

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

# QUARTERLY REPORT FOR MAJOR PROJECTS

For Quarter Ending September 30, 2018



Brian Sandoval  
Governor

Fi XmAUZVcb, PE  
Director

**Nevada Department of Transportation**

**QUARTERLY REPORT FOR MAJOR PROJECTS**

September 30, 2018

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## **1.0 INTRODUCTION**

The primary purpose of this quarterly report, ending September 30, 2018, 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. 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.

**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.

**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.

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

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

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

### 3.0 MAJOR PROJECTS

#### I-15 Projects

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#### Northern Nevada Projects

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<p><b>I 15 North - Part 2 Package A</b></p> <p><b>Craig Road (SR 573) to Speedway Boulevard</b></p> <p><b>Project Sponsor: NDOT</b></p> <p><b>Project Manager: Dwayne Wilkinson, P.E.</b></p> <p><b>(702) 671-8879</b></p>	
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**Project Description:**

- This project consists of corridor improvements from Craig Road to Speedway Blvd inclusive of:
- 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-958N, G-958S, G-961N & G-961S) over 2 UPRR crossings
- Landscape and aesthetic improvements
- Right-of-way fence replacement
- All construction within the existing I-15 right-of-way
- Project length: 4.8 miles

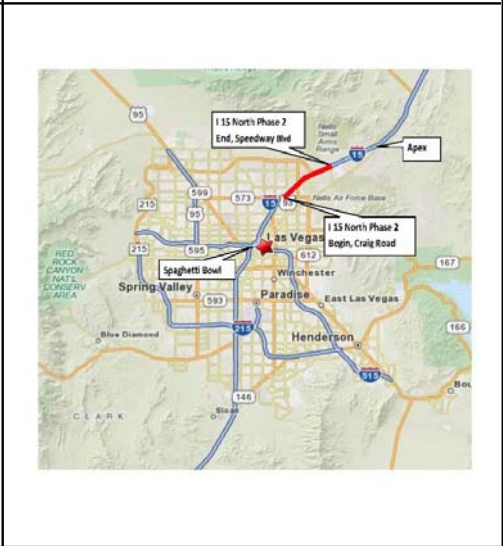
**Schedule:**

**Planning:**  
Complete

**Environmental:**  
Complete

**Final Design:**  
Complete

**Construction:**  
Complete



**Project Benefits:**

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

**Project Cost Range:**

**Engineering:**  
\$ 2.10 M

**Right of Way:**  
\$ 0.25 M

**Construction:**  
\$ 38.50 M

**Total Project Cost:**  
\$ 40.85 M

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

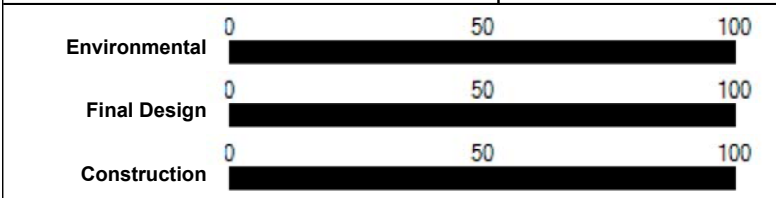
- Scope: No change
- Schedule: No Change
- Cost: No change

**Project risks:**



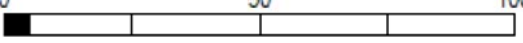
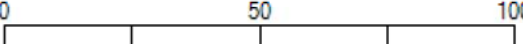
- Coordination with railroad during bridge construction
- Drilled shaft construction
- Work zone traffic control


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


- Total funding expended for Construction: \$ 38,498,505
- Total funding expended for Design: \$ 2,351,529
- Total funding expended for the Environmental Phase for all packages: \$875,000



<p><b>October 2018</b></p>	
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<b>I 15 North - Phase 3</b>  <b>Speedway Boulevard to Garnet Interchange</b>  <b>Project Sponsor: NDOT</b>  <b>Project Manager: Dwayne Wilkinson, P.E.</b>  <b>(702) 671-8879</b>			
<b>Project Description:</b> <ul style="list-style-type: none"> <li>This will be the last phase of improvements associated with the I-15 Corridor Environmental Assessment between US 95 and Apex.</li> <li>The project has been expanded from I-15 N between Speedway and Apex Interchanges to be between the Speedway and Garnet Interchanges.</li> <li>The location of the new interchange is now between Apex and Garnet Interchanges instead of Speedway and Apex.</li> <li>Widen I-15 from four to six lanes from Speedway Boulevard Interchange to the Garnet Interchange</li> <li>Project length has increased from 4.6 miles to 10.7 miles.</li> </ul>		<b>Schedule:</b> <b>Planning:</b> Complete <b>Environmental Phase:</b> 2018 -2020 <b>Final Design:</b> 2020- 2022 <b>Construction:</b> 2022 - 2024	
<b>Project Benefits:</b> <ul style="list-style-type: none"> <li>Improve safety</li> <li>Reduce trip times</li> <li>Improve access to areas planned for development in North Las Vegas</li> <li>Improve operations</li> <li>Increase capacity</li> </ul>		<b>Project Cost Range:</b> <b>Engineering:</b> \$6.5 - \$8.0 million <b>Right-of-Way:</b> \$0.1 - \$3.6 million <b>Construction:</b> \$70.1 - \$83.2 million <b>Total Project Cost:</b> \$76.7 - \$94.8 million	
<b>Project risks:</b> <ul style="list-style-type: none"> <li>Timely completion of environmental</li> <li>Timely completion of the Developer Agreement associated with the new interchange</li> <li>Timely completion of design</li> <li>Availability of construction funds</li> </ul>		<b>What's Changed Since Last Update?</b> <ul style="list-style-type: none"> <li>Scope - Project extended and new interchange location moved</li> <li>Schedule - Environmental added and Final design and Construction moved ahead one year</li> <li>Cost - Changed to reflect new scope</li> </ul>	
<b>Financial Fine Points(Key Assumptions):</b> <ul style="list-style-type: none"> <li>Total funding expended for phase 3: \$0 (design phase not started)</li> <li>Total funding expended for Environmental phase: \$92,000</li> </ul>			
<b>Environmental complete</b> 0 50 100 		<b>October 2018</b>	
<b>Design Complete</b> 0 50 100 			

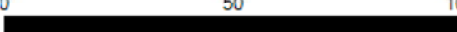
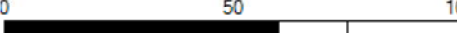

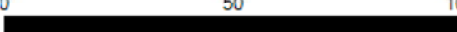
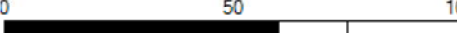


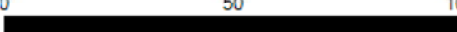
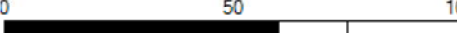

<p><b>I 15 North - Phase 4</b></p> <p><b>I 15 / CC 215 Northern Beltway Interchange</b></p> <p><b>Project Sponsor: NDOT</b></p> <p><b>Project Manager: Dwayne Wilkinson, P. E.</b></p> <p><b>(702)-671-8879</b></p>	
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<p><b>Project Description:</b></p> <ul style="list-style-type: none"> <li>● This is one of four phases of improvements to the I-15 North Corridor between US 95 and Apex Interchange (15 miles)</li> <li>● Construct new direct connect ramps to upgrade the I-15 &amp; CC 215 (Las Vegas Beltway) Interchange</li> <li>● Construct I-15 SB ramps &amp; reconstruct I-15 NB ramps for the I-15 &amp; Tropical Parkway Interchange</li> <li>● Reconstruct local streets to match Interchange reconfigurations</li> <li>● Provide Landscape &amp; Aesthetic enhancements in accordance with the I-15 Landscape &amp; Aesthetics Corridor Plan</li> <li>● Improvements will be constructed generally within the existing I-15 and CC-215 Rights-of-Way. However, approximately 3 acres may be required to construct the project</li> </ul>	<p><b>Schedule:</b></p> <p><b>Planning:</b> Complete</p> <p><b>Environmental:</b> Complete</p> <p><b>Final Design:</b> Start 2015 - 2019</p> <p><b>Construction:</b> 2019 - 2022</p>	
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<p><b>Project Benefits:</b></p> <ul style="list-style-type: none"> <li>● Improve safety</li> <li>● Reduce trip times</li> <li>● Improve access to areas planned for development in North Las Vegas</li> <li>● Improve operations with full freeway-to-freeway connectivity</li> <li>● Increase capacity</li> </ul>	<p><b>Project Cost Range:</b></p> <p><b>Engineering:</b> \$9.7 - \$10.1 million</p> <p><b>Right-of-Way:</b> \$7.0 - \$7.4 million</p> <p><b>Construction:</b> \$96.2 - \$ 101.0 million</p> <p><b>Total Project Cost:</b> \$112.9 - \$118.5 million</p>
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<p><b>Project risks:</b></p> <ul style="list-style-type: none"> <li>● Cost and schedule impact of structure design</li> <li>● Cost and schedule impact of utility relocations</li> <li>● Timely completion of preliminary engineering</li> <li>● Timely completions of UPRR permits &amp; agreements</li> <li>● Availability of construction funds</li> <li>● Acquisition of approximately 3.8 acres to construct the project</li> </ul>	<p><b>What's Changed Since Last Update?</b></p> <ul style="list-style-type: none"> <li>● Scope - No Change</li> <li>● Schedule - No Change</li> <li>● Cost - Updated</li> </ul>
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<p><b>Project risks:</b></p> <ul style="list-style-type: none"> <li>● Cost and schedule impact of structure design</li> <li>● Cost and schedule impact of utility relocations</li> <li>● Timely completion of preliminary engineering</li> <li>● Timely completions of UPRR permits &amp; agreements</li> <li>● Availability of construction funds</li> <li>● Acquisition of approximately 3.8 acres to construct the project</li> </ul>	<p><b>Financial Fine Points(Key Assumptions):</b></p> <ul style="list-style-type: none"> <li>● Total funding expended for preliminary engineering: \$6,407,000</li> <li>● Total funding expended for I-15 North environmental phase: \$875,000</li> <li>● NDOT Average Escalation Rates applied</li> <li>● Construction funding has not been identified</li> </ul>
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<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">% Environmental Complete</td> <td style="width: 10%; text-align: center;">0</td> <td style="width: 70%; text-align: center;">50</td> <td style="width: 10%; text-align: center;">100</td> </tr> <tr> <td colspan="4" style="text-align: center;">  </td> </tr> <tr> <td>% Design Complete</td> <td style="text-align: center;">0</td> <td style="text-align: center;">50</td> <td style="text-align: center;">100</td> </tr> <tr> <td colspan="4" style="text-align: center;">  </td> </tr> <tr> <td>Environmental Re-Assessment Documentation</td> <td style="text-align: center;">0</td> <td style="text-align: center;">50</td> <td style="text-align: center;">100</td> </tr> <tr> <td colspan="4" style="text-align: center;">  </td> </tr> </table>	% Environmental Complete	0	50	100					% Design Complete	0	50	100					Environmental Re-Assessment Documentation	0	50	100					<p><b>October 2018</b></p>	
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<p><b>Project NEON Design-Build</b></p> <p><b>I-15 Sahara to Spaghetti Bowl</b></p> <p><b>Project Sponsor: NDOT</b></p> <p><b>Project Manager: Dale Keller, P.E.</b></p> <p><b>(775) 888-7603</b></p>	
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<p><b>Project Description:</b></p> <ul style="list-style-type: none"> <li>● 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</li> <li>● Local Access Improvements to Las Vegas Downtown Redevelopment</li> <li>● New access to Alta</li> <li>● I-15/Charleston Interchange Reconstruction</li> <li>● Project Length: 4.83 miles</li> <li>● *This project now includes what was previously Phases 1-4.</li> </ul>	<p><b>Schedule:</b></p> <p><b>Planning:</b> Complete</p> <p><b>Environmental:</b> Complete</p> <p><b>Begin Construction:</b> November 2016</p> <p><b>Substantial Completion:</b> August 2019</p>	
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<p><b>Project Benefits:</b></p> <ul style="list-style-type: none"> <li>● Will accommodate anticipated traffic increases</li> <li>● New access to Downtown Redevelopment</li> <li>● Reduce congestion along local streets and I-15</li> <li>● Extends HOV System</li> </ul>	<p><b>Project Cost Range:</b></p> <p><b>Engineering:</b> \$50 - \$60 Million</p> <p><b>Right-of-Way and Utilities:</b> \$225 - \$250 Million</p> <p><b>Construction:</b> \$550 - \$575 Million</p> <p><b>Construction Engineering:</b> \$40 - \$50 Million</p> <p><b>Total Project Cost:</b> \$865 - \$935 Million</p>
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<p><b>Project risks:</b></p> <ul style="list-style-type: none"> <li>● Complex construction in a high volume dense urban area</li> <li>● Complexity in maintaining traffic, staging, relocating utilities and reducing impacts</li> <li>● Complex right-of-way issues may impact schedule and cost</li> </ul>	<p><b>What's Changed Since Last Update?</b></p> <ul style="list-style-type: none"> <li>● Project is under construction</li> </ul>
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<p><b>Financial Fine Points(Key Assumptions):</b></p> <ul style="list-style-type: none"> <li>● Total Funding Expended: \$513,000,000</li> <li>● Transportation Board approved the authority to bond for the Project.</li> </ul>
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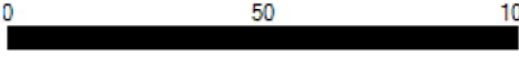
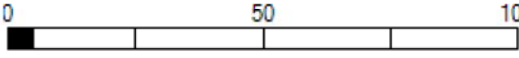

<p><b>I 15 South - Bermuda Road Interchange</b></p> <p><b>Project Sponsor: City of Henderson</b></p> <p><b>Project Manager: Ryan Wheeler, P.E.</b></p> <p><b>(702) 671-8876</b></p>	
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<p><b>Project Description:</b></p> <ul style="list-style-type: none"> <li>I-15 South Project from Sloan to Tropicana has been broken into nine (9) Project elements to address funding and constructability opportunities.</li> <li>This is one element of the I-15 South project.</li> <li>Construct new interchange at Bermuda Road.</li> </ul>	<p><b>Schedule:</b></p> <p><b>Planning:</b> Complete</p> <p><b>Environmental:</b> Complete</p> <p><b>Final Design:</b> 2026 - 2027</p> <p><b>Construction:</b> TBD</p>	
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<p><b>Project Benefits:</b></p> <ul style="list-style-type: none"> <li>Interchanges on I-15 reduce congested traffic on the main line and associated regional facilities.</li> <li>Connect Regional traffic.</li> </ul>	<p><b>Project Cost Range:</b> (Estimates per June 2014 CRA)</p> <p><b>Engineering:</b> \$9.5 - \$10 M</p> <p><b>Right-of-Way:</b> \$1.5 - \$2 M</p> <p><b>Construction:</b> \$93 - \$98 M</p> <p><b>Total Project Cost:</b> \$104 - \$110 M</p>
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<p><b>Project risks:</b></p> <ul style="list-style-type: none"> <li>Unit price and property escalation may affect project cost.</li> <li>Funding uncertainty</li> </ul>	<p><b>What's Changed Since Last Update?</b></p> <ul style="list-style-type: none"> <li>Scope - No Change</li> <li>Schedule - No Schedule. Unfunded on 2035 RTP.</li> <li>Cost - adjusted per June 2014 CRA</li> </ul>
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<p><b>Financial Fine Points(Key Assumptions):</b></p> <ul style="list-style-type: none"> <li>Funding not available until 2026-2030 per current Financial Plan.</li> <li>Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million</li> <li>Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction.</li> <li>Funding Source (Financial Plan 2009): Q10 Extended (\$57.1M) and STP Clark County (\$60M).</li> </ul>
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<p>% Environmental Complete </p> <p>% Design Complete </p>	<p>October 2018</p>	
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## I 15 South - Pebble Road Overpass

**Project Sponsor: Clark County**

**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.
- 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?

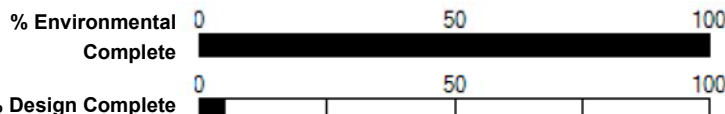
- Scope - No Change
- Schedule - This project was removed from 2030 RTP.
- Cost - No Change

### 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.
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Funding Source (Financial Plan 2009): Private Developers (\$30M)



October  
2018



<p><b>I 15 South - Starr Avenue Interchange</b></p> <p><b>Project Sponsor: City of Henderson</b></p> <p><b>Senior Project Manager: Ryan Wheeler</b></p> <p><b>(702) 671-8876</b></p>	
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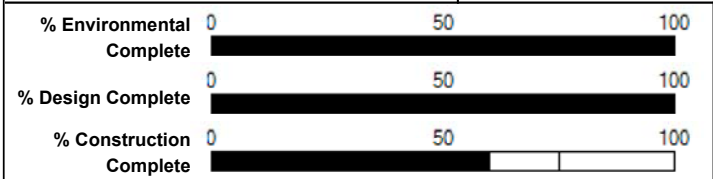
<p><b>Project Description:</b></p> <ul style="list-style-type: none"> <li>I-15 South, from Sloan Road to Tropicana Ave. has been broken into nine packages to address funding and constructability opportunities.</li> <li>This project is one piece of the overall I-15 South Corridor</li> <li>Construct a new interchange at Starr Avenue with on &amp; off-ramps</li> <li>Connect to Las Vegas Blvd (east side) and Dean Martin Drive (west side)</li> <li>I-15 over Starr Avenue and shifted 50 ft. to the east of the existing I-15.</li> </ul>	<p><b>Schedule:</b></p> <p><b>Planning:</b> Complete</p> <p><b>Environmental:</b> Complete</p> <p><b>Final Design:</b> 2010-2017</p> <p><b>Construction:</b> 2017-2018</p>
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<p><b>Project Benefits:</b></p> <ul style="list-style-type: none"> <li>Improve access to I-15 with new interchange</li> <li>Connect east-west regional traffic from Las Vegas Blvd to/from Dean Martin Drive</li> <li>Improve I-15 mainline capacity</li> </ul>	<p><b>Project Cost Range:</b> (Environmental Phase Estimates)</p> <p><b>Preliminary Engineering:</b> \$10 - \$11 M</p> <p><b>Right-of-Way:</b> \$8 - \$14 M</p> <p><b>Construction:</b> \$40 - \$58 M</p> <p><b>Total Project Cost:</b> \$58 - \$83 M</p>
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<p><b>What's Changed Since Last Update?</b></p> <ul style="list-style-type: none"> <li>Project Awarded to Las Vegas Paving at bid of \$33.7 Million</li> <li>Ground breaking event held Nov 30, 2017</li> <li>I-15 SB &amp; NB realignment installed April 2018 to construct the new bridge.</li> <li>Storm Drain box under new Starr Ave from Las Vegas Blvd to I-15 is completed</li> <li>Fill placed for bridge. Bridge construction underway, bridge deck pour completed.</li> </ul>
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<p><b>Financial Fine Points(Key Assumptions):</b></p> <ul style="list-style-type: none"> <li>Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million</li> <li>Construction Funding secured with \$35.2M from FRI-1 by City of Henderson, remaining funding by federal and state funds</li> </ul>
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<p><b>October 2018</b></p>	
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<p><b>I 15 South - Las Vegas Boulevard</b></p> <p><b>St. Rose Parkway to Sunset Road</b></p> <p><b>Project Sponsor: Clark County</b></p> <p><b>Project Manager: Ryan Wheeler, P.E.</b></p> <p><b>(702) 671-8852</b></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- Complete

**Construction:**  
Package 1 -Complete,  
Package 2 Construction start Spring 2017



**Project Benefits:**

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

**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 risks:**

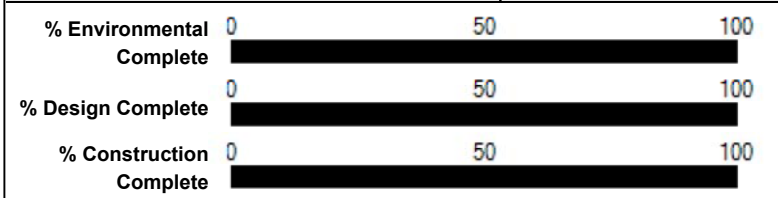
- Complexity in maintaining traffic staging, relocating utilities and reducing impacts to traveling public.

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

- Scope - No Change
- Schedule - No Change
- Cost - No Change
- Package 2 awarded to Las Vegas Paving, Work started Spring 2017

**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)



**October 2018**





<p><b>I 15 South - Sloan Road Interchange</b></p> <p><b>Project Sponsor: City of Henderson</b></p> <p><b>Project Manager: Ryan Wheeler, P.E.</b></p> <p><b>(702) 671-8876</b></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.
- Reconstruct interchange at Sloan Road.

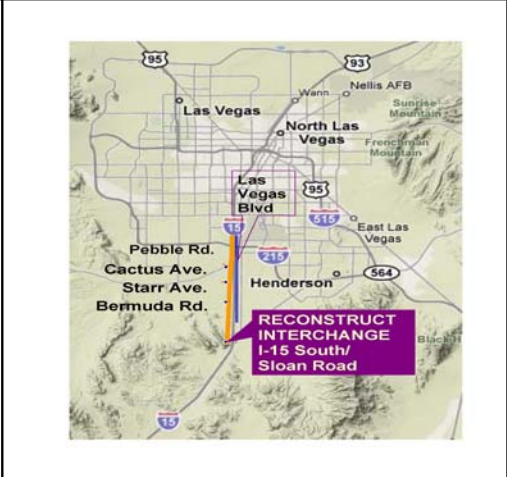
**Schedule:**

**Planning:**  
Complete

**Environmental:**  
Complete

**Final Design:**  
TBD

**Construction:**  
TBD



**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.

**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

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

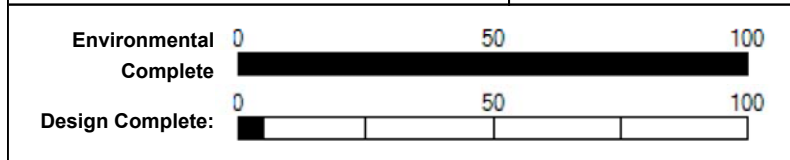
- Scope - No Change
- Schedule - No Change
- Cost - adjusted per June 2014 CRA.

**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)




**October  
2018**



<p><b>I 15 South - Stateline to Sloan</b></p> <p><b>Project Sponsor: NDOT</b></p> <p><b>Project Manager: Ryan Wheeler, P. E.</b></p> <p><b>(702) 671-8876</b></p>			
<p><b>Project Description:</b></p> <ul style="list-style-type: none"> <li>Reconstruct interchange ramps at Primm, Jean and Sloan Interchanges to address safety issues.</li> <li>Signing improvements with DMS signs on I-15.</li> <li>Shoulder improvements.</li> </ul>	<p><b>Schedule:</b></p> <p><b>Planning:</b> 2013 - 2015</p> <p><b>Environmental:</b> TBD</p> <p><b>Final Design:</b> TBD</p> <p><b>Construction:</b> TBD</p>		
		<p><b>Project Cost Range:</b></p> <p><b>Engineering:</b> \$3 - \$4 M</p> <p><b>Right-of-Way:</b> TBD</p> <p><b>Construction:</b> \$35 - \$50 M</p> <p><b>Total Project Cost:</b> \$38 - \$54 M</p>	
<p><b>Project Benefits:</b></p> <ul style="list-style-type: none"> <li>Update ramp geometrics to current standards.</li> <li>Decrease congestion.</li> <li>Improve communications and driver awareness with message signs.</li> <li>Improve on/off ramps at Primm, Jean and Sloan Interchanges.</li> </ul>	<p><b>What's Changed Since Last Update?</b></p> <ul style="list-style-type: none"> <li>Scope - Scope modified to Safety project</li> <li>Schedule - No Change</li> <li>Cost - No Change.</li> </ul>		
<p><b>Project risks:</b></p> <ul style="list-style-type: none"> <li>Uncertainty of future construction materials and labor costs.</li> <li>Complex construction in a high volume rural area may affect schedule and costs.</li> <li>Funding uncertainty.</li> </ul>	<p><b>Financial Fine Points(Key Assumptions):</b></p> <ul style="list-style-type: none"> <li>Total funding expended: \$0</li> <li>Funding: Government Services Tax \$52 Million</li> <li>Inflation Index of 3% is to approximate midpoint of construction.</li> </ul>		
<p>Planning Scoping <span style="display: inline-block; width: 100px; border-bottom: 1px solid black; position: relative; top: -5px;"> <span style="position: absolute; left: 0; top: -5px;">0</span> <span style="position: absolute; left: 50%; top: -5px;">50</span> <span style="position: absolute; left: 100%; top: -5px;">100</span> <div style="background-color: black; width: 10%; height: 10px; position: absolute; left: 0; top: -5px;"></div> </span></p>		<p><b>October 2018</b></p>	
			

<b>I 11 Phase 1</b>  <b>Foothills Drive Grade Sep to Silverline Road north of US 95</b>  <b>Project Sponsor: NDOT</b>  <b>Senior Project Manager : Ryan Wheeler, P.E.</b>  <b>(702) 671-8876</b>			
<b>Project Description:</b> <ul style="list-style-type: none"> <li>Project was originally to be delivered via a series of five separate packages.</li> <li>One package regarding tortoise fencing/plant salvaging was completed ahead of the project</li> <li>Realignment of US 93 / US 95 to create an access controlled facility from Foothill Drive to Silverline Road</li> <li>One new diamond Interchange along with one Frontage Road will be constructed</li> <li>Direct Connector Ramps from the new facility to and from US 93 will be constructed</li> <li>A railroad bridge will be constructed to re-connect the previously severed tracks separated by US 93</li> <li>Project length: 2.5 miles</li> </ul>	<b>Schedule:</b> <b>Planning:</b> Complete <b>Environmental:</b> Complete <b>Final Design:</b> Complete <b>Construction:</b> Package 2A Complete  Contract awarded on Feb 10, 2015 to Fisher Sand & Gravel  Notice to Proceed issued May 11th 2015		
		<b>Project Cost Range:</b> (Final Design Phase Estimates) <b>Engineering:</b> \$5 - \$8 million <b>Right-of-Way:</b> \$10 - \$28 million	<b>Construction (Completed Phase 2A only):</b> \$1.4 million <b>Construction (All Packages):</b> \$85 - \$100 million <b>Total Project Cost:</b> \$100 - \$138 million
<b>Project Benefits:</b> <ul style="list-style-type: none"> <li>Improves safety by eliminating a half-signal at US 93 and Railroad Pass Casino</li> <li>Improves operations for Trucks from US 95 to US 93</li> <li>Improves operations for peak trips from Boulder City to Las Vegas</li> <li>Improves local circulation</li> <li>Reconnects railroad tracks previously severed by US 93</li> <li>Connects Henderson's trail system with the River Mountain Loop Trail</li> <li>Completes initial phase of the Boulder City Bypass</li> </ul>	<b>What's Changed Since Last Update?</b> <ul style="list-style-type: none"> <li>Cost - Fisher Sand and Gravel construction bid of \$83 Million</li> <li>Traffic is utilizing northbound and southbound new I-11 alignments.</li> <li>Traffic is open utilizing the new I-11 alignment. Final punchlist items continue to be completed.</li> </ul>		
<b>Project risks:</b> <ul style="list-style-type: none"> <li>Right-of-Way acquisition schedule</li> <li>Final reports for NOA testing have been published and can be found on the main project website at <a href="http://www.i-11phaseone.com">www.i-11phaseone.com</a></li> <li>NOA mitigation has been determined and Contractor will follow an approved NOA Management Plan</li> <li>Timely completion of the utility agreements and associated amendments</li> </ul>	<b>Financial Fine Points(Key Assumptions):</b> <ul style="list-style-type: none"> <li>Total funding expended (Preliminary Engineering &amp; Environmental): \$7,459,449</li> <li>Total funding expended (Right-of-Way): \$18,858,124</li> <li>Total funding Expended for BC Bypass Environmental studies (all phases): \$5,199,679</li> <li>Total funding expended for construction of Phase 2A: \$1.4 million (actual)</li> </ul>		
<b>% Design Complete</b> 0 50 100 <b>% Row Complete</b> 0 50 100 <b>% Construction Complete</b> 0 50 100	<b>October 2018</b>		

<p><b>I 11 Phase 2</b></p> <p><b>Silverline Road north of US 95 to the Nevada Interchange</b></p> <p><b>Project Sponsor: Nevada Department of Transportation</b></p> <p><b>Project Partner: Regional Transportation Commission of Southern Nevada</b></p> <p><b>Senior Project Manager: Ryan Wheeler, P.E.</b></p> <p><b>(702) 671-8876</b></p>	
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**Project Description:**

- 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

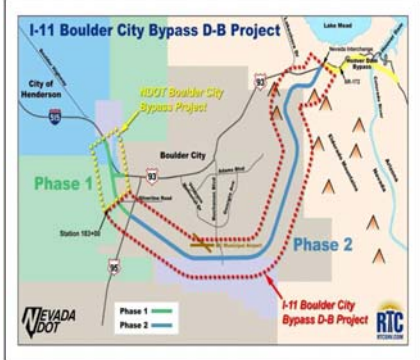
**Schedule:**

**Planning:**  
Complete

**Environmental:**  
Complete

**Final Design:**  
2015-2016

**Construction:**  
2015-2018



**Project 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 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?**

- 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
- I-11 alignment opened on August 8, 2018. Punchlist items are continuing to be completed.

**Project risks:**


- 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](http://www.i-11nv.com)
- NOA mitigation has been determined and Contractor will follow an approved NOA Management Plan


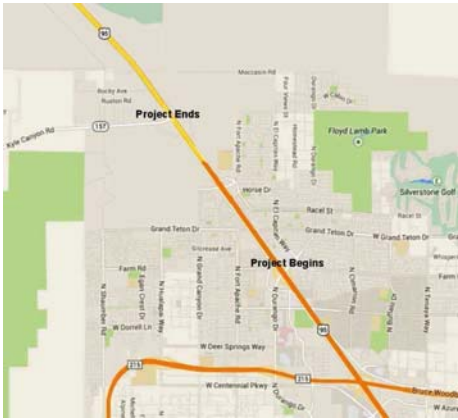

**Financial Fine Points(Key Assumptions):**




- Total funding Expended: \$126,333,726.38
- Total funding Expended for BC Bypass environmental studies (all phases): \$5,199,679
- Inflation escalation (4%) is to 2016 approximate midpoint of construction.
- Federal Funding is covering majority of the work through reimbursement of RTC Southern Nevada using AB413 fuel tax indexing revenues advanced construction mechanisms



<b>% Design Complete</b>	0	50	100
<b>% ROW Complete</b>	0	50	100
<b>% Construction Complete</b>	0	50	100

October  
2018



<p><b>US 95 Northwest - Phase 2B/5</b></p> <p><b>Durango Drive to Kyle Canyon Road and at Kyle Canyon Road</b></p> <p><b>Project Sponsor: NDOT</b></p> <p><b>Project Manager: Jenica Keller , P.E.</b></p> <p><b>(775) 888-7592</b></p>			
<p><b>Project Description:</b></p> <ul style="list-style-type: none"> <li>● This is the second and fifth phase of the US 95 Northwest Project that extends from Washington Avenue to Kyle Canyon Road</li> <li>● Alleviate congestion within the corridor by increasing capacity</li> <li>● Widen Durango Drive to Kyle Canyon Road to 6 lanes</li> <li>● Construct High Occupancy Vehicle Direct Access Ramps at Elkhorn</li> <li>● Construct a regional flood control facility from Centennial to Grand Teton</li> <li>● Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning</li> <li>● Construct new interchange at Kyle Canyon Road</li> <li>● Project length: 2.45 miles</li> </ul>		<p><b>Schedule:</b></p> <p><b>Planning :</b> Complete</p> <p><b>Environmental :</b> Complete</p> <p><b>Final Design:</b> Complete</p> <p><b>Advertise:</b> Complete</p> <p><b>Construction:</b> Start January 2018</p> <p><b>Construction:</b> Complete 3rd Quarter 2020</p>	
			
		<p><b>Project Cost Range:</b> <b>(Construction Phase Estimates):</b></p> <p><b>Engineering (All Phases):</b> \$6 - \$7 million</p> <p><b>Right of Way (All Phases):</b> \$0, No acquisitions required</p> <p><b>Construction (All Phases):</b> \$103 - \$116 million</p> <p><b>Construction (2B/5):</b> \$65 - \$78 million</p> <p><b>Total Project Cost (All Phases) :</b> \$109 - \$123 million</p>	
<p><b>Project Benefits:</b></p> <ul style="list-style-type: none"> <li>● Increase capacity</li> <li>● Improve safety</li> <li>● Improve access</li> <li>● Meet stakeholder/public expectations</li> <li>● Reduce trip times</li> <li>● Reduce vehicle emissions</li> <li>● Reduce idling</li> <li>● Beautify the corridor</li> <li>● Improve driver comfort</li> </ul>		<p><b>What's Changed Since Last Update?</b></p> <ul style="list-style-type: none"> <li>● Scope - No change</li> <li>● Schedule - No change</li> <li>● Cost - No change</li> </ul>	
<p><b>Project risks:</b></p> <ul style="list-style-type: none"> <li>● Unit price escalation may affect project cost</li> <li>● Complex design issues may impact schedule and scope</li> <li>● Complex utility issues may impact schedule and cost</li> </ul>		<p><b>Financial Fine Points(Key Assumptions):</b></p> <ul style="list-style-type: none"> <li>● Total funding expended for Phase 2: \$78.88 million</li> <li>● Total funding expended for US 95 Northwest Environmental Studies (all phases) : \$5 million</li> <li>● Inflation escalation (2.27%) to midpoint of construction in 2018.</li> <li>● Funding source for Phase 2B/5:</li> <li>● Federal: \$42.4 million</li> <li>● State: \$2.2 million</li> <li>● Local: \$33.4 million</li> </ul>	
<p><b>% Design complete</b> 0 50 100</p> <p><b>Construction</b> 0 50 100</p>		<p><b>October 2018</b></p> 	

<p><b>US 95 Northwest - Phase 3C</b></p> <p><b>Clark County 215 Interchange</b></p> <p><b>Project Sponsor: NDOT, City of Las Vegas and Clark County</b></p> <p><b>Senior Project Manager: Jenica Keller, P.E.</b></p> <p><b>(775) 888-7592</b></p>			
<p><b>Project Description:</b></p> <ul style="list-style-type: none"> <li>This is the third phase of the US 95 Northwest project that extends from Washington Avenue to Kyle Canyon Road</li> <li>Construct new system to system interchange at CC 215</li> <li>This third phase is anticipated to be constructed in 3 subparts (A, C and D/E)</li> <li>Phase 3C: Ramps providing north to west, south to east and south to west movements</li> </ul>		<p><b>Schedule:</b></p> <p><b>Planning:</b> Complete</p> <p><b>Environmental:</b> Complete</p> <p><b>Final Design:</b> Complete</p> <p><b>Advertise:</b> Complete</p> <p><b>Construction:</b> Start 3rd Quarter 2019</p> <p><b>Construction:</b> End 1st Quarter 2021</p>	
			
		<p><b>Project Cost Range:</b> (Final Design Phase Estimates):</p> <p><b>Engineering (All Phases):</b> \$14 - \$15 million</p> <p><b>Right of Way (All Phases):</b> \$0 - \$1 million</p> <p><b>Construction (All Phases):</b> \$197 - \$233million</p> <p><b>Construction (3C):</b> \$61 - \$73 million</p> <p><b>Total Project Cost (All Phases):</b> \$211 - \$249 million</p>	
<p><b>Project Benefits:</b></p> <ul style="list-style-type: none"> <li>Increase capacity</li> <li>Improve safety</li> <li>Improve access</li> <li>Meet stakeholder/public expectations</li> <li>Reduce trip times</li> <li>Reduce vehicle emissions</li> <li>Reduce idling</li> <li>Beautify corridor</li> <li>Improve driver comfort</li> </ul>		<p><b>What's Changed Since Last Update?</b></p> <ul style="list-style-type: none"> <li>Scope - No change</li> <li>Schedule - Notice to Proceed delayed per Contractor</li> <li>Cost - Updated based on bid prices</li> </ul>	
<p><b>Project risks:</b></p> <ul style="list-style-type: none"> <li>Unit price escalation may affect project cost</li> <li>Complex right of way and utility issues may impact schedule and cost</li> </ul>		<p><b>Financial Fine Points(Key Assumptions):</b></p> <ul style="list-style-type: none"> <li>Total funding expended for Phase 3: \$58.68 million</li> <li>Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million</li> <li>3C: inflation escalation (2.30%) to midpoint of construction 2019</li> <li>Funding source: <ul style="list-style-type: none"> <li>Federal: \$19 million</li> <li>State: \$54 million</li> </ul> </li> </ul>	
<p><b>% Design Complete</b> 0 50 100</p> <p><b>% Construction Complete</b> 0 50 100</p>		<p><b>October 2018</b></p> 	

<p><b>US 95 Northwest - Phase 3D/E</b></p> <p><b>Clark County 215 Interchange</b></p> <p><b>Project Sponsor: NDOT, City Las Vegas and Clark County</b></p> <p><b>Senior Project Manager: Jenica Keller, P.E.</b></p> <p><b>(775) 888-7592</b></p>			
<p><b>Project Description:</b></p> <ul style="list-style-type: none"> <li>This is the third phase of the US 95 Northwest project that extends from Washington Avenue to Kyle Canyon Road</li> <li>Construct new system to system interchange at CC 215</li> <li>This third phase is anticipated to be constructed in 3 subparts (A, C and D/E)</li> <li>Phase 3D/E: Ramps providing west to north, south to west and east to north movements; local interchange and upgrade CC215</li> </ul>		<p><b>Schedule:</b></p> <p><b>Planning:</b> Complete</p> <p><b>Environmental:</b> Complete</p> <p><b>Final Design:</b> 2018-2020</p>	
<p><b>Project Benefits:</b></p> <ul style="list-style-type: none"> <li>Increase capacity</li> <li>Improve safety</li> <li>Improve access</li> <li>Meet stakeholder/public expectations</li> <li>Reduce trip times</li> <li>Reduce vehicle emissions</li> <li>Reduce idling</li> <li>Beautify corridor</li> <li>Improve driver comfort</li> </ul>		<p><b>Project Cost Range:</b> <b>(Design Phase Estimates):</b></p> <p><b>Engineering (All Phases):</b> \$14 - \$15 million</p> <p><b>Right of Way (All Phases):</b> \$0 - \$1 million</p> <p><b>Construction (All Phases):</b> \$197 - \$233 million</p> <p><b>Construction (3D/E):</b> \$126 - \$150 million</p> <p><b>Total Project Cost (All Phases):</b> \$211 - \$249 million</p>	
<p><b>Project risks:</b></p> <ul style="list-style-type: none"> <li>Unit price escalation may affect project cost</li> <li>Complex right of way and utility issues may impact schedule and cost</li> </ul>		<p><b>What's Changed Since Last Update?</b></p> <ul style="list-style-type: none"> <li>Scope - Local multi-use path and utility relocation added</li> <li>Schedule - No change</li> <li>Cost - Local multi-use path and utility relocation added</li> </ul>	
<p><b>Financial Fine Points(Key Assumptions):</b></p> <ul style="list-style-type: none"> <li>Total funding expended for Phase 3: \$58.63 million</li> <li>Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million</li> <li>3D/E: inflation escalation (2.27%) to midpoint of construction 2021</li> <li>Funding source: TBD</li> </ul>		<p><b>October 2018</b></p> 	
<p><b>% Design Complete</b> 0 50 100</p> <p><b>% ROW Complete</b> 0 50 100</p>			



**Pyramid Highway/US 395 Connection**

**Project Sponsor: Washoe County RTC and NDOT**

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

**NDOT Project Manager: Jae Pullen, P.E., PTOE**

[www.pyramidus395connection.com](http://www.pyramidus395connection.com)

**Phone: (775) 888-7589**



- 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 - 2018  
**Final Environmental Impact Statement (FEIS):** Winter 2014-2017  
**Record of Decision (ROD):** 2018  
**Final Design:** TBD  
**Construction:** TBD



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

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

**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



**October  
2018**



<p><b>US 395 Carson City Freeway - Phase 2B</b></p> <p>South Carson Street to Fairview Drive</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Jeff Lerud</p> <p>(702) 671-8865</p>	
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**Project Description:**

- This project will be delivered in four packages. Construction is complete for Phase 2B Packages 1, 2 & 3.
- Phase 2B Package 4 will construct the South Carson Interchange and complete the remainder of the project

**Schedule:**

**Planning:**  
Complete

**Environmental:**  
Complete

**Final Design:**  
Complete

**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?**

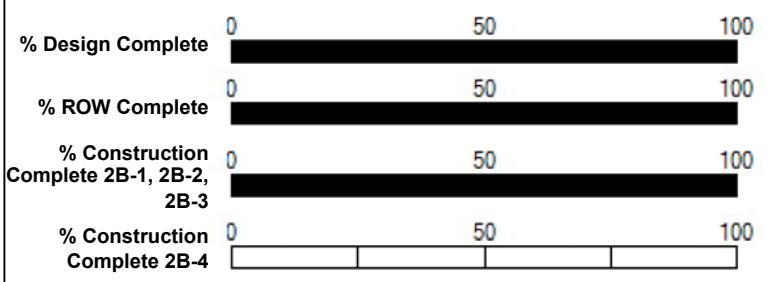
- Scope - Package 4 will complete the remainder of the Freeway
- Schedule - TBD
- Cost - No change

**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: \$195 million
- Construction funding source for Phase 2B-4: TBD



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## 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, 2018, four major projects were completed: I-15 North Phase 2 Pkg A – Craig Road to Speedway Boulevard; I-15 South Las Vegas Boulevard; I-11 Phase 1 and I-11 Phase 2.

The I-15 North Phase 2 Pkg A project was completed on time and under budget with no scope creep. This project increased capacity and safety on I-15 from Craig Road to Speedway Boulevard by adding continuous acceleration/deceleration lanes between the interchanges and by adding one through lane in each direction on I-15. Additionally, the project enhanced the corridor by constructing a community driven aesthetics improvement plan.

The I-15 South Las Vegas Boulevard Project was completed on time and under budget. The right-of-way for this project was transferred from the Nevada Department of Transportation to Clark County, who designed and provided construction oversight of this project. The project increased capacity and safety by adding one lane in each direction. The project included storm drain improvements, utility upgrades and landscaping and aesthetics. The project did not construct the median for the RTC's proposed Regional Guideway system as noted in the Environmental Assessment.

The Interstate-11 Phase 1 & Phase 2 Projects (Boulder City Bypass, Phase 1 & Phase 2) were completed ahead of schedule. For ease of coordination between the two construction sites, portions of the Phase 2 project were transferred to the Phase 1 construction. The projects experienced some scope creep and were completed over budget. Phase 1 was administered by the Nevada Department of Transportation, and Phase 2 was administered by the Regional Transportation Commission of Southern Nevada with oversight by the Department. These projects mark the first installation of freeway for the newly designated Interstate 11. Additionally, these two projects are the first additions to the 47,856-mile Federal Highway Interstate System since 1992. The projects increased safety and capacity by constructing a new Interstate alignment that included: more than 14 miles of four-lane controlled access highway between Foothills Drive and SR-172; system to system connections at US-93, US-95 and SR-172; a full diamond interchange at Railroad Pass with one loop ramp; a scenic overlook at the crest of the Eldorado mountains overlooking Lake Mead; installation of a steel fabricated pedestrian bridge connecting the River Mountain Loop and Henderson Trail Systems; wildlife crossings; and reconnection of railroad tracks previously severed by US-93.