

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

QUARTERLY REPORT FOR MAJOR PROJECTS

For Quarter Ending December 31, 2018



Brian Sandoval
Governor

Fi XmAUZVcb, PE
Director

Nevada Department of Transportation

QUARTERLY REPORT FOR MAJOR PROJECTS

December 31, 2018

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1.0 INTRODUCTION

The primary purpose of this quarterly report, ending December 31, 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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<p>I 15 North - Phase 3</p> <p>Speedway Boulevard to Garnet Interchange</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 will be the last phase of improvements associated with the I-15 Corridor Environmental Assessment between US 95 and Apex.
 - A new Environment Assessment is required for this project since it is being extended 6.1 miles. Original project limits were from Speedway to Apex. New project limits are from Speedway to US 93 along I-15.
 - Widen I-15 from four to six lanes from Speedway Boulevard Interchange to the Garnet Interchange, approximately 10.7 miles
 - A new developer funded interchange is proposed between Apex and Garnet Interchanges.

Schedule:

Planning:
Complete

Environmental Phase:
2019 -2020

Final Design:
2020- 2021

Construction:
See Financial Fine Points Below



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:
\$6.5 - \$8.0 million

Right-of-Way:
\$0.1 - \$3.6 million

Construction:
\$70.1 - \$83.2 million

Total Project Cost:
\$76.7 - \$94.8 million

Project risks:

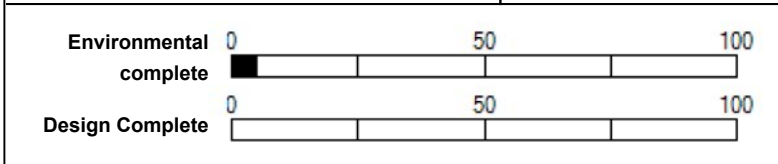
- Timely completion of environmental
- Timely completion of the Developer Agreement associated with the new interchange
- Timely completion of design
- Availability of construction funds

What's Changed Since Last Update?

- Scope - No Change
- Schedule - Environmental and Construction updated
- Cost - No Change


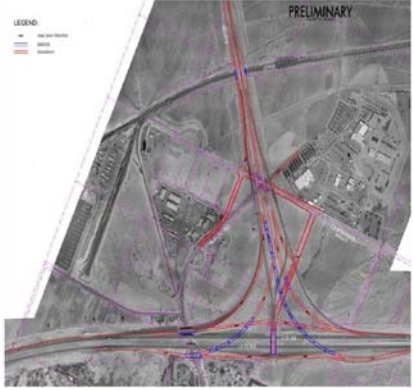




Financial Fine Points(Key Assumptions):


- Total funding expended for phase 3: \$0 (design phase not started)
- Total funding expended for Environmental phase: \$194,000
- As per the Regional Transportation Plan, this project will be funded for construction between FY2021 and FY2025




**January
2019**



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: <ul style="list-style-type: none"> This is one of four phases of improvements to the I-15 North Corridor between US 95 and Apex Interchange (15 miles) Construct new direct connect ramps to upgrade the I-15 & CC 215 (Las Vegas Beltway) Interchange Construct I-15 SB ramps & reconstruct I-15 NB ramps for the I-15 & Tropical Parkway Interchange Reconstruct local streets to match Interchange reconfigurations Provide Landscape & Aesthetic enhancements in accordance with the I-15 Landscape & Aesthetics Corridor Plan Improvements will be constructed generally within the existing I-15 and CC-215 Rights-of-Way. However, approximately 3.8 acres may be required to construct the project 		Schedule: Planning: Complete Environmental: Complete Final Design: Start 2015 - 2019 Construction: 2019 - 2022	
Project Benefits: <ul style="list-style-type: none"> 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: \$9.7 - \$10.1 million Right-of-Way: \$7.0 - \$7.4 million Construction: \$96.2 - \$ 101.0 million Total Project Cost: \$112.9 - \$118.5 million	
Project risks: <ul style="list-style-type: none"> Timely completion of utility relocation's Timely completions of UPRR permits & agreements Acquisition of approximately 3.8 acres to construct the project 		What's Changed Since Last Update? <ul style="list-style-type: none"> Scope - No Change Schedule - No Change Cost - No Change 	
Financial Fine Points(Key Assumptions): <ul style="list-style-type: none"> Total funding expended for preliminary engineering: \$8,203,000 Total funding expended for I-15 North environmental phase: \$875,000 NDOT Average Escalation Rates applied 			
% Environmental Complete 0 50 100 		January 2019 	
% Design Complete 0 50 100 			
Environmental Re-Assessment Documentation 0 50 100 			


<p>Project NEON Design-Build</p> <p>I-15 Sahara to Spaghetti Bowl</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Dale Keller, P.E.</p> <p>(775) 888-7603</p>	
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<p>Project Description:</p> <ul style="list-style-type: none"> • 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. 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Begin Construction: November 2016</p> <p>Substantial Completion: August 2019</p>	
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<p>Project Benefits:</p> <ul style="list-style-type: none"> • Will accommodate anticipated traffic increases • New access to Downtown Redevelopment • Reduce congestion along local streets and I-15 • Extends HOV System 	<p>Project Cost Range:</p> <p>Engineering: \$50 - \$60 Million</p> <p>Right-of-Way and Utilities: \$225 - \$250 Million</p> <p>Construction: \$550 - \$575 Million</p> <p>Construction Engineering: \$40 - \$50 Million</p> <p>Total Project Cost: \$865 - \$935 Million</p>
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<p>Project risks:</p> <ul style="list-style-type: none"> • 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 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> • Project is under construction
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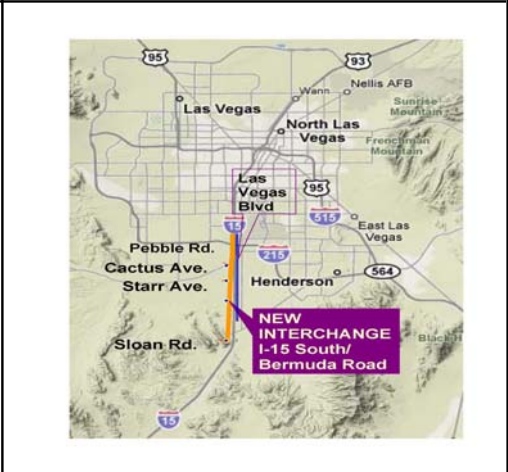
<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> • Total Funding Expended: \$513,000,000 • Transportation Board approved the authority to bond for the Project.

<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: 60%; text-align: center;">50</td> <td style="width: 10%; text-align: center;">100</td> </tr> <tr> <td></td> <td colspan="3" style="text-align: center;"><div style="width: 50%; height: 10px; background-color: black;"></div></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></td> <td colspan="3" style="text-align: center;"><div style="width: 100%; height: 10px; background-color: black;"></div></td> </tr> <tr> <td>Construction</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></td> <td colspan="3" style="text-align: center;"><div style="width: 25%; height: 10px; background-color: black;"></div></td> </tr> </table>	% Environmental Complete	0	50	100		<div style="width: 50%; height: 10px; background-color: black;"></div>			Design Complete	0	50	100		<div style="width: 100%; height: 10px; background-color: black;"></div>			Construction	0	50	100		<div style="width: 25%; height: 10px; background-color: black;"></div>			<p>January 2019</p>	
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Construction	0	50	100																							
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<p>I 15 South - Bermuda Road Interchange</p> <p>Project Sponsor: City of Henderson</p> <p>Project Manager: David Bowers, P.E.</p> <p>(702) 671-6672</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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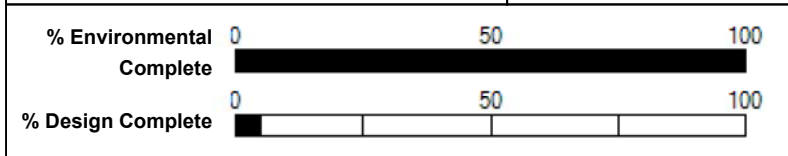
<p>Project Cost Range:</p> <p>(Estimates per June 2014 CRA)</p> <p>Engineering: \$9.5 - \$10 M</p> <p>Right-of-Way: \$1.5 - \$2 M</p> <p>Construction: \$93 - \$98 M</p> <p>Total Project Cost: \$104 - \$110 M</p>
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<p>Project Benefits:</p> <ul style="list-style-type: none"> Interchanges on I-15 reduce congested traffic on the main line and associated regional facilities. Connect Regional traffic.

<p>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

<p>Project risks:</p> <ul style="list-style-type: none"> Unit price and property escalation may affect project cost. Funding uncertainty

<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>January 2019</p>	
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I 15 South - Pebble Road Overpass

Project Sponsor: Clark County

Project Manager: David Bowers, P.E.

(702) 671-6672



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?

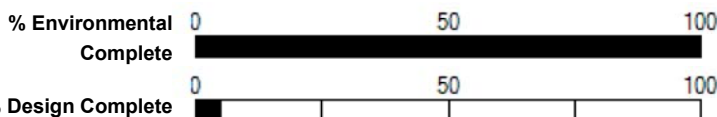
- Scope - No Change
- Schedule - This project was removed from 2030 RTP.
- Cost - No Change

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)



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I 15 South - Starr Avenue Interchange

Project Sponsor: City of Henderson

Senior Project Manager: Ryan Wheeler

(702) 671-8876



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:
2010-2017

Construction:
2017-2018



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

Project Benefits:

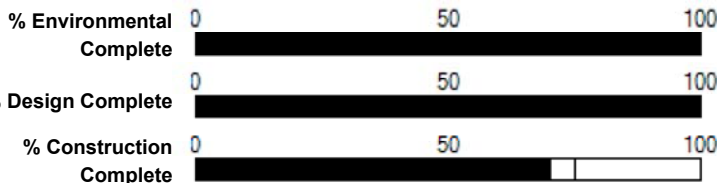
- Improve access to I-15 with new interchange
- Connect east-west regional traffic from Las Vegas Blvd to/from Dean Martin Drive
- Improve I-15 mainline capacity

What's Changed Since Last Update?

- Project Awarded to Las Vegas Paving at bid of \$33.7 Million
- Ground breaking event held Nov 30, 2017
- I-15 SB & NB realignment installed April 2018 to construct the new bridge.
- Storm Drain box under new Starr Ave from Las Vegas Blvd to I-15 is completed
- Fill placed for bridge. Bridge construction underway, bridge deck pour completed. Excavation under bridge underway.


Financial Fine Points(Key Assumptions):

- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Construction Funding secured with \$35.2M from FRI-1 by City of Henderson, remaining funding by federal and state funds



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<p>I 15 South - Phase 2A/2B</p> <p>Sloan Road to Blue Diamond (SR-160)</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: David Bowers, P.E.</p> <p>(702) 671-6672</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 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: ● 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. 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: TBD</p> <p>Construction: TBD</p>
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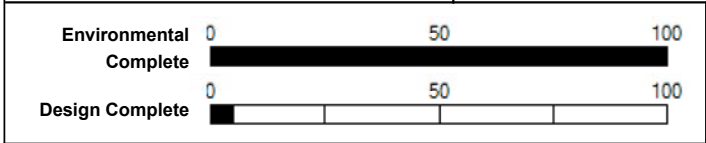
END PROJECT:
I-15 South/
Blue Diamond
(SR160)

BEGIN PROJECT:
I-15 South/
Sloan Road


<p>Project Benefits:</p> <ul style="list-style-type: none"> ● Increase capacity ● Improve safety ● Improve access ● Reduce trip times ● Reduce vehicle emissions ● Reduce idling ● Improve driver comfort 	<p>Project Cost Range: (Estimates per June 2014 CRA)</p> <p>Engineering: \$43 - \$44 M</p> <p>Right-of-Way: \$0</p> <p>Construction: \$476 - \$505 M</p> <p>Total Project Cost: \$519 - \$549 M</p>
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<p>Project risks:</p> <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 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> ● Scope - No Change ● Schedule - No Change ● 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 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.



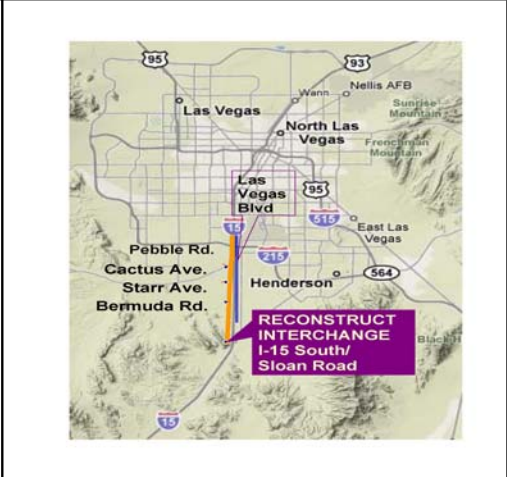
<p>January 2019</p>	
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<p>I 15 South - Sloan Road Interchange</p> <p>Project Sponsor: City of Henderson</p> <p>Project Manager: David Bowers, P.E.</p> <p>(702) 671-6672</p>	
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Project Description:

- 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

Project risks:

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

What's Changed Since Last Update?

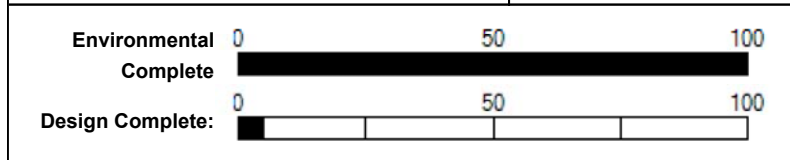
- Scope - No Change
- Schedule - No Change
- Cost - adjusted per June 2014 CRA.

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)



January 2019



I 15 South - Stateline to Sloan

Project Sponsor: NDOT

Project Manager: David Bowers, P. E.

(702) 671-6672



Project Description:

- Reconstruct interchange ramps at Primm, Jean and Sloan Interchanges to address safety issues.
- Signing improvements with DMS signs on I-15.
- Shoulder improvements.

Schedule:

Planning:
2013 - 2015

Environmental:
TBD

Final Design:
TBD

Construction:
TBD



Project Cost Range:

Engineering:
\$3 - \$4 M

Right-of-Way:
TBD

Construction:
\$35 - \$50 M

Total Project Cost:
\$38 - \$54 M

Project Benefits:

- 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.

What's Changed Since Last Update?

- Scope -Scope modified to Safety project
- Schedule - No Change
- Cost - No Change.

Project risks:

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



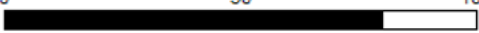

Financial Fine Points(Key Assumptions):


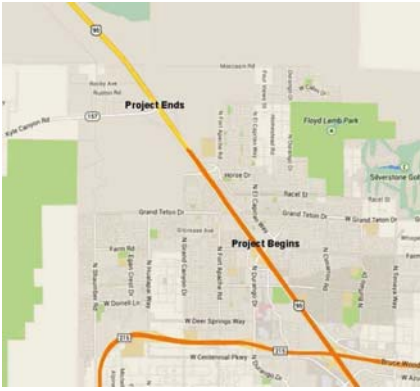
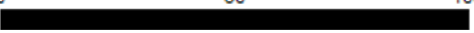
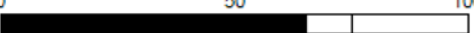
- Total funding expended: \$0
- Funding: Government Services Tax \$52 Million
- Inflation Index of 3% is to approximate midpoint of construction.






**January
2019**



I-515 Freeway Improvements Rancho Drive at US 95 to Wyoming Grade Separation on I-515 Alternatives Development Study and Environmental Documentation Project Sponsor: NDOT Project Manager: Rick Splawinski, P.E. (775) 888-7317, rsplawinski@dot.nv.gov			
Project Description: <ul style="list-style-type: none"> Analyze traffic operations and safety Identify potential improvement concepts Screen, refine, and package concepts into list of potential projects Prepare NEPA environmental documentation for selected project(s) NEPA documentation for City Parkway Ramp project terminated due to FHWA disapproval of CCAR Prepare NEPA documentation (documented CE) for SB Auxiliary Lane project 		Schedule: Planning: Completed 2nd Quarter 2017 Environmental: Will Complete SB Auxiliary Lane NEPA 2nd Quarter 2019 Final Design: Began SB Auxiliary Lane Final Design 4th Quarter 2018 Construction: Will Begin I-515 SB Auxiliary Lane/Viaduct Rehabilitation in 2021	
			
		Project Cost Range: Planning/Environmental: \$3.9 million Engineering: \$1.7 million (SB Auxiliary Lane project) Right of Way: TBD Construction: TBD Total Project Costs: TBD	
Project Benefits: <ul style="list-style-type: none"> Identify and develop potential operation and safety improvement projects Analyze project benefit-cost ratios to guide corridor programming Use planning-environmental linkages to ready projects for NEPA phase Advance highest priority project(s) through NEPA approval NEPA effort for City Parkway Ramp project terminated due to FHWA disapproval of CCAR Advance SB Auxiliary Lane project through NEPA approval 		What's Changed Since Last Update? <ul style="list-style-type: none"> Scope - No change Schedule - No change Cost - Updated SB Auxiliary Lane final design cost 	
Project risks: <ul style="list-style-type: none"> Identify and secure funding for needed corridor improvements Include major I-515 viaduct replacement and rehabilitation projects in corridor program Address long-term I-515 capacity needs Reconcile conflicts, if any, between intermediate-term improvements and long-term capacity projects Change in Control of Access Report for single movement City Parkway ramp not approved by FHWA SB Auxiliary Lane/Viaduct Rehabilitation project will require reducing I-515 to two lanes in each direction during construction 		Financial Fine Points(Key Assumptions): <ul style="list-style-type: none"> \$3.1 million expended to date on planning/environmental effort \$3.9 million programmed for planning/environmental effort \$1.7 million programmed for SB Auxiliary Lane final design Construction funding for SB Auxiliary Lane project has been programmed 	
Planning/Environmental % Complete 0 50 100 		January 2019	
			

US 95 Northwest - Phase 2B/5 Durango Drive to Kyle Canyon Road and at Kyle Canyon Road Project Sponsor: NDOT Project Manager: Jenica Keller , P.E. (775) 888-7592			
Project Description: <ul style="list-style-type: none"> This is the second and fifth phase of the US 95 Northwest Project that extends from Washington Avenue to Kyle Canyon Road Alleviate congestion within the corridor by increasing capacity Widen Durango Drive to Kyle Canyon Road to 6 lanes Construct High Occupancy Vehicle Direct Access Ramps at Elkhorn Construct a regional flood control facility from Centennial to Grand Teton Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning Construct new interchange at Kyle Canyon Road Project length: 2.45 miles 	Schedule: Planning : Complete Environmental : Complete Final Design: Complete Advertise: Complete Construction: Start January 2018 Construction: Complete 3rd Quarter 2020		
		Project Benefits: <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 	
Project risks: <ul style="list-style-type: none"> Unit price escalation may affect project cost Complex design issues may impact schedule and scope Complex utility issues may impact schedule and cost 		What's Changed Since Last Update? <ul style="list-style-type: none"> Scope - No change Schedule - No change Cost - No change 	
Financial Fine Points(Key Assumptions): <ul style="list-style-type: none"> Total funding expended for Phase 2: \$86.49 million Total funding expended for US 95 Northwest Environmental Studies (all phases) : \$5 million Inflation escalation (2.27%) to midpoint of construction in 2018. Funding source for Phase 2B/5: <ul style="list-style-type: none"> Federal: \$42.4 million State: \$2.2 million Local: \$33.4 million 			
% Design complete 0 50 100 		January 2019	
Construction 0 50 100 			

<p>US 95 Northwest - Phase 3C</p> <p>Clark County 215 Interchange</p> <p>Project Sponsor: NDOT, City of Las Vegas and Clark County</p> <p>Senior Project Manager: Jenica Keller, P.E.</p> <p>(775) 888-7592</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> 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 third phase is anticipated to be constructed in 3 subparts (A, C and D/E) Phase 3C: Ramps providing north to west, south to east and south to west movements 		<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: Complete</p> <p>Advertise: Complete</p> <p>Construction: Start 3rd Quarter 2019</p> <p>Construction: End 1st Quarter 2021</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 corridor Improve driver comfort 		<p>Project Cost Range: (Final Design Phase Estimates):</p> <p>Engineering (All Phases): \$14 - \$15 million</p> <p>Right of Way (All Phases): \$0 - \$1 million</p> <p>Construction (All Phases): \$197 - \$233million</p> <p>Construction (3C): \$61 - \$73 million</p> <p>Total Project Cost (All Phases): \$211 - \$249 million</p>	
<p>Project risks:</p> <ul style="list-style-type: none"> Unit price escalation may affect project cost Complex right of way and utility issues may impact schedule and cost 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - No change Schedule - No change Cost - No change 	
<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding expended for Phase 3: \$59.71 million Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million 3C: inflation escalation (2.30%) to midpoint of construction 2019 Funding source: Federal: \$19 million State: \$54 million 		<p>% Design Complete 0 50 100</p> <p>% Construction Complete 0 50 100</p>	
		<p>January 2019</p> 	

<p>US 95 Northwest - Phase 3D/E</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) 888-7592</p>	
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Project Description:

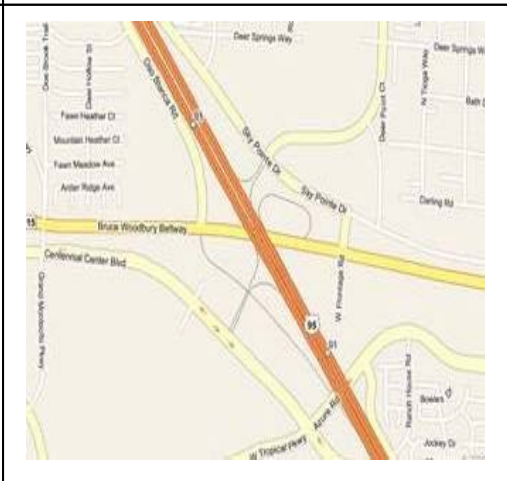
- This is the third phase of the US 95 Northwest project that extends from Washington Avenue to Kyle Canyon Road
- Construct new system to system interchange at CC 215
- This third phase is anticipated to be constructed in 3 subparts (A, C and D/E)
- Phase 3D/E: Ramps providing west to north, south to west and east to north movements; local interchange and upgrade CC215

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
2018-2020



Project Cost Range:
(Design Phase Estimates):

Engineering (All Phases):
\$14 - \$15 million

Right of Way (All Phases):
\$0 - \$1 million

Construction (All Phases):
\$197 - \$233 million

Construction (3D/E):
\$126 - \$150 million

Total Project Cost (All Phases):
\$211 - \$249 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?

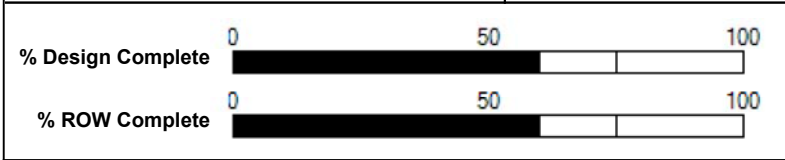
- Scope - No change
- Schedule - No change
- Cost - No change

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: \$59.71 million
- Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million
- 3D/E: inflation escalation (2.27%) to midpoint of construction 2021
- Funding source: TBD



January 2019



<p>The Reno Spaghetti Bowl</p> <p>180/ I580/ US 395 System Interchange</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Dale Keller, PE</p> <p>775-888-7603</p>	
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Project Description:

- Freeway capacity, safety, and operational improvements to and surrounding the spaghetti bowl interchange
- Freeway access management improvements
- Service interchanges modifications
- I80 limits: Virginia/Sierra/Center Street Interchange to Pyramid Highway Interchange
- I 580/US 395 limits: McCarran/Clear Acre Interchange to Virginia/Kietzke Interchange

Schedule:
Environmental:
 2017 - 2020

Design and Right of Way:
 2020 - 2025

Construction:
 2025 and Later



Project Benefits:

- Improve freeway safety and operations
- Reduce existing freeway congestion
- Accommodate current and future travel demands
- Improved freeway maintainacne

Project Cost Range:

Engineering:
 TBD

Right of Way:
 TBD

Construction:
 TBD

Total Project Costs:
 TBD

Project risks:

- Complex access management strategies
- Railroad
- Truckee River
- Socio-economic environment
- Fragmented Local Network
- Right of Way
- Historical and cultural impacts
- 4f and 6f impacts

What's Changed Since Last Update?


- Scope - No changes
- Schedule - No changes
- Budget - No chnages

Financial Fine Points(Key Assumptions):

- N/A

Environmental (NEPA Phase) 0 50 100

January 2019



Pyramid Highway/US 395 Connection

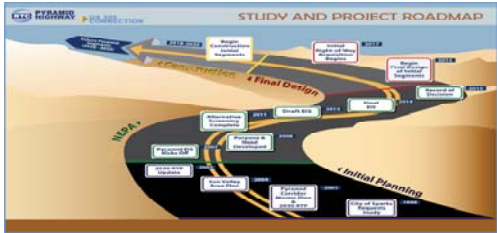
Project Sponsor: Washoe County RTC and NDOT

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

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

www.pyramidus395connection.com

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?

- The Record of Decision has been received.

- 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



**January
2019**



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 December 31, 2018 there were no projects completed.