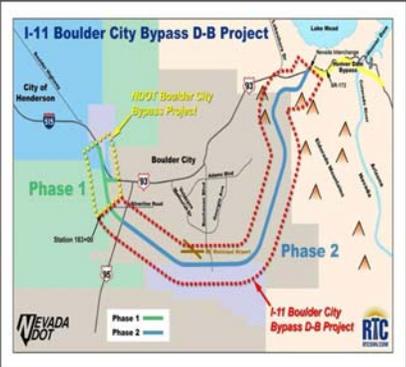
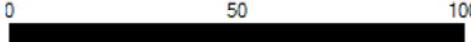
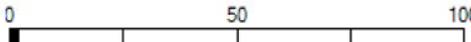
<p>Project risks:</p> <ul style="list-style-type: none"> Right-of-Way acquisition schedule Final reports for NOA testing have been published and can be found on the main prject website at www.i-11phaseone.com NOA mitigation has been determined and Contractor will follow an approved NOA Management Plan Timely completion of the utility agreements and associated ammendments 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - No change Cost - Fisher Sand and Gravel construction bid of \$83 Million
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<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding expended (Preliminary Engineering & Environmental): \$7,459,449 Total funding expended (Right-of-Way): \$18,858,124 Total funding Expended for BC Bypass Environmental studies (all phases): \$5,199,679 Total funding expended for construction of Phase 2A: \$1.4 million (actual)



July 2015



I 11 Phase 2 Silverline Road north of US 95 to the Nevada Interchange Project Sponsor: NDOT Senior Project Manager: Ryan Wheeler, P.E. (702) 671-8876			
Project Description: <ul style="list-style-type: none"> ● Provide connection between Phase I from north of the US 95 to tie into the Hoover Dam Bypass at Nevada Interchange ● Provide limited access bypass to the south of Boulder City for US 93 traffic ● 4 lane divided highway facility ● Require several bridge structures over existing access roads and to provide wildlife access ● NDOT working with RTC to administer Design-Build Procurement for Phase 2 ● Project length: 12.5 miles ● Project was approved to be administered using Design-Build delivery method by the RTC Board of Commissioners following the passage of AB413 for fuel tax index Bill 		Schedule: Planning: Complete Environmental: Complete Final Design: 2015-2016 Construction: 2015-2018	
Project Benefits: <ul style="list-style-type: none"> ● Reduce congestion of US 93 through Boulder City ● Provide additional safety to existing US 93 within Boulder City ● Decrease travel time from Las Vegas to Nevada/Arizona border 		Project Cost Range: (Planning phase estimates) Engineering: \$15 - \$25 million Right-of-Way: \$2 - \$4 million Construction: \$225 - \$300 million Total Project Cost: \$240 - \$330 million	
Project risks: <ul style="list-style-type: none"> ● Difficult design & construction issues in a mountainous terrain may affect cost & schedule. ● Final reports for NOA testing have been published and can be found on the main project website at www.i-11nv.com ● NOA mitigation has been determined and Contractor will follow an approved NOA Management Plan 		What's Changed Since Last Update? <ul style="list-style-type: none"> ● Schedule - RTC of Southern NV administering Phase 2 as a Design-Build Contract ● Las Vegas paving was the successful Design-Builder; a notice to proceed was issued on April 20, 2015 ● Cost - \$225 million was LVP bid to construct 	
Financial Fine Points(Key Assumptions): <ul style="list-style-type: none"> ● Total funding Expended: \$7,712,585 ● Total funding Expended for BC Bypass environmental studies (all phases): \$5,199,679 ● Inflation escalation (4%) is to 2016 approximate midpoint of construction. ● RTC Southern Nevada to fund majority of work using AB413 fuel tax indexing revenues with reimbursement through federal funds via advanced construction mechanisms 			
% Design Complete 0 50 100 		July 2015 	
% ROW Complete 0 50 100 			
% Construction Complete 0 50 100 			

<p>US 95 Northwest - Phase 2A</p> <p>Ann Road to Durango Drive</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Jenica Keller, P.E.</p> <p>(775) 888-7321</p>	
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Project Description:

- This is the second phase of the US 95 Northwest Project that extends from Washington Avenue to Kyle Canyon Road
- Alleviate congestion within the corridor by increasing capacity
- Project length (2A): 3.04 miles
- This project will be constructed in 2 phases
- Phase 2A : Ann Road to Durango Drive (widen to 8 lanes)
- Phase 2B: Durango Drive to Kyle Canyon Road (widen to 6 lanes)

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
Complete

Advertise:
Complete

Construction:
Start April 2014 - Complete 1st Quarter 2016



Project Cost Range:
(Construction Phase Estimates):

Engineering (All Phases):
\$2 - \$3 million

Right of Way (All Phases):
\$0, No acquisitions required

Construction (All Phases):
\$77 - \$85 million

Construction (Phase 2A):
\$40 - \$44 million

Total Project Cost (All Phases):
\$79 - \$88 million

Project Benefits:

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

What's Changed Since Last Update?

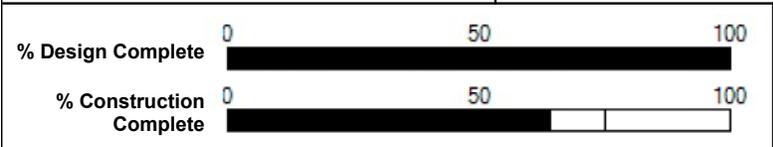
- Scope - No change
- Schedule - No change
- Cost - No change

Project risks:

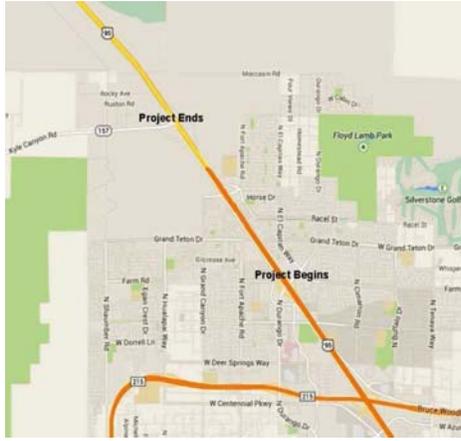
- Change in site conditions
- Contractor delays

Financial Fine Points(Key Assumptions):

- Total funding expended for Phase 2: \$25.66 million
- Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million
- Funding source:
- Federal: \$36.2 million
- State: \$1.9 million
- Local: \$1.5 million



<p>July 2015</p>	
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<p>US 95 Northwest - Phase 2B</p> <p>Durango Drive to Kyle Canyon Road</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Jenica Keller , P.E.</p> <p>(775) 888-7321</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> This is the second phase of the US 95 Northwest Project that extends from Washington Avenue to Kyle Canyon Road Alleviate congestion within the corridor by increasing capacity Project length (2B): 2.45 miles This project will be constructed in 2 phases Phase 2A: Ann Road to Durango Drive (widen to 8 lanes) Phase 2B: Durango Drive to Kyle Canyon Road (widen to 6 lanes) 		<p>Schedule:</p> <p>Planning : Complete</p> <p>Environmental : Complete</p> <p>Final Design: Complete in 2016</p> <p>Advertise: 2016</p>	
			
		<p>Project Cost Range: (Environmental Phase Estimates):</p> <p>Engineering (All Phases): \$2 - \$3 million</p> <p>Right of Way (All Phases): \$0, No acquisitions required</p> <p>Construction (All Phases): \$77 - \$85 million</p> <p>Construction (2B): \$37 - \$41 million</p> <p>Total Project Cost (All Phases) : \$79 - \$88 million</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> Increase capacity Improve safety Improve access Meet stakeholder/public expectations Reduce trip times Reduce vehicle emissions Reduce idling Beautify the corridor Improve driver comfort 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - No change Schedule - No change Cost - No change 	
<p>Project risks:</p> <ul style="list-style-type: none"> 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 		<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding expended for Phase 2: \$25.66 million Total funding expended for US 95 Northwest Environmental Studies (all phases) : \$5 million Inflation escalation (2.7%) to midpoint of construction in 2018. Funding source : TBD 	
<p>% Design complete</p> 		<p>July 2015</p>	
			

US 95 Northwest - Phase 3A

Clark County 215 Interchange

Project Sponsor: NDOT, City Las Vegas and Clark County

Senior Project Manager: Jenica Keller, P. E.

(775) 888-7321



Project Description:

- This is the third phase of the US 95 Northwest project that extends from Washington Avenue to Kyle Canyon Road
- Construct new system to system interchange at CC 215
- This project is anticipated to be constructed in 5 phases
- Phase 3A: Ramps providing north to east, west to south and east to south movements as well as regional flood control facility work (2015)
- Phase 3B: Major utility relocations (2018)
- Phase 3C: Widen CC215 interchange at Sky Pointe, provide local access to Sky Pointe and Centennial (2021)
- Phase 3D: Widen CC215 interchange at John Hebert and provide local access to Oso Blanca (2024)
- Phase 3E: Final interchange ramps (2027)

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
Complete

Advertise:
Complete

Construction:
August 2015 - Complete 1st Quarter 2018



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:
(Final Design Phase Estimates):

Engineering (All Phases):
\$13.6 - \$14.3 million

Right-of-Way (All Phases):
\$0 - \$0.4 million

Construction (All Phases):
\$219 - \$276 million

Construction (3A):
\$47 - \$49 million

Total Project Cost (All Phases):
\$233 - \$290 million

What's Changed Since Last Update?

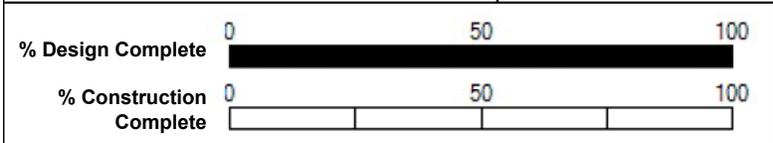
- Scope - No change
- Schedule - Construction Start date
- Cost - Bids opened

Project risks:

- Unit price escalation may affect project cost
- Complex right of way and utility issues may impact schedule and costs.

Financial Fine Points(Key Assumptions):

- Total funding expended for Phase 3: \$7.54 million
- Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million
- Inflation escalation (4%) to midpoint of construction 2016
- Funding source:
- Federal: \$25 million
- State: \$1.3 million
- Local: \$31.7 million



July 2015



<p>US 95 Northwest - Phase 3B</p> <p>Clark County 215 Interchange</p> <p>Project Sponsor: NDOT, City Las Vegas and Clark County</p> <p>Senior Project Manager: Jenica Keller, P.E.</p> <p>(775) 888-7321</p>	
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Project Description:

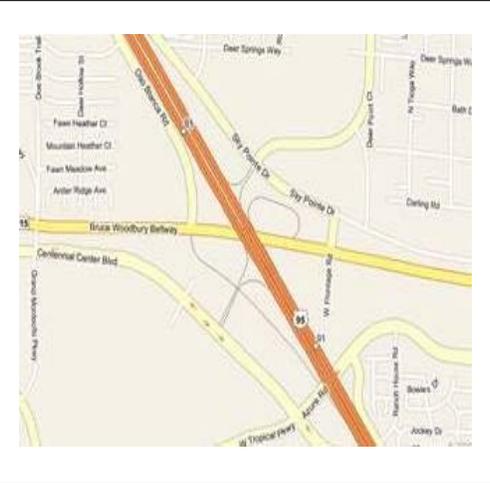
- This is the third phase of the US 95 Northwest project that extends from Washington Avenue to Kyle Canyon Road
- Construct new system to system interchange at CC 215
- This project is anticipated to be constructed in 5 phases
- Phase 3A: ramps providing north to east, west to south and east to south movements as well as regional flood control facility work (2015)
- Phase 3B: major utility relocations (2018)
- Phase 3C: widen CC 215 interchange at Sky Pointe, provide local access to Sky Pointe and Centennial (2021)
- Phase 3D: widen CC 215 interchange at John Herbert and provide local access to Oso Blanca (2024)
- Phase 3E: final interchange ramps (2027)

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
2015-2016



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 (All Phases):
\$13.6 - \$14.3 million

Right of Way (All Phases):
\$0 - \$0.4 million

Construction (All Phases):
\$219 - \$276 million

Construction (3B):
\$17.1 million

Total Project Cost (All Phases):
\$233 - \$290 million

What's Changed Since Last Update?

- Scope - No change
- Schedule - Ongoing to Final Design 2015-2016
- Cost - No change

Project risks:

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

Financial Fine Points(Key Assumptions):

- Total funding expended for Phase 3: \$7.54 million
- Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million
- 3B: inflation escalation (4%) to midpoint of construction 2019
- Funding source: TBD



<p>July 2015</p>	
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US 95 Northwest - Phase 3C

Clark County 215 Interchange

Project Sponsor: NDOT, City of Las Vegas and Clark County

Senior Project Manager: Jenica Keller, P.E.

(775) 888-7321



Project Description:

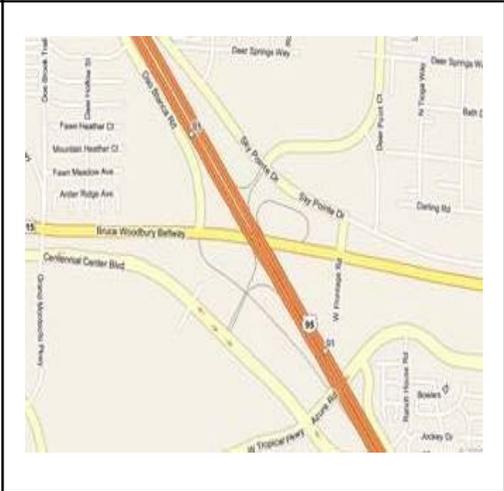
- This is the third phase of the US 95 Northwest project that extends from Washington Avenue to Kyle Canyon Road
- Construct new system to system interchange at CC 215
- This project is anticipated to be constructed in 5 phases
- Phase 3A: ramps providing north to east, west to south and east to south movements as well as regional flood control facility work (2015)
- Phase 3B: major utility relocations (2018)
- Phase 3C: widen CC 215 interchange at Sky Pointe, provide local access to Sky Pointe and Centennial (2021)
- Phase 3D: widen CC 215 interchange at John Herbert and provide local access to Oso Blanca (2024)
- Phase 3E: final interchange ramps (2027)

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
Ongoing



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 (All Phases):
\$13.6 - \$14.3 million

Right of Way (All Phases):
\$0 - \$0.4 million

Construction (All Phases):
\$219 - \$276 million

Construction (3C):
\$83.9 million

Total Project Cost (All Phases):
\$233 - \$290 million

What's Changed Since Last Update?

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

Project risks:

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

Financial Fine Points(Key Assumptions):

- Total funding expended for Phase 3: \$7.54 million
- Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million
- 3C: inflation escalation (4%) to midpoint of construction 2025
- Funding source: TBD



**July
2015**



<p>US 95 Northwest - Phase 3D</p> <p>Clark County 215 Interchange</p> <p>Project Sponsor: NDOT, City Las Vegas and Clark County</p> <p>Senior Project Manager: Jenica Keller, P.E.</p> <p>(775) 888-7321</p>	
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Project Description:

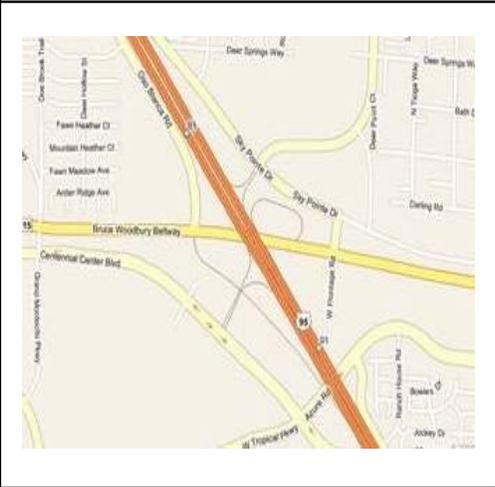
- This is the thris phase of the US 95 Northwest project that extends from Washington Avenue to Kyle Canyon Road
- Construct new system to system interchange at CC 215
- This project is anticipated to be constructed in 5 phases
- Phase 3A: ramps providing north to east, west to south and east to south movements as well as regional flood control facility work (2015)
- Phase 3B: major utility relocations (2018)
- Phase 3C: widen CC 215 interchange at Sky Pointe, provide local access to Sky Pointe and Centennial (2021)
- Phase 3D: widen CC 215 interchange at John Herbert and provide local access to Oso Blanca (2024)
- Phase 3E: final interchange ramps (2027)

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
Ongoing



Project Cost Range:
(Environmental Phase Estimates):

Engineering (All Phases):
\$13.6 - \$14.3 million

Right of Way (All Phases):
\$0 - \$0.4 million

Construction (All Phases):
\$219 - \$276 million

Construction (3D):
\$90.9 million

Total Project Cost (All Phases):
\$233 - \$290 million

Project Benefits:

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

What's Changed Since Last Update?

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

Project risks:

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

Financial Fine Points(Key Assumptions):

- Total funding expended for Phase 3: \$7.54 million
- Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million
- 3D: inflation escalation (4%) to midpoint of construction 2025
- Funding source: TBD



<p>July 2015</p>	
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<p>US 95 Northwest - Phase 3E</p> <p>Clark County 215 Interchange</p> <p>Project Sponsor: NDOT, City Las Vegas and Clark County</p> <p>Senior Project Manager: Jenica Keller, P.E.</p> <p>(775) 888-7321</p>	
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Project Description:

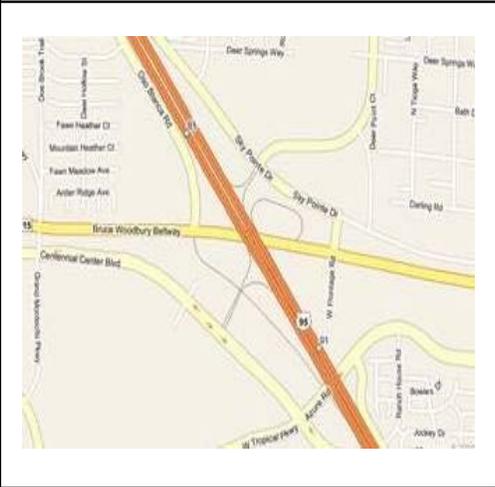
- This is the third phase of the US 95 Northwest project that extends from Washington Avenue to Kyle Canyon Road
- Construct new system to system interchange
- This project is anticipated to be constructed in 5 phases
- Phase 3A: ramps providing north to east, west to south and east to south movements as well as regional flood control facility work (2015)
- Phase 3B: major utility relocations (2018)
- Phase 3C: widen CC 215 interchange at Sky Pointe, provide local access to Sky Pointe and Centennial (2021)
- Phase 3D: widen CC 215 interchange at John Herbert and provide local access to Oso Blanca (2024)
- Phase 3E: final interchange ramps (2027)

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
Ongoing



Project Cost Range:
(Environmental Phase Estimates):

Engineering (All Phases):
\$13.6 - \$14.3 million

Right of Way (All Phases):
\$0 - \$0.4 million

Construction (All Phases):
\$219 - \$276 million

Construction (3E):
\$21.7 million

Total Project Cost (All Phases):
\$233 - \$290 million

Project Benefits:

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

What's Changed Since Last Update?

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

Project risks:

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

Financial Fine Points(Key Assumptions):

- Total funding expended for Phase 3: \$7.54 million
- Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million
- 3E: Inflation escalation (4%) to midpoint of construction 2028
- Funding source: TBD



<p>July 2015</p>	
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<p>US 95 Northwest - Phase 5</p> <p>Kyle Canyon Road Interchange</p> <p>Project Sponsor: City of Las Vegas and NDOT</p> <p>Senior Project Manager: Jenica Keller, P.E.</p> <p>(775) 888-7321</p>	
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Project Description:

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

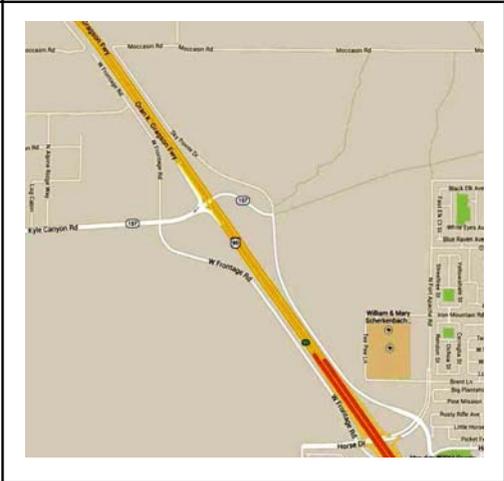
Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
TBD

Construction:
TBD



Project Cost Range:

Engineering:
\$2.5 - \$3 million

Right-of-Way:
\$1 - \$1.5 million

Construction:
\$32 - \$36.5 million

Total Project Cost:
\$35.5 - \$41 million

Project Benefits:

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

What's Changed Since Last Update?

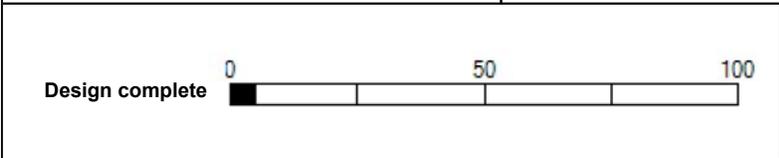
- Scope - No change
- Schedule - No change
- Cost - No change

Project risks:

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

Financial Fine Points(Key Assumptions):

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



July
2015



<p>I 80 Robb to Vista</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Jeff Lerud</p> <p>(775) 888-7589</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> • 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) • I-80 Robb Drive to Vista Boulevard Design-Build completed Decemeber 2013. • Phase II scoping will commence after completion of the I-80 Robb to Vista design/build project. • Project Length: 10.4 miles 		<p>Schedule: Planning: 2008 - 2014 Environmental: TBD Final Design: TBD Construction: TBD</p>	
			
		<p>Project Cost Range: (Panning Phase Estimates) Engineering: \$85 - \$105 million Right-of-Way: \$95 - \$125 million Construction: \$900 - \$1.1 billion Total Project Cost: \$1.08 billion - \$1.33 billion</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> • Improve operations and capacity along I-80. • Improve safety • Provide better connectivity between I-80 and I-580/US 395. • Accommodate future projected traffic. 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> • Scope - No change • Schedule - Planning extended • Cost - No change 	
<p>Project risks:</p> <ul style="list-style-type: none"> • Limited Right-of-Way • Phase II and beyond unfunded- delay in identifying needed funds will affect schedule and increase costs. • Environmental process not started - Project cost, scope and schedule may be impacted. • Resources may need to be reallocated to higher priority projects - project cost, scope and schedule may be impacted. 		<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> • Total Funding Expended by NDOT: \$140, 000 • Inflation escalation (4%) is to 2020 approximate midpoint of construction • Additional Federal, State, and local funding will/may be required 	
<p>Planning Complete 0 50 100 </p>		<p>July 2015</p> 	

<p>US 395 North - McCarran Blvd to Stead Blvd</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Jeff Lerud, P.E.</p> <p>(775) 888-7589</p>	
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Project Description:

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

Schedule:

Planning:
TBD

Environmental:
TBD

Final Design:
TBD

Construction:
TBD



Project Benefits:

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

Project Cost Range:
(Planning Phase Estimates)

Engineering:
\$7 - \$9 million

Right-of-Way:
\$3 - \$6 million

Construction:
\$70 - \$85 million

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

What's Changed Since Last Update?

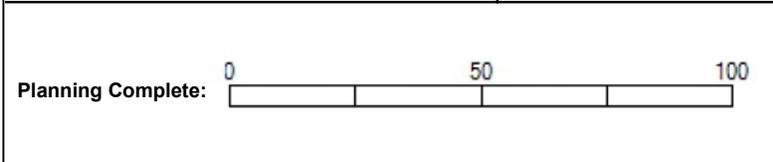
- Scope - No Change
- Schedule - The project has been put on hold subject to funding availability.
- Cost - No Change

Project risks:

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

Financial Fine Points(Key Assumptions):

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



July
2015



Pyramid Highway/US 395 Connection

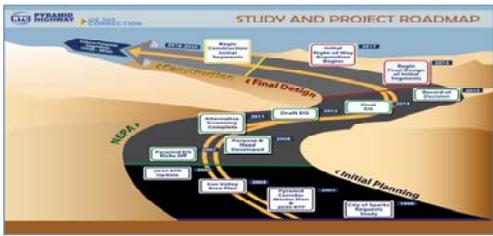
Project Sponsor: Washoe County RTC and NDOT

Washoe RTC Project Manager: Doug Maloy, P.E.

NDOT Project Manager: Dale Keller, P.E.

www.pyramidus395connection.com

Phone: (775) 888-7603



Project Description:

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

Schedule:

Planning:
Complete

Environmental:
2010 - 2015

Final Environmental Impact Statement (FEIS):
Winter 2014

Record of Decision (ROD):
Spring 2015

Final Design:
TBD

Construction:
TBD



Project Benefits:

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

Project Cost Range:
(Planning phase estimates)

Engineering:
\$40M - \$60M

Right-of-Way:
\$100M - \$150M

Construction:
\$410M - \$660M

Total Project Costs:
\$550M - \$870M

What's Changed Since Last Update?

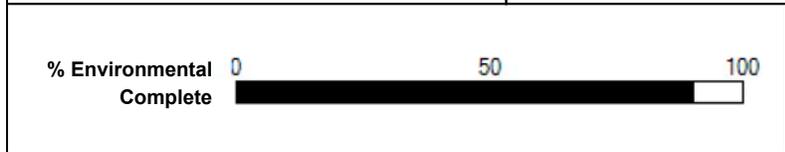
- Scope - No change.
- Schedule - No change
- Cost - No change.

Project risks:

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

Financial Fine Points(Key Assumptions):

- Total RTC Funding Expended - \$7,300,000
- Inflation escalation (2.7%) to midpoint of construction in 2020



**July
2015**



US 395 Carson City Freeway - Phase 2B

South Carson Street to Fairview Drive

Project Sponsor: NDOT

Senior Project Manager: Jeff Lerud

(775) 888-7589



Project Description:

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

Schedule:

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



Project Cost Range:

(Final design phase estimates):

- Engineering:**
\$11 - \$13 million
- Right-of-Way:**
\$30 - \$32 million
- Construction:**
\$100 - \$150 million
- Total Project Cost:**
\$137 - \$190 million

Project Benefits:

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

What's Changed Since Last Update?

- Scope - Package 3 & 4 will complete the remainder of the Freeway
- Schedule - TBD
- Cost - No change

Project risks:

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

Financial Fine Points(Key Assumptions):

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



**July
2015**



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 June 30, 2015 there were no projects completed.