

**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

**QUARTERLY REPORT FOR MAJOR PROJECTS
For Quarter Ending March 31, 2024**



**Joe Lombardo
Governor**

**Tracy Larkin Thomason, PE
Director**

Nevada Department of Transportation

QUARTERLY REPORT FOR MAJOR PROJECTS

March 31, 2024

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1.0 INTRODUCTION

The primary purpose of this quarterly report, ending March 31, 2024, 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. n.

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. Major projects are identified as projects with preliminary costs in excess of \$100 million, and include all projects identified in the December 2006 Blue Ribbon Task Force Report: “Roads to the Future,” as well as any qualifying projects that have been approved since that publication.

Section 4 of this report identifies any major projects completed 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: LShows the percentage completion for the primary project development activities that are in progress: planning, environmental clearance, final design, right-of-way acquisition, and construction.

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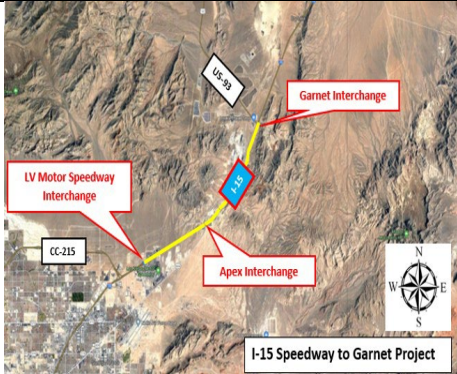

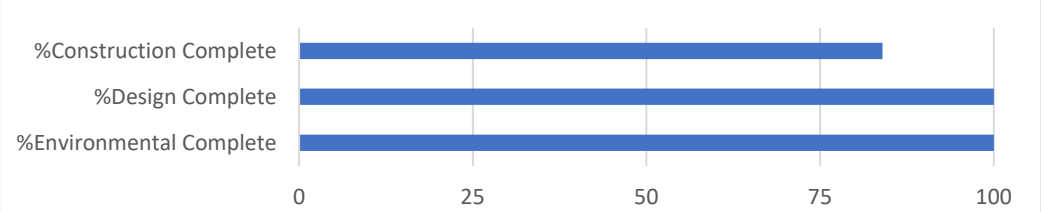
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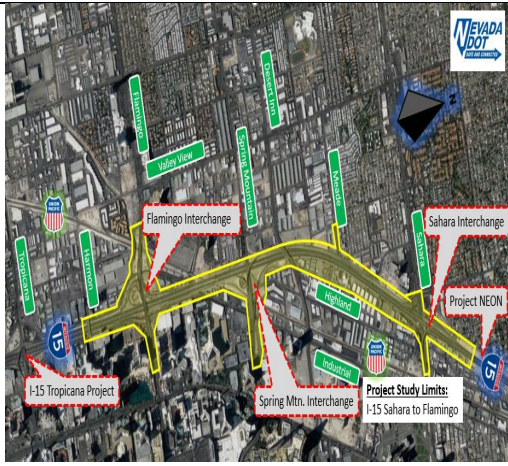
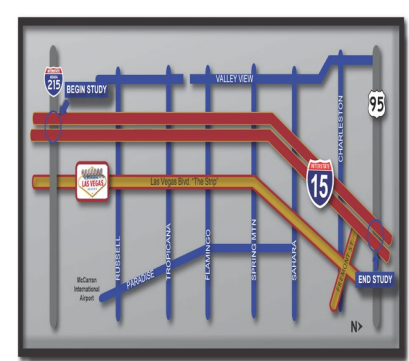
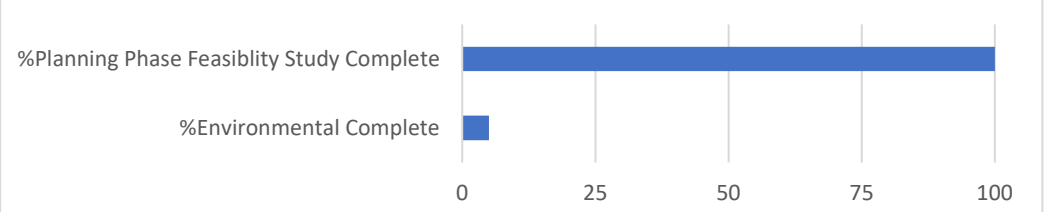
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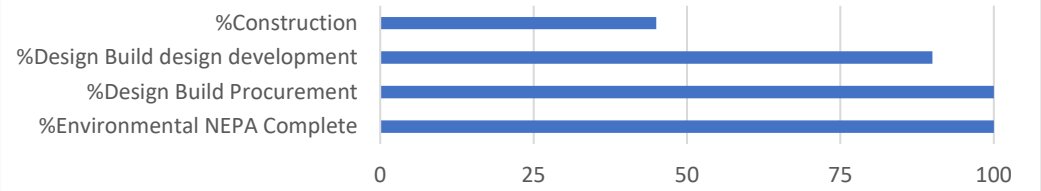
I-15 North – Phase 3

LOCATION:	Speedway Blvd to Garnet Interchange										
SPONSOR:	NDOT										
PROJECT MANAGER:	Christine Chia, P.E.										
PHONE:	775-888-7767										
PROJECT DESCRIPTION:	<ul style="list-style-type: none"> Last phase of improvements associated with the I-15 North Corridor Environmental Assessment. Original project limits were from Speedway Boulevard to Apex Interchange (May 2007 Environmental Assessment). Project limits were extended 6.1 miles to the north from the Apex Interchange to the Garnet Interchange (US 93) Widen I-15 from four to six lanes from Speedway Boulevard Interchange to the Garnet Interchange, approximately 10.7 miles Project also includes: drainage improvements, bridge rehabilitation and widening, highway maintenance facility, landscape and aesthetic enhancements, improved and additional lighting, and truck parking 										
PROJECT BENEFITS:	<ul style="list-style-type: none"> Improve safety Improve travel time reliability Improve access to areas planned for development in North Las Vegas Improve operations 										
PROJECT RISKS:	<ul style="list-style-type: none"> Timely completion of construction 										
SCHEDULE:		PROJECT COST RANGE:	WHAT'S CHANGED SINCE LAST UPDATE:								
Planning: Complete Environmental: Complete Final Design: Complete Construction: 2022-2024		Engineering: \$3.4 - \$4.9 million Right-of-Way: \$1.5 - \$2.0 million Construction: \$79.3 - \$99.3 million Total Project Cost: \$84.2 - \$100.2 million	Scope: No Change Schedule: No Change Cost: No Change								
FINANCIAL POINTS (KEY ASSUMPTIONS):	<ul style="list-style-type: none"> Total funding expended for design, environmental, right of way: \$ 4,160,000 Total funding expended for construction: \$43,696,000 Total funding expended for construction engineering: \$5,843,000 										
COMPLETION SCALE:	 <table border="1" style="margin-top: 10px; width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Category</th> <th>Completion Percentage</th> </tr> </thead> <tbody> <tr> <td>%Construction Complete</td> <td>~85%</td> </tr> <tr> <td>%Design Complete</td> <td>100%</td> </tr> <tr> <td>%Environmental Complete</td> <td>100%</td> </tr> </tbody> </table>			Category	Completion Percentage	%Construction Complete	~85%	%Design Complete	100%	%Environmental Complete	100%
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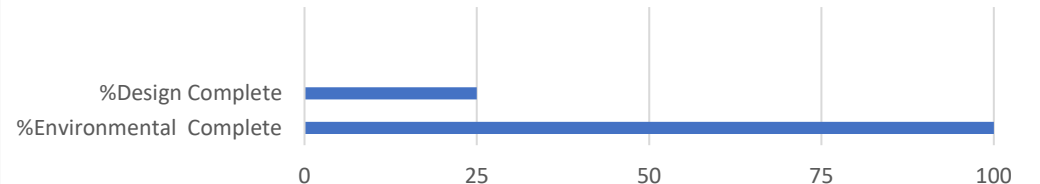
I-15 Central Corridor

LOCATION:	Flamingo Rd to Sahara Ave								
SPONSOR:	NDOT								
PROJECT MANAGER:	Christine Chia, P.E.								
PHONE:	775-888-7767								
PROJECT DESCRIPTION:	<ul style="list-style-type: none"> Environmental study along I-15 from Flamingo Road to Sahara Avenue. Enhance access and mobility within the I-15 corridor. Evaluate extension of Martin Luther King Jr Boulevard. Define needs and examine potential improvements to the I-15 within the resort corridor area. Engage stakeholders in an environmental study and alternative analysis that meets project goals. Create a phased implementation strategy and prioritization for future construction. 								
PROJECT BENEFITS:	<ul style="list-style-type: none"> Improve safety Improve travel time reliability Improve capacity Improve access 								
PROJECT RISKS:	<ul style="list-style-type: none"> Consensus building among the stakeholders. Funding uncertainty. Economic development along the corridor could require design changes affecting scope, schedule and budget 								
SCHEDULE:		PROJECT COST RANGE:	WHAT'S CHANGED SINCE LAST UPDATE:						
Feasibility Study: 2019-2027 Environmental: 2023-2027 Final Design: TBD Construction: TBD		Engineering: TBD Right-of-Way: TBD Construction: TBD Total Project Cost: TBD	Planning Phase: Feasibility Study completed Fall 2021 Environmental Phase: Began Spring 2023 Scope, Schedule, Cost: No Change						
FINANCIAL POINTS (KEY ASSUMPTIONS):	<ul style="list-style-type: none"> Total funding: TBD 								
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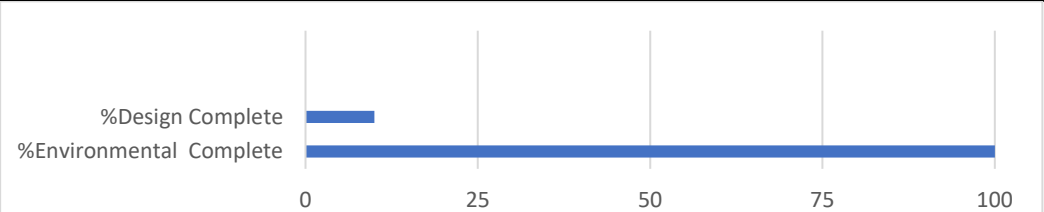
I-15 Tropicana Interchange Reconstruction

LOCATION:													
SPONSOR:	NDOT												
PROJECT MANAGER:	Ryan Wheeler, P.E.												
PHONE:	702-278-3391												
PROJECT DESCRIPTION:	<ul style="list-style-type: none"> • Demolish and reconstruct the Tropicana Avenue interchange at I-15 • Grade separate the intersection of Tropicana Avenue and Dean Martin Drive • Construct HOV ramps at Harmon Avenue • Extend the Active Traffic Management System South on I-15 • Pavement preservation Warm Springs to Harmon 												
PROJECT BENEFITS:	<ul style="list-style-type: none"> • Improve operations, safety, and mobility • Provide for future expansion of I-15 • Improve travel time reliability 												
PROJECT RISKS:	<ul style="list-style-type: none"> • Mega project schedule impacts • Stakeholder buy-in • Right of Way • Utility conflicts and coordination 												
SCHEDULE:	PROJECT COST RANGE:	WHAT'S CHANGED SINCE LAST UPDATE:											
Environmental FONSI: 2/6/20 RFQ: Sept. 2020 RFP: January 2021 Design Build Contractor award: Nov/Dec 2021 Construction: 2022-2025	Engineering: \$8 - \$12 million Right-of-Way: \$40 million Construction: \$305 million Total Project Cost:	Scope: No change Schedule: Updated to reflect design and construction progress Budget: No change											
FINANCIAL POINTS (KEY ASSUMPTIONS):	<ul style="list-style-type: none"> • N/A 												
COMPLETION SCALE:	 <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>%Construction</td> <td>~45%</td> </tr> <tr> <td>%Design Build design development</td> <td>~90%</td> </tr> <tr> <td>%Design Build Procurement</td> <td>~100%</td> </tr> <tr> <td>%Environmental NEPA Complete</td> <td>~100%</td> </tr> </tbody> </table>			Category	Percentage	%Construction	~45%	%Design Build design development	~90%	%Design Build Procurement	~100%	%Environmental NEPA Complete	~100%
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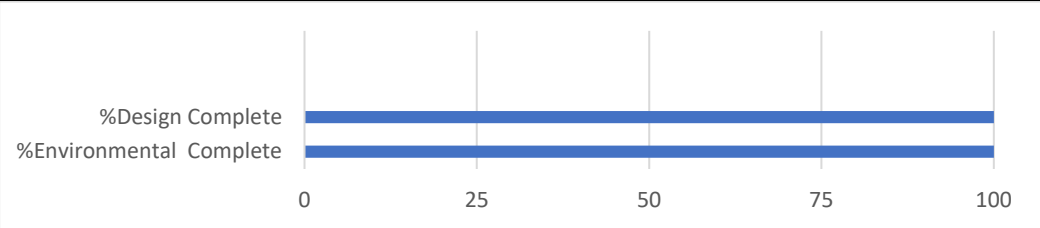
I-15 South – Via Nobila Interchange

LOCATION:	(formerly Bermuda Road)								
SPONSOR:	City of Henderson								
PROJECT MANAGER:	Danja Petro, P.E.								
PHONE:	702-671-8865								
PROJECT DESCRIPTION:	<ul style="list-style-type: none"> The I-15 South Corridor Environmental Assessment from Sloan to Tropicana was completed in 2008 and broke the corridor into nine (9) project elements to address funding and constructability opportunities. Construction of a new interchange at Via Nobila (formerly Bermuda Road) was one of the project elements identified in the original Environmental Assessment. 								
PROJECT BENEFITS:	<ul style="list-style-type: none"> Increase capacity Improve safety Improve access Improve travel time reliability 								
PROJECT RISKS:	<ul style="list-style-type: none"> Unit price and property escalation may affect project cost Funding uncertainty 								
SCHEDULE:	PROJECT COST RANGE:	WHAT'S CHANGED SINCE LAST UPDATE:							
Planning: Complete Environmental: Environmental assessment re-evaluation completed 2021 Final Design: TBD Construction: TBD	Estimates per August 2022 CRA Engineering: \$9 - \$17 million Right-of-Way: \$2 - \$4 million Construction: \$43 - \$78 million Total Project Cost: \$56 - \$98 million	Scope: No change Schedule: No change Budget: No change							
FINANCIAL POINTS (KEY ASSUMPTIONS):	<ul style="list-style-type: none"> Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million 								
COMPLETION SCALE:	 <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>%Design Complete</td> <td>25</td> </tr> <tr> <td>%Environmental Complete</td> <td>100</td> </tr> </tbody> </table>			Category	Percentage	%Design Complete	25	%Environmental Complete	100
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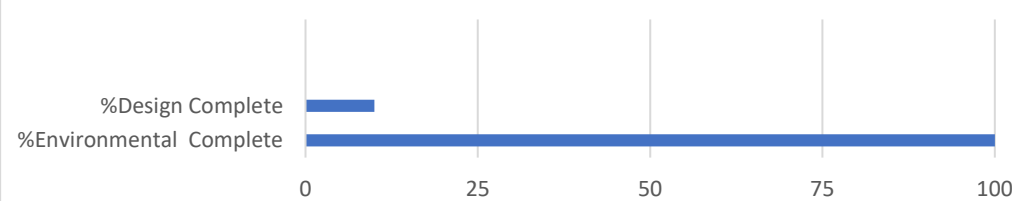
I-15 South – Pebble Road Overpass

LOCATION:									
SPONSOR:	Clark County								
PROJECT MANAGER:	Danja Petro, P.E.								
PHONE:	702-671-8865								
PROJECT DESCRIPTION:	<ul style="list-style-type: none"> The I-15 South Corridor Environmental Assessment from Sloan to Tropicana was completed in 2008 and broke the corridor into nine (9) project elements to address funding and constructability opportunities. Construction of an overpass at Via Nobila Pebble Road and I-15 was one of the elements identified in the original Environmental Assessment. 								
PROJECT BENEFITS:	<ul style="list-style-type: none"> Improve access No connections to I-15, so interstate traffic will not be negatively impacted 								
PROJECT RISKS:	<ul style="list-style-type: none"> Unit price and property escalation may affect project cost. Lack of funding may push this project well into the future. 								
SCHEDULE:	PROJECT COST RANGE:	WHAT'S CHANGED SINCE LAST UPDATE:							
Planning: Complete Environmental: Completed 2021 Final Design: TBD Construction: TBD	Estimates per August 2022 CRA Engineering: \$3 - \$4 million Right-of-Way: \$.6 - \$.75 million Construction: \$17 - \$21 million Total Project Cost: \$21 - \$25 million	Scope: No change Schedule: No change Budget: No change							
FINANCIAL POINTS (KEY ASSUMPTIONS):	<ul style="list-style-type: none"> Funding not available Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million Funding Source (2021 EA Update): Clark County Fuel Revenue Index Funding 								
COMPLETION SCALE:	 <table border="1" style="margin-top: 10px;"> <thead> <tr> <th>Category</th> <th>Completion Percentage</th> </tr> </thead> <tbody> <tr> <td>%Design Complete</td> <td>~10%</td> </tr> <tr> <td>%Environmental Complete</td> <td>100%</td> </tr> </tbody> </table>			Category	Completion Percentage	%Design Complete	~10%	%Environmental Complete	100%
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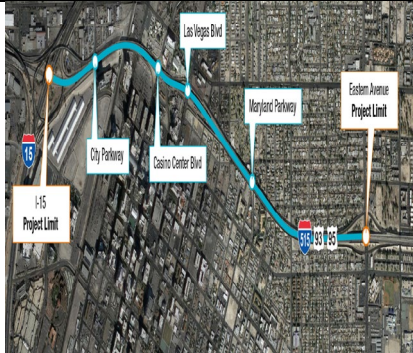

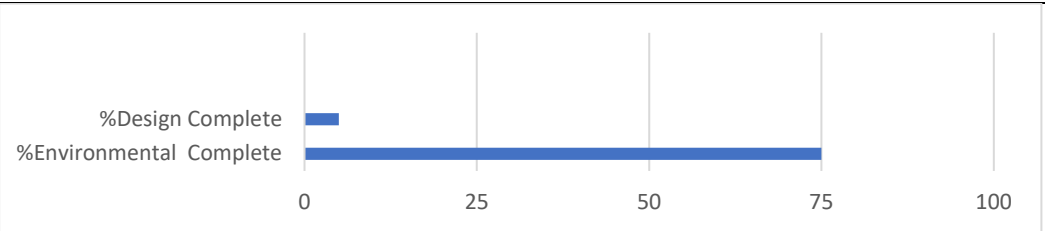
I-15 South – Phase 2

LOCATION:	Sloan Rd to Blue Diamond (SR-160)								
SPONSOR:	NDOT								
PROJECT MANAGER:	Danja Petro, P.E.								
PHONE:	702-671-8865								
PROJECT DESCRIPTION:	<ul style="list-style-type: none"> • The I-15 South Corridor Environmental Assessment from Sloan to Tropicana was completed in 2008 and broke the corridor into nine (9) project elements to address funding and constructability opportunities. • This is one project element identified in the original Environmental Assessment. • The original project identified widening on I-15 between Sloan Rd and Blue Diamond Rd from 6 to 10 lanes for a total length of 8.2 miles. 								
PROJECT BENEFITS:	<ul style="list-style-type: none"> • Improve capacity • Improve safety • Improve access • Improve travel time reliability 								
PROJECT RISKS:	<ul style="list-style-type: none"> • Complexity in maintaining traffic staging, coordinating with adjacent projects such as High-Speed Rail and reducing impacts to traveling public. 								
SCHEDULE:		PROJECT COST RANGE:	WHAT'S CHANGED SINCE LAST UPDATE:						
Planning: Complete Environmental: Environmental Assessment re-evaluation of the corridor completed 2021 Final Design: Complete Construction: Ongoing		Estimates per August 2022 CRA Engineering: \$10 - \$13 million Right-of-Way: \$0 Construction: \$73 million Total Project Cost: \$85 - \$90 million	Scope: No change Schedule: No change Budget: No change						
FINANCIAL POINTS (KEY ASSUMPTIONS):	<ul style="list-style-type: none"> • Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million 								
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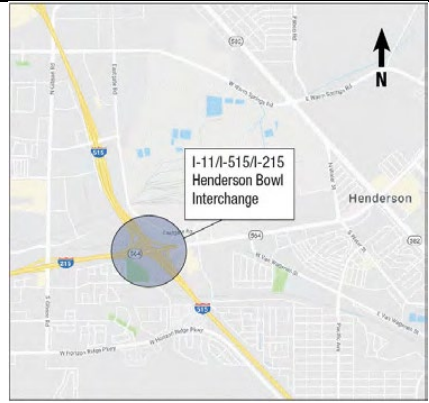
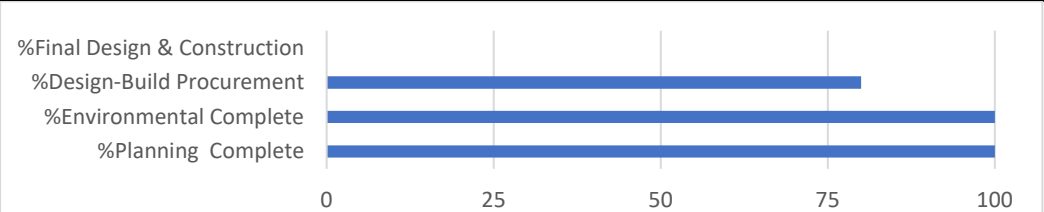
I-15 South – Via Inspirada Interchange

LOCATION:	Formerly Sloan Rd								
SPONSOR:	City of Henderson								
PROJECT MANAGER:	Danja Petro, P.E.								
PHONE:	702-671-8865								
PROJECT DESCRIPTION:	<ul style="list-style-type: none"> The I-15 South Corridor Environmental Assessment from Sloan to Tropicana was completed in 2008 and broke the corridor into nine (9) project elements to address funding and constructability opportunities. Construction of a new interchange at Via Inspirada (formerly Sloan Rd) was one of the project elements identified in the original Environmental Assessment. Because of the length of time since the original Environmental Assessment was completed, the corridor is being re-evaluation to address any changes that may have occurred and determine how those changes impact the future of the corridor. 								
PROJECT BENEFITS:	<ul style="list-style-type: none"> Improve capacity Improve safety Improve access Improve travel time reliability 								
PROJECT RISKS:	<ul style="list-style-type: none"> Unit price and property escalation may affect project cost. 								
SCHEDULE:	PROJECT COST RANGE:	WHAT'S CHANGED SINCE LAST UPDATE:							
Planning: Complete Environmental: Environmental Assessment re-evaluation of the corridor completed 2021 Final Design: TBD Construction: TBD	Estimates per August 2022 CRA Engineering: \$8 - \$14 million Right-of-Way: \$54 - \$69 million Construction: \$43 - \$74 million Total Project Cost: \$105 - \$157 million	Scope: No change Schedule: No change Budget: No change							
FINANCIAL POINTS (KEY ASSUMPTIONS):	<ul style="list-style-type: none"> Funding not available until 2045 per current Financial Plan. Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million 								
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Category	Percentage								
%Design Complete	10								
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Downtown Access Project

LOCATION:	I-515/US-95 from Rancho Blvd Interchange to Mojave Rd		
SPONSOR:	NDOT		
PROJECT MANAGER:	Ryan Wheeler, P.E.		
PHONE:	702-278-3391		
PROJECT DESCRIPTION:	<ul style="list-style-type: none"> This project proposes to reconstruct the freeway entirely. Improve the freeway by adding two additional lane in each direction. It will also fix the closely spaced ramps spacing by adding a collector distributor road from I-515 to I-15 in both directions. Perform the necessary studies, documentation, and outreach to complete the NEPA phase of the project. Three proposed build alternatives have been developed to a 10% level of design and are being evaluated along with a no-build alternative. NDOT has held many outreach activities with the goal to minimize impacts to adjacent residents while keeping the community connected and enhancing the neighborhood. 		
PROJECT BENEFITS:	<ul style="list-style-type: none"> NDOT is collaborating with the adjacent neighborhoods about the proposed design alternatives to ensure how a reconstructed freeway will enhance their quality of living. NDOT is collaborating with the adjacent neighborhoods to ensure the community feels connected with the proposed alternatives to reconstructed freeway. Freeway operations will be improved to increase safety and travel time reliability along US-95 and its connections to I-15. The reconstruction of this segment of the freeway will address the 1.6 mile aging viaduct bridges that were constructed in the mid 1960s and early 1980s. Planned improvements include extending the HOV network to downtown along I-515/US-95 freeway. NDOT will be working with local artists to enhance the freeway corridor with improved landscaping and aesthetics 		
PROJECT RISKS:	<ul style="list-style-type: none"> Unit price and property escalation may affect project cost. 		
SCHEDULE: Project is currently estimated to be 10-13 years total Environmental: 4-5 years – in progress Right-of-Way: 3-4 years - TBD Final Design: 3-4 years - TBD Construction: 4-5 years - TBD	PROJECT COST RANGE: Environmental: \$17 million Engineering: TBD Right-of-Way: TBD Construction: TBD Total Project Cost: TBD	WHAT'S CHANGED SINCE LAST UPDATE: View project information at www.ndotdap.com	
FINANCIAL POINTS (KEY ASSUMPTIONS):	<ul style="list-style-type: none"> Pre-NEPA studies: \$6 million NEPA Work: \$11 million 		
COMPLETION SCALE:			


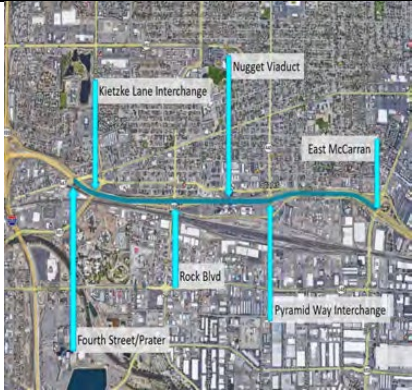
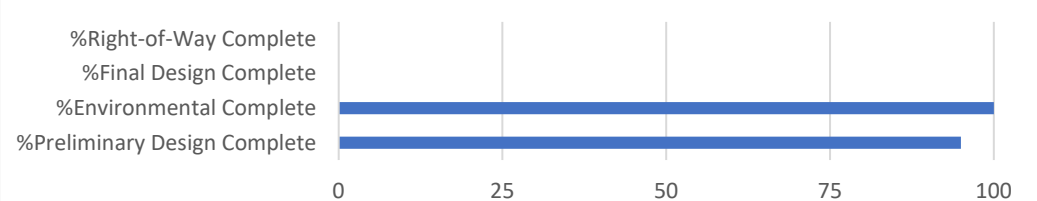
Henderson Interchange

LOCATION:	Intersection of I-15 and I-215 in Southeast Las Vegas												
SPONSOR:	NDOT												
PROJECT MANAGER:	Dallan Affleck, P.E.												
PHONE:	702-671-8879												
PROJECT DESCRIPTION:	<ul style="list-style-type: none"> The project limits extend south along I-11 to Horizon Drive, north along I-515 to Galleria Drive, west along I-215 to Valley Verde Drive, and east along Lake Mead Parkway to Van Wagenen Street. This project will reconstruct the Henderson Interchange to include operational and safety improvements and restore lost connectivity 												
PROJECT BENEFITS:	<ul style="list-style-type: none"> Improved operations Improved travel time reliability Improved safety 												
PROJECT RISKS:	<ul style="list-style-type: none"> Negative environmental impacts High project cost MOT impacts 												
SCHEDULE:	PROJECT COST RANGE:	WHAT'S CHANGED SINCE LAST UPDATE:											
Planning: Environmental: Design Build Procurement: Final Design: Construction:	Environmental: \$4 million Engineering: \$30 million Right-of-Way: \$100,000 Design & Construction: \$495 to \$520 million	Scope: No change Schedule: Design-build procurement will be completed May 2024 Cost: Increase											
FINANCIAL POINTS (KEY ASSUMPTIONS):	<ul style="list-style-type: none"> Project funding identified 												
COMPLETION SCALE:	 <table border="1" style="margin-top: 10px;"> <thead> <tr> <th>Category</th> <th>Completion Percentage</th> </tr> </thead> <tbody> <tr> <td>%Final Design & Construction</td> <td>~80%</td> </tr> <tr> <td>%Design-Build Procurement</td> <td>100%</td> </tr> <tr> <td>%Environmental Complete</td> <td>100%</td> </tr> <tr> <td>%Planning Complete</td> <td>100%</td> </tr> </tbody> </table>			Category	Completion Percentage	%Final Design & Construction	~80%	%Design-Build Procurement	100%	%Environmental Complete	100%	%Planning Complete	100%
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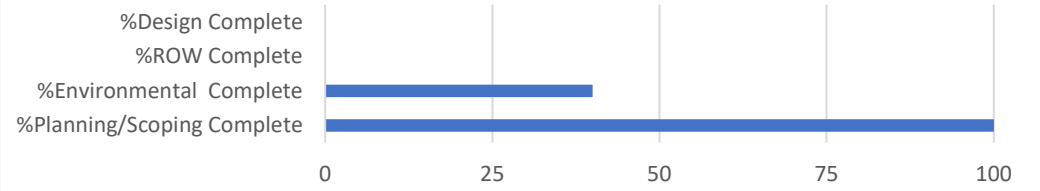
US 95 Northwest – Phase 3D

LOCATION:	Clark County 215 Interchange		
SPONSOR:	NDOT, City of Las Vegas, Clark County		
PROJECT MANAGER:	Fred Shakal, P.E.		
PHONE:	775-888-7589		
PROJECT DESCRIPTION:	<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) <p>Phase 3D: Ramps providing west to north, south to west and east to north movements; local interchange; upgrade CC215; and construct Multi-Use Path</p>		
PROJECT BENEFITS:	<ul style="list-style-type: none"> Increase capacity Improve safety Improve access Improve travel time reliability 		
PROJECT RISKS:	<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. 		
SCHEDULE:	PROJECT COST RANGE:		WHAT'S CHANGED SINCE LAST UPDATE:
Planning: Complete Environmental: Complete Final Design: Complete 2020 Construction: Substantially complete December 2023	Design Phase Estimates Engineering: \$14-\$15 million Right-of-Way: \$0 - \$1 million Construction: \$204 - \$268 million Construction (3D): \$134 - \$185 million Total Project Cost: \$218 - \$284 million		Scope: No Change Schedule: No Change Cost: No Change
FINANCIAL POINTS (KEY ASSUMPTIONS):	<ul style="list-style-type: none"> Total funding expended for Phase 3: \$141.62 million Total funding expended for US 95 Environmental Studies: \$5 million 3D: inflation escalation (2.27%) to midpoint of construction 2021 Funding Source: Federal \$113 million, State \$40 million, Local \$2 million 		
COMPLETION SCALE:			

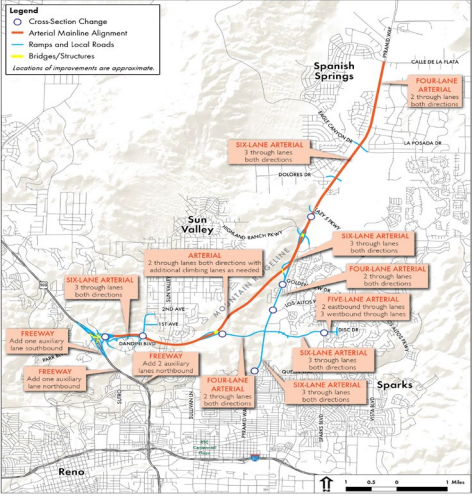
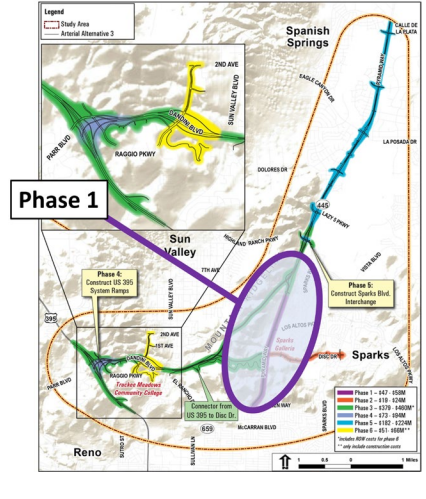
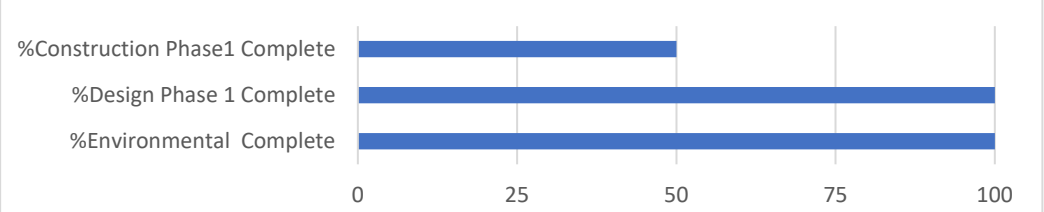
Reno Spaghetti Bowl – Phase 2 Nugget Viaduct

LOCATION:	East of 180/I580/US395 Interchange to East McCarran Blvd (SR659)												
SPONSOR:	NDOT												
PROJECT MANAGER:	Fred Shakal, P.E.												
PHONE:	775-888-7589												
PROJECT DESCRIPTION:	<ul style="list-style-type: none"> • This project is the second phase of the Reno Spaghetti Bowl (RSB) I80/I580/US395 System Interchange Improvements to address necessary operational improvements in the Truckee Meadows area • The current scope of work for this project includes conducting a feasibility study for the replacement of the Nugget Viaduct and preliminary design for necessary improvements for the eastern leg of the Reno Spaghetti Bowl FEIS limits • Improvements include reconstructing I-80 from east of the Spaghetti Bowl to East McCarran Blvd • Replace I-80 Bridge H-866 E/W over the Nugget Casino • Construct new interchange at Kietzke Lane • Reconstruct Rock Blvd. and Pyramid Way Interchanges 												
PROJECT BENEFITS:	<ul style="list-style-type: none"> • Improve safety • Improve travel time reliability • Optimize local and regional system connections • Improved freeway operation 												
PROJECT RISKS:	<ul style="list-style-type: none"> • Funding uncertainty for construction • Consensus building among stakeholders 												
SCHEDULE:	PROJECT COST RANGE:	WHAT'S CHANGED SINCE LAST UPDATE:											
Environmental: Complete Preliminary Engineering and Design: 2022 Final Design and ROW: TBD Construction: TBD	Engineering: TBD Right-of-Way: TBD Construction: TBD Total Project Cost: TBD	Scope: No Change Schedule: No Change Cost: No Change											
FINANCIAL POINTS (KEY ASSUMPTIONS):	<ul style="list-style-type: none"> • State funds programmed to conduct preliminary engineering including feasibility study to determine estimated costs for design, right-of-way, and construction. 												
COMPLETION SCALE:	 <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Category</th> <th>Completion Percentage</th> </tr> </thead> <tbody> <tr> <td>%Right-of-Way Complete</td> <td>100%</td> </tr> <tr> <td>%Final Design Complete</td> <td>100%</td> </tr> <tr> <td>%Environmental Complete</td> <td>100%</td> </tr> <tr> <td>%Preliminary Design Complete</td> <td>95%</td> </tr> </tbody> </table>			Category	Completion Percentage	%Right-of-Way Complete	100%	%Final Design Complete	100%	%Environmental Complete	100%	%Preliminary Design Complete	95%
Category	Completion Percentage												
%Right-of-Way Complete	100%												
%Final Design Complete	100%												
%Environmental Complete	100%												
%Preliminary Design Complete	95%												



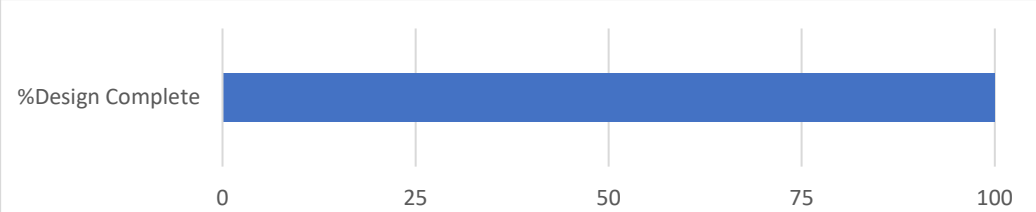
I-80 East

LOCATION:	Vista Blvd to USA Parkway (SR439)												
SPONSOR:	NDOT												
PROJECT MANAGER:	Chris Kuhn, P.E.												
PHONE:	775-888-7728												
PROJECT DESCRIPTION:	<ul style="list-style-type: none"> • This project consists of corridor improvements on 13.1 miles of I-80 between Vista Blvd. and USA Parkway • Freeway capacity improvements include widening I-80 in each direction from two to three lanes • Freeway safety improvements include widening shoulders for emergency access • Interchange improvements will enhance acceleration lanes/merging distances and freeway access management • The current scope of work on the project is to implement the necessary studies, outreach, and documentation to fulfill the NEPA requirements as well as to develop preliminary design alternatives 												
PROJECT BENEFITS:	<ul style="list-style-type: none"> • Improve Safety and Emergency Service Access • Improve Travel Time Reliability • Improve Freight Movement • Accommodate Future Planned Growth • Improve Operations and Maintenance 												
PROJECT RISKS:	<ul style="list-style-type: none"> • Funding uncertainty for project construction • Environmental study outcomes could impact schedule • Challenging topography between steep rock slopes, the Truckee River and the UPRR adjacent to I80 												
SCHEDULE:	PROJECT COST RANGE:	WHAT'S CHANGED SINCE LAST UPDATE:											
Planning: Complete Environmental: NEPA initiated 2023 Intermediate Design: TBD Final Design & ROW: TBD Construction: TBD	Design Phase Estimates Engineering: TBD Right-of-Way: TBD Estimated Construction Costs: \$400 - \$500 million	Scope: No Change Schedule: No Change Cost: No Change											
FINANCIAL POINTS (KEY ASSUMPTIONS):	<ul style="list-style-type: none"> • Environmental effort programmed to use state funds. • Final Engineering anticipated to use state funds. • Funding for Construction not yet identified. 												
COMPLETION SCALE:	 <table border="1" style="display: none;"> <caption>Completion Scale Data</caption> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>%Design Complete</td> <td>~40%</td> </tr> <tr> <td>%ROW Complete</td> <td>~40%</td> </tr> <tr> <td>%Environmental Complete</td> <td>~40%</td> </tr> <tr> <td>%Planning/Scoping Complete</td> <td>100%</td> </tr> </tbody> </table>			Category	Percentage	%Design Complete	~40%	%ROW Complete	~40%	%Environmental Complete	~40%	%Planning/Scoping Complete	100%
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%Environmental Complete	~40%												
%Planning/Scoping Complete	100%												



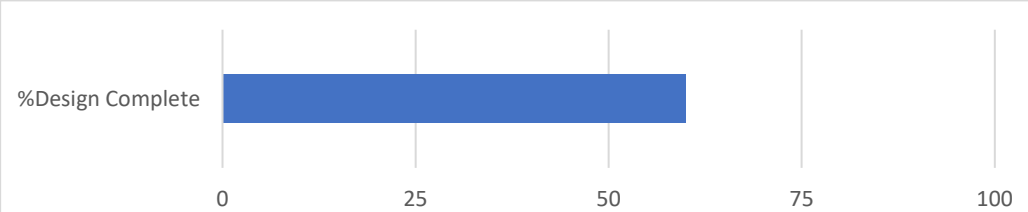
SR445 Pyramid Highway/US 395 Connection

SPONSOR:	Washoe County RTC and NDOT		
WASHOE RTC PROJECT MANAGER:	Amanda Callegari, P.E.		
NDOT PROJECT MANAGER:	Nanette Maxwell, P.E.		
PHONE:	775-301-8891		
PROJECT DESCRIPTION:	<ul style="list-style-type: none"> • Calle de la Plato to La Posada- Transition from 4 Lane Arterial to 6 lane freeway • La Posada to Sparks Blvd. - Develop Pyramid alignment into 6 lane freeway with frontage roads. • Continue 6 lane freeway from Sparks Blvd. to Disc 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. <p>NEPA completed by Washoe RTC.</p> <ul style="list-style-type: none"> • This project will be delivered in 6 phases. • Phase 1 from Queen Way to Golden View Drive -Final Design complete; Construction is on-going 		
PROJECT BENEFITS:	<ul style="list-style-type: none"> • Address travel time reliability and safety along the Pyramid Highway and McCarran Blvd. corridors. • Provide alternative access to freeway system. • Improve safety. 		
PROJECT RISKS:	<ul style="list-style-type: none"> • 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. 		
SCHEDULE:	PROJECT COST RANGE:	WHAT'S CHANGED SINCE LAST UPDATE:	
Planning: Complete Environmental: 2010-2018 Final Design: Phase 1 complete 2022, phases 2-6 TBD Construction: Phase 1 – Spring 2023, phases 2-6 TBD	Planning Phase Estimates Engineering: \$40 - \$60 million Right-of-Way: \$100 - \$150 million Construction: \$410 - \$660 million Total Project Costs: \$550 - \$870 million	Phase 1 – Queen Way to Golden View Drive: Final Design – complete Construction – on-going	
FINANCIAL POINTS (KEY ASSUMPTIONS):	<ul style="list-style-type: none"> • Total project cost for Phase 1: \$69,000,000 • BULD Grant received for Phase 1 Construction - \$23,000,000 • Other funding source for Phase 1 Construction: STBG, HIP, State, and Local 		
COMPLETION SCALE:			


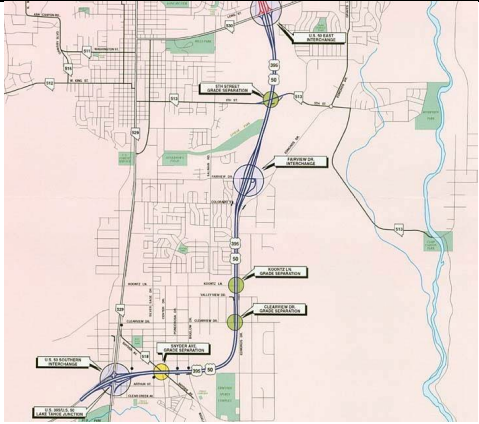
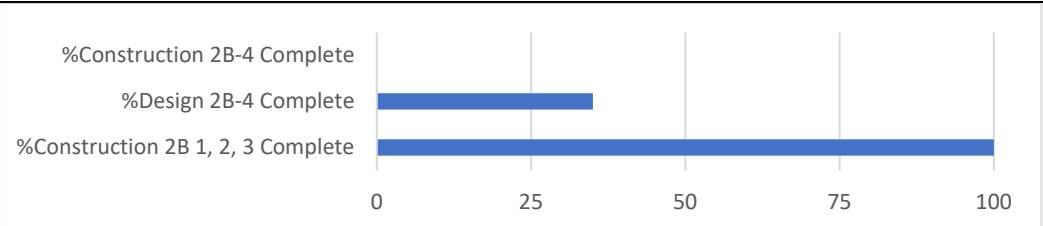
US 395 North Valleys – Phase 1B

LOCATION:	US 395, McCarran Blvd to Golden Valley Rd.		
SPONSOR:	NDOT		
PROJECT MANAGER:	Robert Vrooman, P.E.		
PHONE:	775-888-7317		
PROJECT DESCRIPTION:	<ul style="list-style-type: none"> US 395 is the major connection between Reno/Sparks and Golden Valley, Lemmon Valley, and Cold Springs areas. This route serves as the main connection to northeastern California. This is the second phase of the US 395 North Valleys Projects. Phase 1B begins just north of McCarran Boulevard and ends just south of Golden Valley Road interchange. This phase will include a third southbound travel lane, auxiliary lanes between the interchanges in both the northbound and southbound directions, new braided ramp at Panther Valley and the rehabilitation of the existing roadway 		
PROJECT BENEFITS:	<ul style="list-style-type: none"> Increase capacity to accommodate projected traffic Improve travel time reliability Improve safety 		
PROJECT RISKS:	<ul style="list-style-type: none"> Bridge widening within UPRR right-of-way 		
SCHEDULE:	PROJECT COST RANGE:	WHAT'S CHANGED SINCE LAST UPDATE:	
Planning: Complete Intermediate Design Submittal: January 2022 Advertise: April 2023 Construction Contract Award: September 2023	Engineering: \$4 - \$6 million Right-of-Way: \$100 - \$150 million Construction: \$230 million Total Project Costs: \$240 - \$260 million	Major work on the project has begun and traffic control is in place. Work will continue through late 2025 and early 2026.	
FINANCIAL POINTS (KEY ASSUMPTIONS):			
COMPLETION SCALE:			

US 395 North Valleys – Phase 2

LOCATION:	US 395, Golden Valley Rd to Stead Blvd		
SPONSOR:	NDOT & RTC Washoe		
PROJECT MANAGER:	Robert Vrooman, P.E.		
PHONE:	775-888-7317		
PROJECT DESCRIPTION:	<ul style="list-style-type: none"> US 395 is the major connection between Reno/Sparks and Golden Valley, Lemmon Valley, and Cold Springs areas. This route serves as the main connection to northeastern California. US 395 North Valleys, Phase 2 will include a third southbound general purpose lane and auxiliary lanes between Golden Valley Road and Lemmon Valley Drive. Between Lemmon Valley Drive to Stead Boulevard, Phase 2 will include a general purpose lane in both the northbound and southbound direction. In 2022 the project was awarded a Federal INFRA Grant for nearly \$89M. The grant added work on North Virginia Street to construct multi-modal and safety related improvements as well as to provide additional funding for the Phase 2 		
PROJECT BENEFITS:	<ul style="list-style-type: none"> Increase capacity to accommodate projected traffic Improve travel time reliability Improve safety 		
PROJECT RISKS:			
SCHEDULE:	PROJECT COST RANGE:	WHAT'S CHANGED SINCE LAST UPDATE:	
Planning: Complete Intermediate Design Submittal: April 2024 Right-of-Way/Environmental: Begun September 2023 Advertise: November 2025	Engineering: \$5 - \$6 million Construction: \$170 - \$190 million Total Project Costs: \$175 - \$196 million	Scope: No Change Schedule: No Change Cost: No Change	
FINANCIAL POINTS (KEY ASSUMPTIONS):	<ul style="list-style-type: none"> Scope, Budget change will be performed based on the revised estimate following the review of the 60% plan submittal. 		
COMPLETION SCALE:	 <p style="margin-top: 5px;">%Design Complete</p>		

US 395 Carson City Freeway – Phase 2B

LOCATION:	South Carson St. to Fairview Dr.										
SPONSOR:	NDOT										
PROJECT MANAGER:	Nanette Maxwell, P.E.										
PHONE:	775-888-7742										
PROJECT DESCRIPTION:	<ul style="list-style-type: none"> 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. 										
PROJECT BENEFITS:	<ul style="list-style-type: none"> Improve travel time reliability on Carson Street through Carson City and local streets along the freeway corridor. Provide flood control protection. Improve opportunities for economic development along the corridor and downtown. 										
PROJECT RISKS:	<ul style="list-style-type: none"> 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 										
SCHEDULE:	PROJECT COST RANGE:	WHAT'S CHANGED SINCE LAST UPDATE:									
Planning: Complete Environmental: Complete Final Design: Phase 2B Pkg 1, 2 & 3 are complete Pkg 4 TBD Construction: Phase 2B Pkg 1, 2 & 3 are complete Pkg 4 TBD	Final Design Phase Estimates Engineering: \$11 - \$13 million Right-of-Way: \$30 - \$32 million Construction: \$100 - \$150 million Total Project Costs: \$150 - \$200 million not including Pkg 4	Scope: Pkg 4 will complete the remainder of the freeway Schedule: TBD Cost: No Change									
FINANCIAL POINTS (KEY ASSUMPTIONS):	<ul style="list-style-type: none"> Total funding expended: \$200 million Construction funding source for Phase 2B-4: TBD 										
COMPLETION SCALE:	 <table border="1" style="margin-top: 10px;"> <thead> <tr> <th>Category</th> <th>Completion Percentage</th> </tr> </thead> <tbody> <tr> <td>%Construction 2B-4 Complete</td> <td>~35%</td> </tr> <tr> <td>%Design 2B-4 Complete</td> <td>~35%</td> </tr> <tr> <td>%Construction 2B 1, 2, 3 Complete</td> <td>100%</td> </tr> </tbody> </table>			Category	Completion Percentage	%Construction 2B-4 Complete	~35%	%Design 2B-4 Complete	~35%	%Construction 2B 1, 2, 3 Complete	100%
Category	Completion Percentage										
%Construction 2B-4 Complete	~35%										
%Design 2B-4 Complete	~35%										
%Construction 2B 1, 2, 3 Complete	100%										

4.0 COMPLETED MAJOR PROJECTS

As a part of the reporting requirements in Section 55.5 of AB 595, the Department is to report the number of major projects for which construction was completed during this quarter. For each completed project, the Department is to report 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 March 31, 2024 the I-15N Phase 4 project was completed on-time and within budget. The project provided new ramps, flyovers and street connections to complete a system-to-system interchange where the northern I-15 meets the Clark County 15 Las Vegas Beltway.

The Spaghetti Bowl Express Project, Phase 1 was successfully completed on-time in July 2023 when the Notice of Project Completion was sent to the Design Builder. The Spaghetti Bowl Express Project was the first of the 5 phases of the Reno Spaghetti Bowl Project in the Rono area of Northern Nevada. The Project remained within the original scope and budget. The following project goals were all accomplished with this project: Improvements expanding from one to two lanes for the East-South Connector Ramp between I-80 and I-580, the construction of a braided ramp between 2nd Street and Mill Street to reduce vehicular conflicts, and the placement of L&A elements that celebrate the heritage of local Native American Tribes