

**STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION**

**QUARTERLY REPORT FOR MAJOR PROJECTS  
For Quarter Ending June 30, 2024**



**Joe Lombardo  
Governor**

**Tracy Larkin Thomason, PE  
Director**

**Nevada Department of Transportation**

**QUARTERLY REPORT FOR MAJOR PROJECTS**

June 30, 2024

**TABLE OF CONTENTS**

|                                      | Page |
|--------------------------------------|------|
| 1.0 INTRODUCTION                     | 2    |
| 2.0 PROJECT STATUS SHEET EXPLANATION | 3    |
| 3.0 MAJOR PROJECTS                   | 4    |
| 4.0 COMPLETED MAJOR PROJECTS         | 20   |

## **1.0 INTRODUCTION**

The primary purpose of this quarterly report, ending June 30, 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.

### 3.0 MAJOR PROJECTS

#### I-15 Projects

|  |    |
|--|----|
| I-15 North Phase 3: Speedway Boulevard to Garnet Interchange | 5  |
| I-15 Central Corridor  | 6  |
| I-15 Tropicana Interchange Reconstruction                    | 7  |
| I-15 South Via Nobila Interchange (formerly Bermuda Rd.) .)  | 8  |
| I-15 South Pebble Road Overpass                              | 9  |
| I-15 South Phase 2 Widening                                  | 10 |
| I-15 South Via Inspirada Interchange (formerly Sloan Rd.)    | 11 |

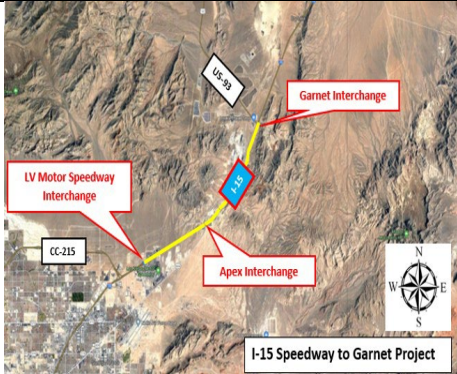

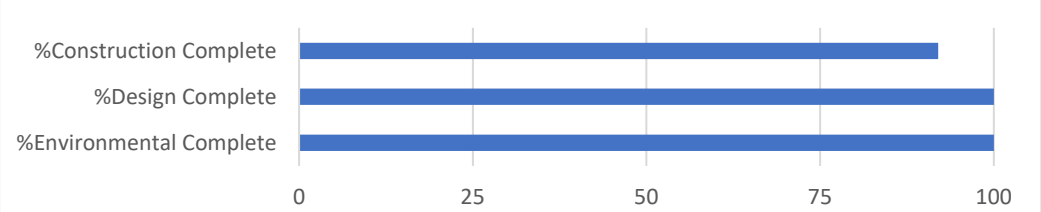
#### I-515 Projects

|   |    |
|---|----|
| Downtown Access Project                               | 12 |
| Henderson Interchange:-I-515/CC-215 System Connection | 13 |

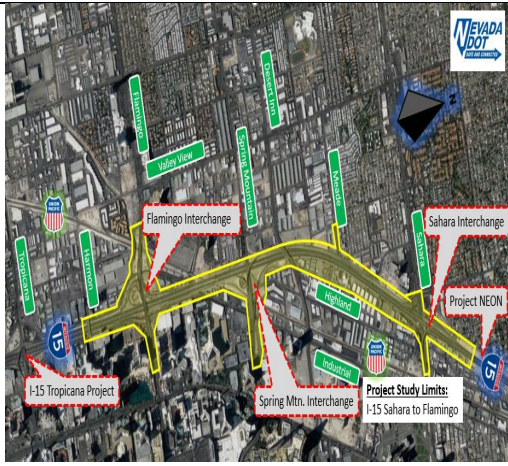
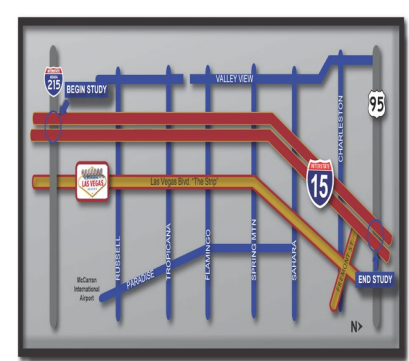
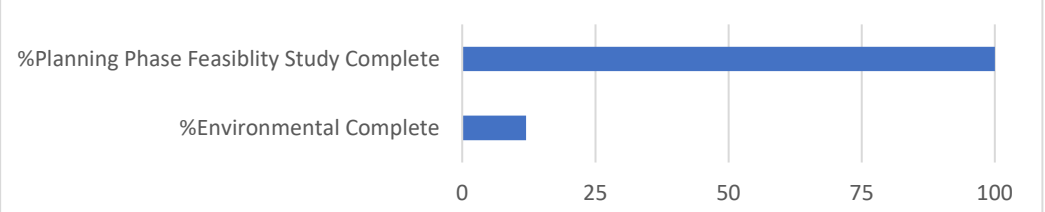
#### Northern Nevada Projects

|  |    |
|--|----|
| Reno Spaghetti Bowl & Spaghetti Bowl Express (Phase 2)             | 14 |
| I-80 East: Vista Boulevard to USA Parkway                          | 15 |
| Pyramid Highway /US 395 Connection                                 | 16 |
| US-395 North Valleys Phase 1B                                      | 17 |
| US-395 North Valleys Phase 2                                       | 18 |
| US-395 Carson City Freeway Phase 2B: S. Carson St. to Fairview Dr. | 19 |



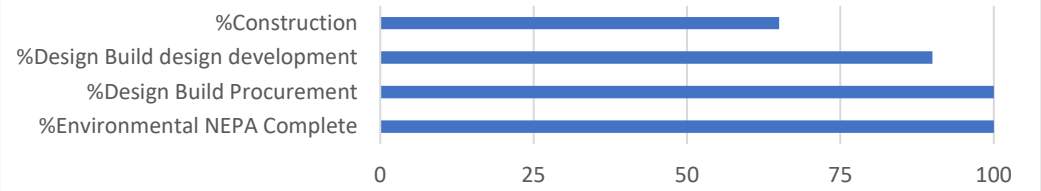
## I-15 North – Phase 3

| <b>LOCATION:</b>   | Speedway Blvd to Garnet Interchange  |                                  |  |          |                       |                        |      |                  |      |                         |      |
|--|--|--|---|----------|-----------------------|------------------------|------|------------------|------|-------------------------|------|
| <b>SPONSOR:</b>  | NDOT   |  |   |          |                       |                        |      |                  |      |                         |      |
| <b>PROJECT MANAGER:</b>  | Christine Chia, P.E.   |  |   |          |                       |                        |      |                  |      |                         |      |
| <b>PHONE:</b>  | 775-888-7767   |  |   |          |                       |                        |      |                  |      |                         |      |
| <b>PROJECT DESCRIPTION:</b>  | <ul style="list-style-type: none"> <li>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)</li> <li>Widen I-15 from four to six lanes from Speedway Boulevard Interchange to the Garnet Interchange, approximately 10.7 miles</li> <li>Project also includes: drainage improvements, bridge rehabilitation and widening, highway maintenance facility, landscape and aesthetic enhancements, improved and additional lighting, and truck parking</li> </ul> |  |   |          |                       |                        |      |                  |      |                         |      |
| <b>PROJECT BENEFITS:</b>   | <ul style="list-style-type: none"> <li>Improve safety</li> <li>Improve travel time reliability</li> <li>Improve access to areas planned for development in North Las Vegas</li> <li>Improve operations</li> </ul>  |  |   |          |                       |                        |      |                  |      |                         |      |
| <b>PROJECT RISKS:</b>  | <ul style="list-style-type: none"> <li>Timely completion of construction</li> </ul>  |  |   |          |                       |                        |      |                  |      |                         |      |
| <b>SCHEDULE:</b>   | <b>PROJECT COST RANGE:</b>   | <b>WHAT'S CHANGED SINCE LAST UPDATE:</b>   |   |          |                       |                        |      |                  |      |                         |      |
| <b>Planning:</b> Complete<br><b>Environmental:</b> Complete<br><b>Final Design:</b> Complete<br><b>Construction:</b> 2022-2024 | <b>Engineering:</b> \$3.4 - \$4.9 million<br><b>Right-of-Way:</b> \$1.5 - \$2.0 million<br><b>Construction:</b> \$79.3 - \$99.3 million<br><b>Total Project Cost:</b> \$84.2 - \$100.2 million   | <b>Scope:</b> Lowering of Las Vegas Blvd Under Apex Bridge<br><b>Schedule:</b> No Change<br><b>Cost:</b> No Change |   |          |                       |                        |      |                  |      |                         |      |
| <b>FINANCIAL POINTS (KEY ASSUMPTIONS):</b>   | <ul style="list-style-type: none"> <li>Total funding expended for design, environmental, right of way: \$ 4,187,000</li> <li>Total funding expended for construction: \$52,730,000</li> <li>Total funding expended for construction engineering: \$6,642,000</li> </ul>  |  |   |          |                       |                        |      |                  |      |                         |      |
| <b>COMPLETION SCALE:</b>   |  <table border="1" style="margin: 10px auto; border-collapse: collapse;"> <thead> <tr> <th>Category</th> <th>Completion Percentage</th> </tr> </thead> <tbody> <tr> <td>%Construction Complete</td> <td>~90%</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 | ~90% | %Design Complete | 100% | %Environmental Complete | 100% |
| Category   | Completion Percentage  |  |   |          |                       |                        |      |                  |      |                         |      |
| %Construction Complete   | ~90%   |  |   |          |                       |                        |      |                  |      |                         |      |
| %Design Complete   | 100%   |  |   |          |                       |                        |      |                  |      |                         |      |
| %Environmental Complete  | 100%   |  |   |          |                       |                        |      |                  |      |                         |      |



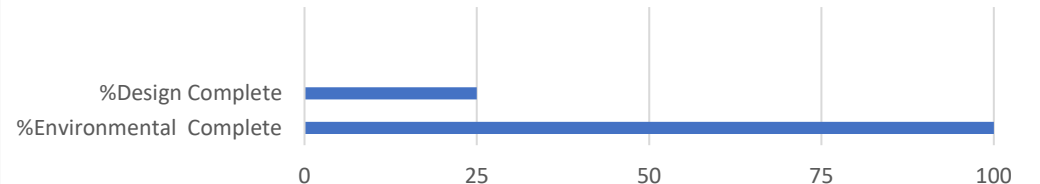
# I-15 Central Corridor

| <b>LOCATION:</b>   | Flamingo Rd to Sahara Ave   |                                 |   |          |                       |  |      |                         |     |
|--|---|---|--|----------|-----------------------|--|------|-------------------------|-----|
| <b>SPONSOR:</b>  | NDOT  |   |  |          |                       |  |      |                         |     |
| <b>PROJECT MANAGER:</b>  | Christine Chia, P.E.  |   |  |          |                       |  |      |                         |     |
| <b>PHONE:</b>  | 775-888-7767  |   |  |          |                       |  |      |                         |     |
| <b>PROJECT DESCRIPTION:</b>  | <ul style="list-style-type: none"> <li>• Environmental study along I-15 from Flamingo Road to Sahara Avenue.</li> <li>• Enhance access and mobility within the I-15 corridor.</li> <li>• Evaluate extension of Martin Luther King Jr Boulevard.</li> <li>• Define needs and examine potential improvements to the I-15 within the resort corridor area.</li> <li>• Engage stakeholders in an environmental study and alternative analysis that meets project goals.</li> <li>• Create a phased implementation strategy and prioritization for future construction.</li> </ul> |   |  |          |                       |  |      |                         |     |
| <b>PROJECT BENEFITS:</b>   | <ul style="list-style-type: none"> <li>• Improve safety</li> <li>• Improve travel time reliability</li> <li>• Improve capacity</li> <li>• Improve access</li> </ul>   |   |  |          |                       |  |      |                         |     |
| <b>PROJECT RISKS:</b>  | <ul style="list-style-type: none"> <li>• Consensus building among the stakeholders.</li> <li>• Funding uncertainty.</li> <li>• Economic development along the corridor could require design changes affecting scope, schedule and budget</li> </ul>   |   |  |          |                       |  |      |                         |     |
| <b>SCHEDULE:</b>   |   | <b>PROJECT COST RANGE:</b>  | <b>WHAT'S CHANGED SINCE LAST UPDATE:</b>   |          |                       |  |      |                         |     |
| <b>Feasibility Study:</b> 2019-2027<br><b>Environmental:</b> 2023-2027<br><b>Final Design:</b> TBD<br><b>Construction:</b> TBD |   | <b>Engineering:</b> TBD<br><b>Right-of-Way:</b> TBD<br><b>Construction:</b> TBD<br><b>Total Project Cost:</b> TBD | <b>Planning Phase:</b> Feasibility Study completed Fall 2021<br><b>Environmental Phase:</b> Began Spring 2023<br><b>Scope, Schedule, Cost:</b> No Change |          |                       |  |      |                         |     |
| <b>FINANCIAL POINTS (KEY ASSUMPTIONS):</b>   | <ul style="list-style-type: none"> <li>• Total funding: TBD</li> </ul>  |   |  |          |                       |  |      |                         |     |
| <b>COMPLETION SCALE:</b>   |  <table border="1" style="margin-top: 10px;"> <thead> <tr> <th>Category</th> <th>Completion Percentage</th> </tr> </thead> <tbody> <tr> <td>%Planning Phase Feasibility Study Complete</td> <td>100%</td> </tr> <tr> <td>%Environmental Complete</td> <td>15%</td> </tr> </tbody> </table>  |   |  | Category | Completion Percentage | %Planning Phase Feasibility Study Complete | 100% | %Environmental Complete | 15% |
| Category   | Completion Percentage   |   |  |          |                       |  |      |                         |     |
| %Planning Phase Feasibility Study Complete   | 100%  |   |  |          |                       |  |      |                         |     |
| %Environmental Complete  | 15%   |   |  |          |                       |  |      |                         |     |



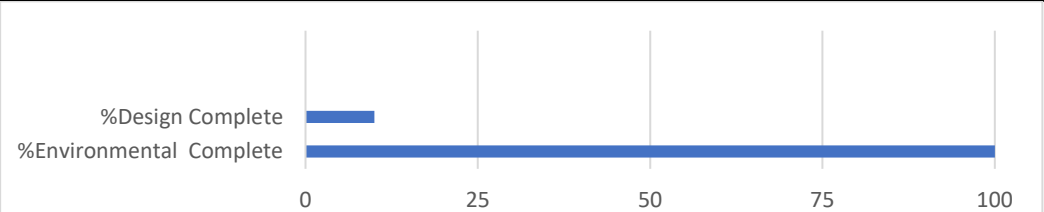
## I-15 Tropicana Interchange Reconstruction

| <b>LOCATION:</b>  |   |  |  |       |              |               |     |                                  |     |                           |      |                              |      |
|---|---|--|---|-------|--------------|---------------|-----|----------------------------------|-----|---------------------------|------|------------------------------|------|
| <b>SPONSOR:</b>   | NDOT  |  |   |       |              |               |     |                                  |     |                           |      |                              |      |
| <b>PROJECT MANAGER:</b>   | Dallan Affleck, P.E.  |  |   |       |              |               |     |                                  |     |                           |      |                              |      |
| <b>PHONE:</b>   | 702-671-8879  |  |   |       |              |               |     |                                  |     |                           |      |                              |      |
| <b>PROJECT DESCRIPTION:</b>   | <ul style="list-style-type: none"> <li>• Demolish and reconstruct the Tropicana Avenue interchange at I-15</li> <li>• Grade separate the intersection of Tropicana Avenue and Dean Martin Drive</li> <li>• Construct HOV ramps at Harmon Avenue</li> <li>• Extend the Active Traffic Management System South on I-15</li> <li>• Pavement preservation Warm Springs to Harmon</li> </ul>   |  |   |       |              |               |     |                                  |     |                           |      |                              |      |
| <b>PROJECT BENEFITS:</b>  | <ul style="list-style-type: none"> <li>• Improve operations, safety, and mobility</li> <li>• Provide for future expansion of I-15</li> <li>• Improve travel time reliability</li> </ul>   |  |   |       |              |               |     |                                  |     |                           |      |                              |      |
| <b>PROJECT RISKS:</b>   | <ul style="list-style-type: none"> <li>• Mega project schedule impacts</li> <li>• Stakeholder buy-in</li> <li>• Right of Way</li> <li>• Utility conflicts and coordination</li> </ul>   |  |   |       |              |               |     |                                  |     |                           |      |                              |      |
| <b>SCHEDULE:</b>  | <b>PROJECT COST RANGE:</b>  | <b>WHAT'S CHANGED SINCE LAST UPDATE:</b>   |   |       |              |               |     |                                  |     |                           |      |                              |      |
| Environmental FONSI: 2/6/20<br>RFQ: Sept. 2020<br>RFP: January 2021<br>Design Build Contractor award: Nov/Dec 2021<br>Construction: 2022-2025 | Engineering: \$8 - \$12 million<br>Right-of-Way: \$40 million<br>Construction: \$305 million<br>Total Project Cost:   | Scope: No change<br>Schedule: Updated to reflect design and construction progress<br>Budget: No change |   |       |              |               |     |                                  |     |                           |      |                              |      |
| <b>FINANCIAL POINTS (KEY ASSUMPTIONS):</b>  | <ul style="list-style-type: none"> <li>• N/A</li> </ul>   |  |   |       |              |               |     |                                  |     |                           |      |                              |      |
| <b>COMPLETION SCALE:</b>  |  <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Phase</th> <th>Completion %</th> </tr> </thead> <tbody> <tr> <td>%Construction</td> <td>~65</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> |  |   | Phase | Completion % | %Construction | ~65 | %Design Build design development | ~90 | %Design Build Procurement | ~100 | %Environmental NEPA Complete | ~100 |
| Phase   | Completion %  |  |   |       |              |               |     |                                  |     |                           |      |                              |      |
| %Construction   | ~65   |  |   |       |              |               |     |                                  |     |                           |      |                              |      |
| %Design Build design development  | ~90   |  |   |       |              |               |     |                                  |     |                           |      |                              |      |
| %Design Build Procurement   | ~100  |  |   |       |              |               |     |                                  |     |                           |      |                              |      |
| %Environmental NEPA Complete  | ~100  |  |   |       |              |               |     |                                  |     |                           |      |                              |      |



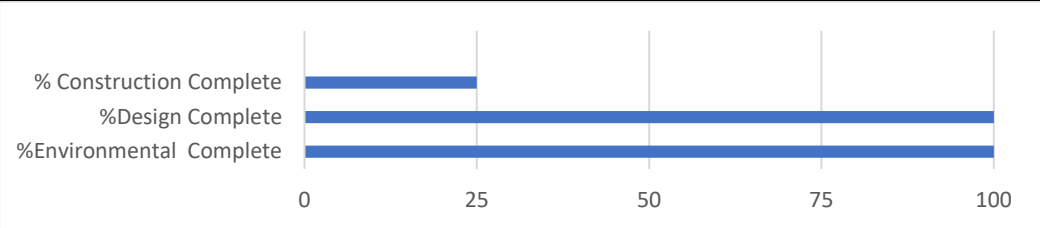
## I-15 South – Via Nobila Interchange

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



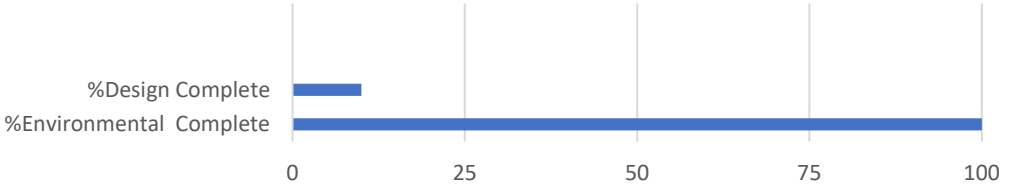
## I-15 South – Pebble Road Overpass

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

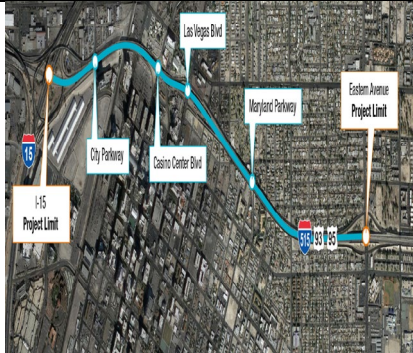

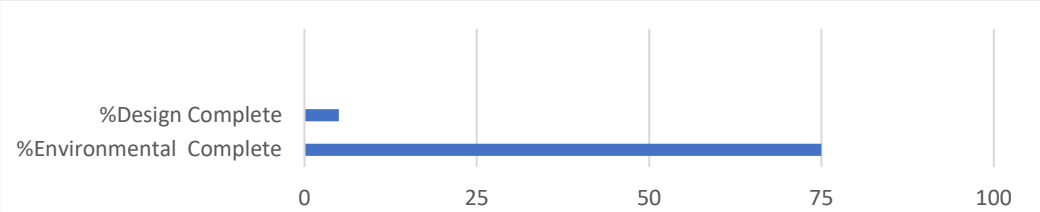
## I-15 South – Phase 2

| <b>LOCATION:</b>  | <b>Sloan Rd to Blue Diamond (SR-160)</b>   |    |  |          |                       |                         |     |                   |      |                          |      |
|---|--|--|---|----------|-----------------------|-------------------------|-----|-------------------|------|--------------------------|------|
| <b>SPONSOR:</b>   | NDOT   |  |   |          |                       |                         |     |                   |      |                          |      |
| <b>PROJECT MANAGER:</b>   | Danja Petro, P.E.  |  |   |          |                       |                         |     |                   |      |                          |      |
| <b>PHONE:</b>   | 702-671-8865   |  |   |          |                       |                         |     |                   |      |                          |      |
| <b>PROJECT DESCRIPTION:</b>   | <ul style="list-style-type: none"> <li>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.</li> <li>This is one project element identified in the original Environmental Assessment.</li> <li>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.</li> </ul> |  |   |          |                       |                         |     |                   |      |                          |      |
| <b>PROJECT BENEFITS:</b>  | <ul style="list-style-type: none"> <li>Improve capacity</li> <li>Improve safety</li> <li>Improve access</li> <li>Improve travel time reliability</li> </ul>  |  |   |          |                       |                         |     |                   |      |                          |      |
| <b>PROJECT RISKS:</b>   | <ul style="list-style-type: none"> <li>Complexity in maintaining traffic staging, coordinating with adjacent projects such as High-Speed Rail and reducing impacts to traveling public.</li> </ul>   |  |   |          |                       |                         |     |                   |      |                          |      |
| <b>SCHEDULE:</b>  |  | <b>PROJECT COST RANGE:</b>   | <b>WHAT'S CHANGED SINCE LAST UPDATE:</b>  |          |                       |                         |     |                   |      |                          |      |
| <b>Planning:</b> Complete<br><b>Environmental:</b> Environmental Assessment re-evaluation of the corridor completed 2021<br><b>Final Design:</b> Complete<br><b>Construction:</b> Ongoing |  | <b>Estimates per August 2022 CRA</b><br><br><b>Engineering:</b> \$10 - \$13 million<br><b>Right-of-Way:</b> \$0<br><b>Construction:</b> \$73 million<br><b>Total Project Cost:</b> \$85 - \$90 million | <b>Scope:</b> No change<br><b>Schedule:</b> No change<br><b>Budget:</b> No change   |          |                       |                         |     |                   |      |                          |      |
| <b>FINANCIAL POINTS (KEY ASSUMPTIONS):</b>  | <ul style="list-style-type: none"> <li>Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million</li> </ul>  |  |   |          |                       |                         |     |                   |      |                          |      |
| <b>COMPLETION SCALE:</b>  |  <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Category</th> <th>Completion Percentage</th> </tr> </thead> <tbody> <tr> <td>% Construction Complete</td> <td>25%</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 | 25% | % Design Complete | 100% | % Environmental Complete | 100% |
| Category  | Completion Percentage  |  |   |          |                       |                         |     |                   |      |                          |      |
| % Construction Complete   | 25%  |  |   |          |                       |                         |     |                   |      |                          |      |
| % Design Complete   | 100%   |  |   |          |                       |                         |     |                   |      |                          |      |
| % Environmental Complete  | 100%   |  |   |          |                       |                         |     |                   |      |                          |      |


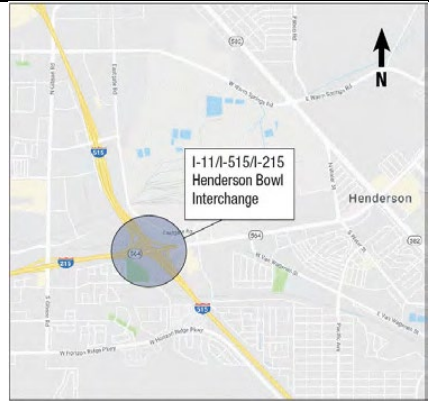
## I-15 South – Via Inspirada Interchange

| <b>LOCATION:</b>   | Formerly Sloan Rd   |  |  |          |                       |                  |      |                         |      |
|--|---|--|---|----------|-----------------------|------------------|------|-------------------------|------|
| <b>SPONSOR:</b>  | City of Henderson   |  |   |          |                       |                  |      |                         |      |
| <b>PROJECT MANAGER:</b>  | Danja Petro, P.E.   |  |   |          |                       |                  |      |                         |      |
| <b>PHONE:</b>  | 702-671-8865  |  |   |          |                       |                  |      |                         |      |
| <b>PROJECT DESCRIPTION:</b>  | <ul style="list-style-type: none"> <li>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.</li> <li>Construction of a new interchange at Via Inspirada (formerly Sloan Rd) was one of the project elements identified in the original Environmental Assessment.</li> <li>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.</li> </ul> |  |   |          |                       |                  |      |                         |      |
| <b>PROJECT BENEFITS:</b>   | <ul style="list-style-type: none"> <li>Improve capacity</li> <li>Improve safety</li> <li>Improve access</li> <li>Improve travel time reliability</li> </ul>   |  |   |          |                       |                  |      |                         |      |
| <b>PROJECT RISKS:</b>  | <ul style="list-style-type: none"> <li>Unit price and property escalation may affect project cost.</li> </ul>   |  |   |          |                       |                  |      |                         |      |
| <b>SCHEDULE:</b>   | <b>PROJECT COST RANGE:</b>  | <b>WHAT'S CHANGED SINCE LAST UPDATE:</b>   |   |          |                       |                  |      |                         |      |
| <b>Planning:</b> Complete<br><b>Environmental:</b> Environmental Assessment re-evaluation of the corridor completed 2021<br><b>Final Design:</b> TBD<br><b>Construction:</b> TBD | <b>Estimates per August 2022 CRA</b><br><br><b>Engineering:</b> \$8 - \$14 million<br><b>Right-of-Way:</b> \$54 - \$69 million<br><b>Construction:</b> \$43 - \$74 million<br><b>Total Project Cost:</b> \$105 - \$157 million  | <b>Scope:</b> No change<br><b>Schedule:</b> No change<br><b>Budget:</b> No change  |   |          |                       |                  |      |                         |      |
| <b>FINANCIAL POINTS (KEY ASSUMPTIONS):</b>   | <ul style="list-style-type: none"> <li>Funding not available until 2045 per current Financial Plan.</li> <li>Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million</li> </ul>   |  |   |          |                       |                  |      |                         |      |
| <b>COMPLETION SCALE:</b>   |  <table border="1" style="margin: 0 auto; border-collapse: collapse;"> <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% |
| Category   | Completion Percentage   |  |   |          |                       |                  |      |                         |      |
| %Design Complete   | ~10%  |  |   |          |                       |                  |      |                         |      |
| %Environmental Complete  | 100%  |  |   |          |                       |                  |      |                         |      |


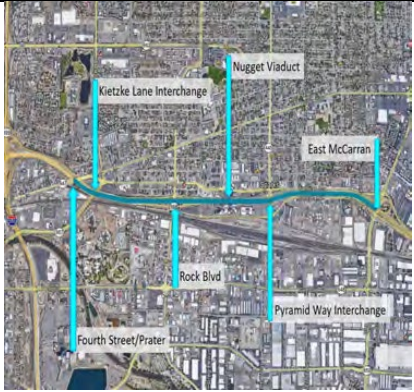
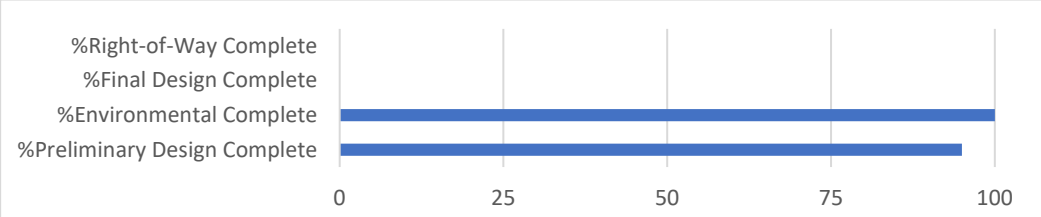
## Downtown Access Project

|  |   |   |  |   |
|--|---|---|--|---|
| <b>LOCATION:</b>   | I-515/US-95 from Rancho Blvd Interchange to Mojave Rd   |       |  |  |
| <b>SPONSOR:</b>  | NDOT  |   |  |   |
| <b>PROJECT MANAGER:</b>  | Danja Petro, P.E.   |   |  |   |
| <b>PHONE:</b>  | 702-278-3391  |   |  |   |
| <b>PROJECT DESCRIPTION:</b>  | <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>NDOT has held many outreach activities with the goal to minimize impacts to adjacent residents while keeping the community connected and enhancing the neighborhood.</li> </ul>  |   |  |   |
| <b>PROJECT BENEFITS:</b>   | <ul style="list-style-type: none"> <li>NDOT is collaborating with the adjacent neighborhoods about the proposed design alternatives to ensure how a reconstructed freeway will enhance their quality of living.</li> <li>NDOT is collaborating with the adjacent neighborhoods to ensure the community feels connected with the proposed alternatives to reconstructed freeway.</li> <li>Freeway operations will be improved to increase safety and travel time reliability along US-95 and its connections to I-15.</li> <li>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.</li> <li>Planned improvements include extending the HOV network to downtown along I-515/US-95 freeway.</li> <li>NDOT will be working with local artists to enhance the freeway corridor with improved landscaping and aesthetics</li> </ul> |   |  |   |
| <b>PROJECT RISKS:</b>  | <ul style="list-style-type: none"> <li>Unit price and property escalation may affect project cost.</li> </ul>   |   |  |   |
| <b>SCHEDULE:</b>   | <b>PROJECT COST RANGE:</b>  | <b>WHAT'S CHANGED SINCE LAST UPDATE:</b>  |  |   |
| Project is currently estimated to be <b>10-13 years total</b><br><b>Environmental:</b> 4-5 years – in progress<br><b>Right-of-Way:</b> 3-4 years - TBD<br><b>Final Design:</b> 3-4 years - TBD<br><b>Construction:</b> 4-5 years - TBD | <b>Environmental:</b> \$17 million<br><b>Engineering:</b> TBD<br><b>Right-of-Way:</b> TBD<br><b>Construction:</b> TBD<br><b>Total Project Cost:</b> TBD   | <b>View project information at <a href="http://www.ndotdap.com">www.ndotdap.com</a></b> |  |   |
| <b>FINANCIAL POINTS (KEY ASSUMPTIONS):</b>   | <ul style="list-style-type: none"> <li>Pre-NEPA studies: \$6 million</li> <li>NEPA Work: \$11 million</li> </ul>  |   |  |   |
| <b>COMPLETION SCALE:</b>   |   |   |  |   |



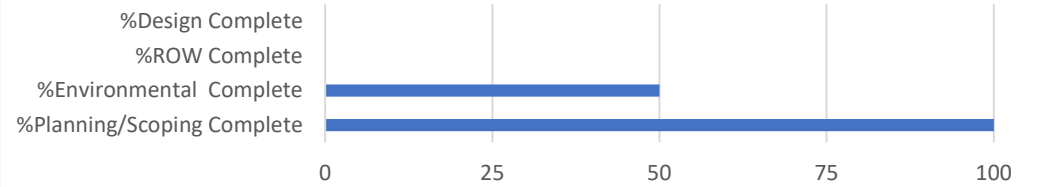
## Henderson Interchange

| <b>LOCATION:</b>  |   |   |  |          |                       |                        |      |                           |      |                         |      |                    |      |
|---|---|---|---|----------|-----------------------|------------------------|------|---------------------------|------|-------------------------|------|--------------------|------|
| <b>SPONSOR:</b>   | NDOT  |   |   |          |                       |                        |      |                           |      |                         |      |                    |      |
| <b>PROJECT MANAGER:</b>   | Dallan Affleck, P.E.  |   |   |          |                       |                        |      |                           |      |                         |      |                    |      |
| <b>PHONE:</b>   | 702-671-8879  |   |   |          |                       |                        |      |                           |      |                         |      |                    |      |
| <b>PROJECT DESCRIPTION:</b>   | <ul style="list-style-type: none"> <li>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.</li> <li>This project will reconstruct the Henderson Interchange to include operational and safety improvements and restore lost connectivity</li> </ul> |   |   |          |                       |                        |      |                           |      |                         |      |                    |      |
| <b>PROJECT BENEFITS:</b>  | <ul style="list-style-type: none"> <li>Improved operations</li> <li>Improved travel time reliability</li> <li>Improved safety</li> </ul>  |   |   |          |                       |                        |      |                           |      |                         |      |                    |      |
| <b>PROJECT RISKS:</b>   | <ul style="list-style-type: none"> <li>Negative environmental impacts</li> <li>High project cost</li> </ul>   |   |   |          |                       |                        |      |                           |      |                         |      |                    |      |
| <b>SCHEDULE:</b>  | <b>PROJECT COST RANGE:</b>  | <b>WHAT'S CHANGED SINCE LAST UPDATE:</b>  |   |          |                       |                        |      |                           |      |                         |      |                    |      |
| <b>Planning:</b> COH PEL 12/2018 – 3/2020<br><b>Environmental:</b> NEPA 6/2020 – 10/2022<br><b>Design Build Procurement:</b> 12/2022 – 7/2024<br><b>Final Design:</b> TBD<br><b>Construction:</b> TBDAA | <b>Environmental:</b> \$4 million<br><b>Engineering:</b> TBD<br><b>Right-of-Way:</b> TBD<br><b>Construction:</b> TBD<br><b>Total Project Cost:</b> TBD  | <b>Scope:</b> Technical Provisions and a 30% Reference Design are developed, which utilize a crossover on the E-W movements.<br><b>Schedule:</b> Design-build procurement is nearing completion. Final design: Fall of 2024<br><b>Cost:</b> No Change |   |          |                       |                        |      |                           |      |                         |      |                    |      |
| <b>FINANCIAL POINTS (KEY ASSUMPTIONS):</b>  | <ul style="list-style-type: none"> <li>Project funding identified.</li> </ul>   |   |   |          |                       |                        |      |                           |      |                         |      |                    |      |
| <b>COMPLETION SCALE:</b>  | <table border="1" style="margin-top: 10px;"> <thead> <tr> <th>Category</th> <th>Completion Percentage</th> </tr> </thead> <tbody> <tr> <td>%Design &amp; Construction</td> <td>~90%</td> </tr> <tr> <td>%Design-Build Procurement</td> <td>~95%</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 | %Design & Construction | ~90% | %Design-Build Procurement | ~95% | %Environmental Complete | 100% | %Planning Complete | 100% |
| Category  | Completion Percentage   |   |   |          |                       |                        |      |                           |      |                         |      |                    |      |
| %Design & Construction  | ~90%  |   |   |          |                       |                        |      |                           |      |                         |      |                    |      |
| %Design-Build Procurement   | ~95%  |   |   |          |                       |                        |      |                           |      |                         |      |                    |      |
| %Environmental Complete   | 100%  |   |   |          |                       |                        |      |                           |      |                         |      |                    |      |
| %Planning Complete  | 100%  |   |   |          |                       |                        |      |                           |      |                         |      |                    |      |

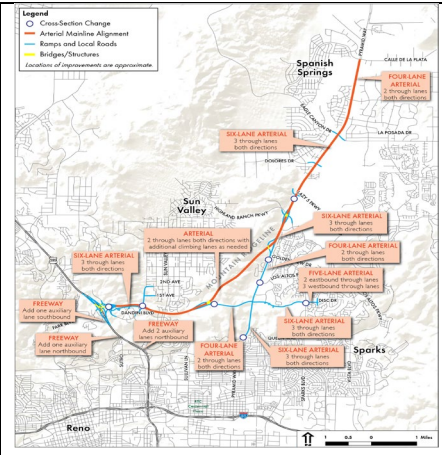
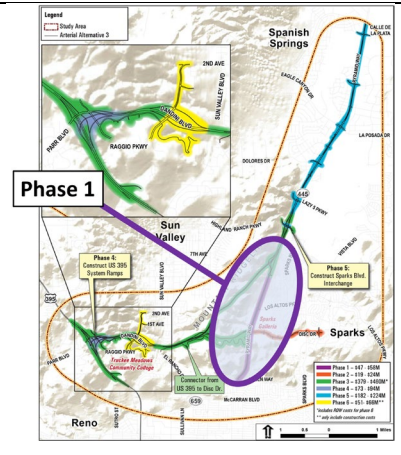
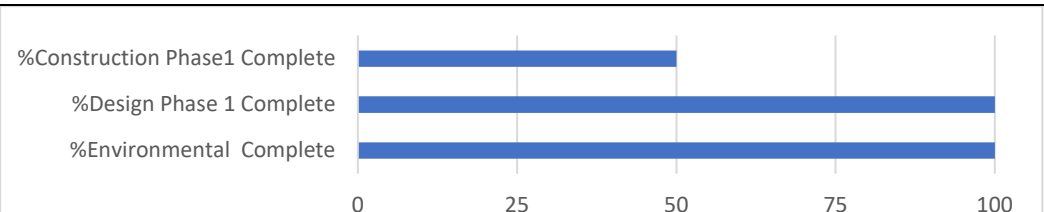
## Reno Spaghetti Bowl – Phase 2 Nugget Viaduct

| <b>LOCATION:</b>   | East of 180/I580/US395 Interchange to East McCarran Blvd (SR659)  |  |  |          |                       |                        |   |                        |   |                         |     |                              |    |
|--|---|--|---|----------|-----------------------|------------------------|---|------------------------|---|-------------------------|-----|------------------------------|----|
| <b>SPONSOR:</b>  | NDOT  |  |   |          |                       |                        |   |                        |   |                         |     |                              |    |
| <b>PROJECT MANAGER:</b>  | Fred Shakal, P.E.   |  |   |          |                       |                        |   |                        |   |                         |     |                              |    |
| <b>PHONE:</b>  | 775-888-7589  |  |   |          |                       |                        |   |                        |   |                         |     |                              |    |
| <b>PROJECT DESCRIPTION:</b>  | <ul style="list-style-type: none"> <li>• 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</li> <li>• 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</li> <li>• Improvements include reconstructing I-80 from east of the Spaghetti Bowl to East McCarran Blvd</li> <li>• Replace I-80 Bridge H-866 E/W over the Nugget Casino</li> <li>• Construct new interchange at Kietzke Lane</li> <li>• Reconstruct Rock Blvd. and Pyramid Way Interchanges</li> </ul> |  |   |          |                       |                        |   |                        |   |                         |     |                              |    |
| <b>PROJECT BENEFITS:</b>   | <ul style="list-style-type: none"> <li>• Improve safety</li> <li>• Improve travel time reliability</li> <li>• Optimize local and regional system connections</li> <li>• Improved freeway operation</li> </ul>   |  |   |          |                       |                        |   |                        |   |                         |     |                              |    |
| <b>PROJECT RISKS:</b>  | <ul style="list-style-type: none"> <li>• Funding uncertainty for construction</li> <li>• Consensus building among stakeholders</li> </ul>   |  |   |          |                       |                        |   |                        |   |                         |     |                              |    |
| <b>SCHEDULE:</b>   | <b>PROJECT COST RANGE:</b>  | <b>WHAT'S CHANGED SINCE LAST UPDATE:</b>   |   |          |                       |                        |   |                        |   |                         |     |                              |    |
| <b>Environmental:</b> Complete<br><b>Preliminary Engineering and Design:</b> TBD<br><b>Final Design and ROW:</b> TBD<br><b>Construction:</b> TBD | <b>Engineering:</b> TBD<br><b>Right-of-Way:</b> TBD<br><b>Construction:</b> TBD<br><b>Total Project Cost:</b> TBD   | <b>Scope:</b> No Change<br><b>Schedule:</b> No Change<br><b>Cost:</b> No Change    |   |          |                       |                        |   |                        |   |                         |     |                              |    |
| <b>FINANCIAL POINTS (KEY ASSUMPTIONS):</b>   | <ul style="list-style-type: none"> <li>• State funds programmed to conduct preliminary engineering including feasibility study to determine estimated costs for design, right-of-way, and construction.</li> </ul>  |  |   |          |                       |                        |   |                        |   |                         |     |                              |    |
| <b>COMPLETION SCALE:</b>   |  <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>%Right-of-Way Complete</td> <td>0</td> </tr> <tr> <td>%Final Design Complete</td> <td>0</td> </tr> <tr> <td>%Environmental Complete</td> <td>100</td> </tr> <tr> <td>%Preliminary Design Complete</td> <td>90</td> </tr> </tbody> </table>  |  |   | Category | Completion Percentage | %Right-of-Way Complete | 0 | %Final Design Complete | 0 | %Environmental Complete | 100 | %Preliminary Design Complete | 90 |
| Category   | Completion Percentage   |  |   |          |                       |                        |   |                        |   |                         |     |                              |    |
| %Right-of-Way Complete   | 0   |  |   |          |                       |                        |   |                        |   |                         |     |                              |    |
| %Final Design Complete   | 0   |  |   |          |                       |                        |   |                        |   |                         |     |                              |    |
| %Environmental Complete  | 100   |  |   |          |                       |                        |   |                        |   |                         |     |                              |    |
| %Preliminary Design Complete   | 90  |  |   |          |                       |                        |   |                        |   |                         |     |                              |    |


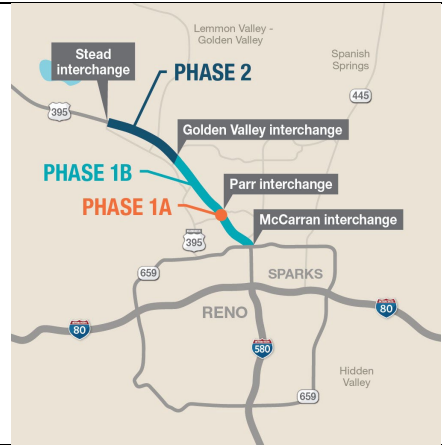
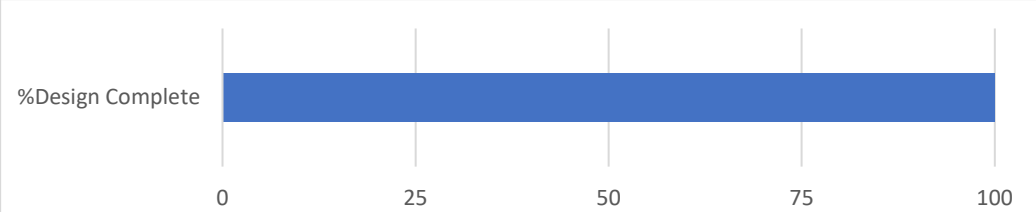
## I-80 East

| <b>LOCATION:</b>  | <b>Vista Blvd to USA Parkway (SR439)</b>   |  |  |          |                       |                  |    |               |    |                         |     |                            |      |
|---|--|--|---|----------|-----------------------|------------------|----|---------------|----|-------------------------|-----|----------------------------|------|
| <b>SPONSOR:</b>   | NDOT   |  |   |          |                       |                  |    |               |    |                         |     |                            |      |
| <b>PROJECT MANAGER:</b>   | Chris Kuhn,<br>P.E.  |  |   |          |                       |                  |    |               |    |                         |     |                            |      |
| <b>PHONE:</b>   | 775-888-7728   |  |   |          |                       |                  |    |               |    |                         |     |                            |      |
| <b>PROJECT DESCRIPTION:</b>   | <ul style="list-style-type: none"> <li>• This project consists of corridor improvements on 13.1 miles of I-80 between Vista Blvd. and USA Parkway</li> <li>• Freeway capacity improvements include widening I-80 in each direction from two to three lanes</li> <li>• Freeway safety improvements include widening shoulders for emergency access</li> <li>• Interchange improvements will enhance acceleration lanes/merging distances and freeway access management</li> <li>• 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</li> </ul> |  |   |          |                       |                  |    |               |    |                         |     |                            |      |
| <b>PROJECT BENEFITS:</b>  | <ul style="list-style-type: none"> <li>• Improve Safety and Emergency Service Access</li> <li>• Improve Travel Time Reliability</li> <li>• Improve Freight Movement</li> <li>• Accommodate Future Planned Growth</li> <li>• Improve Operations and Maintenance</li> </ul>  |  |   |          |                       |                  |    |               |    |                         |     |                            |      |
| <b>PROJECT RISKS:</b>   | <ul style="list-style-type: none"> <li>• Funding uncertainty for project construction</li> <li>• Environmental study outcomes could impact schedule</li> <li>• Challenging topography between steep rock slopes, the Truckee River and the UPRR adjacent to I80</li> <li>• Significant utilities located adjacent to I80 could impact schedule and budget</li> </ul>   |  |   |          |                       |                  |    |               |    |                         |     |                            |      |
| <b>SCHEDULE:</b>  | <b>PROJECT COST RANGE:</b>   | <b>WHAT'S CHANGED SINCE LAST UPDATE:</b>   |   |          |                       |                  |    |               |    |                         |     |                            |      |
| Planning: Complete<br>Environmental: NEPA initiated 2023. Anticipate 2025 completion.<br>Intermediate Design: TBD<br>Final Design & ROW: TBD<br>Construction: TBD | Design Phase Estimates<br>Engineering: TBD<br>Right-of-Way: TBD<br>Estimated Construction Costs: \$500 million   | Scope: No Change<br>Schedule: No Change<br>Cost: No Change                         |   |          |                       |                  |    |               |    |                         |     |                            |      |
| <b>FINANCIAL POINTS (KEY ASSUMPTIONS):</b>  | <ul style="list-style-type: none"> <li>• Environmental effort programmed to use state funds.</li> <li>• Final engineering may utilize combination of funds.</li> <li>• Funding for Construction not yet identified.</li> </ul>   |  |   |          |                       |                  |    |               |    |                         |     |                            |      |
| <b>COMPLETION SCALE:</b>  |  <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>0%</td> </tr> <tr> <td>%ROW Complete</td> <td>0%</td> </tr> <tr> <td>%Environmental Complete</td> <td>50%</td> </tr> <tr> <td>%Planning/Scoping Complete</td> <td>100%</td> </tr> </tbody> </table>  |  |   | Category | Completion Percentage | %Design Complete | 0% | %ROW Complete | 0% | %Environmental Complete | 50% | %Planning/Scoping Complete | 100% |
| Category  | Completion Percentage  |  |   |          |                       |                  |    |               |    |                         |     |                            |      |
| %Design Complete  | 0%   |  |   |          |                       |                  |    |               |    |                         |     |                            |      |
| %ROW Complete   | 0%   |  |   |          |                       |                  |    |               |    |                         |     |                            |      |
| %Environmental Complete   | 50%  |  |   |          |                       |                  |    |               |    |                         |     |                            |      |
| %Planning/Scoping Complete  | 100%   |  |   |          |                       |                  |    |               |    |                         |     |                            |      |



# SR445 Pyramid Highway/US 395 Connection

|  |   |  |   |
|--|---|--|---|
| <b>SPONSOR:</b>  | Washoe County<br>RTC and NDOT   |    |  |
| <b>WASHOE RTC PROJECT MANAGER:</b>   | Amanda Callegari, P.E.  |  |   |
| <b>NDOT PROJECT MANAGER:</b>   | Nanette Maxwell, P.E.   |  |   |
| <b>PHONE:</b>  | 775-301-8891  |  |   |
| <b>PROJECT DESCRIPTION:</b>  | <ul style="list-style-type: none"> <li>• Calle de la Plato to La Posada- Transition from 4 Lane Arterial to 6 lane freeway</li> <li>• La Posada to Sparks Blvd. - Develop Pyramid alignment into 6 lane freeway with frontage roads.</li> <li>• 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.</li> <li>• Extend 6 lane freeway through Sun Valley to US-395.</li> <li>• Widen and improve Pyramid highway from Disc Dr. to Queen Way.</li> <li>• Widen and extend Disc Dr. to Vista Blvd.</li> </ul> <p>NEPA completed by Washoe RTC.</p> <ul style="list-style-type: none"> <li>• This project will be delivered in 6 phases.</li> <li>• Phase 1 from Queen Way to Golden View Drive -Final Design complete; Construction is on-going</li> </ul> |  |   |
| <b>PROJECT BENEFITS:</b>   | <ul style="list-style-type: none"> <li>• Address travel time reliability and safety along the Pyramid Highway and McCarran Blvd. corridors.</li> <li>• Provide alternative access to freeway system.</li> <li>• Improve safety.</li> </ul>  |  |   |
| <b>PROJECT RISKS:</b>  | <ul style="list-style-type: none"> <li>• Construction in a dense urban residential area.</li> <li>• Funding sources for all phases not identified.</li> <li>• Complex right of way and utility issues may impact schedule and costs.</li> </ul>   |  |   |
| <b>SCHEDULE:</b>   | <b>PROJECT COST RANGE:</b>  | <b>WHAT'S CHANGED SINCE LAST UPDATE:</b>   |   |
| <b>Planning:</b> Complete<br><b>Environmental:</b> 2010-2018<br><b>Final Design:</b> Phase 1 complete 2022, phases 2-6 TBD<br><b>Construction:</b> Phase 1 – May 2023 to May 2025<br>Phases 3 – Preliminary Design (RTC)<br>Phase 5 – Preliminary Design (RTC)<br>Other Phases - TBD | <b>Planning Phase Estimates</b><br><b>Engineering:</b> \$40 - \$60 million<br><b>Right-of-Way:</b> \$100 - \$150 million<br><b>Construction:</b> \$410 - \$660 million<br><b>Total Project Costs:</b> \$550 - \$870 million   | <b>Phase 1 – Queen Way to Golden View Drive:</b><br>Final Design – complete<br>Construction – on-going<br><b>Phase 3 – Connector and Phase 5 – Pyramid Hwy/Sparks Blvd/Highland Ranch Pkwy</b> currently in design (RTC) |   |
| <b>FINANCIAL POINTS (KEY ASSUMPTIONS):</b>   | <ul style="list-style-type: none"> <li>• Total project cost for Phase 1: \$69,000,000</li> <li>• BULD Grant received for Phase 1 Construction - \$23,000,000</li> <li>• Other funding source for Phase 1 Construction: STBG, HIP, State, and Local</li> </ul>   |  |   |
| <b>COMPLETION SCALE:</b>   |   |  |   |


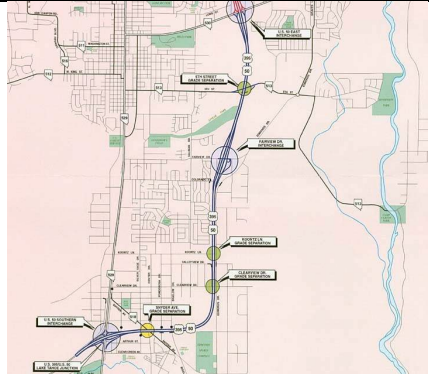
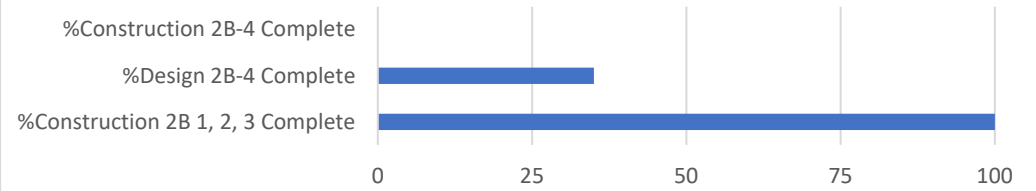
## US 395 North Valleys – Phase 1B

|   |   |   |   |
|---|---|---|---|
| <b>LOCATION:</b>  | US 395, McCarran Blvd. to Golden Valley Rd.   |   |  |
| <b>SPONSOR:</b>   | NDOT  |   |   |
| <b>PROJECT MANAGER:</b>   | Robert Vrooman, P.E.  |   |   |
| <b>PHONE:</b>   | 775-888-7317  |   |   |
| <b>PROJECT DESCRIPTION:</b>   | <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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</li> </ul> |   |   |
| <b>PROJECT BENEFITS:</b>  | <ul style="list-style-type: none"> <li>Increase capacity to accommodate projected traffic</li> <li>Improve travel time reliability</li> <li>Improve safety</li> </ul>   |   |   |
| <b>PROJECT RISKS:</b>   | <ul style="list-style-type: none"> <li>Bridge widening within UPRR right-of-way</li> </ul>  |   |   |
| <b>SCHEDULE:</b>  | <b>PROJECT COST RANGE:</b>  | <b>WHAT'S CHANGED SINCE LAST UPDATE:</b>  |   |
| <b>Planning:</b> Complete<br><b>Intermediate Design Submittal:</b> January 2022<br><b>Advertise:</b> April 2023<br><b>Construction Contract Award:</b> September 2023 | <b>Engineering:</b> \$4 - \$6 million<br><b>Construction:</b> \$230 million<br><b>Total Project Costs:</b> \$240 - \$250 million  | Major work on the project has begun and traffic control is in place. Work will continue through late 2025 and early 2026. |   |
| <b>FINANCIAL POINTS (KEY ASSUMPTIONS):</b>  |   |   |   |
| <b>COMPLETION SCALE:</b>  |   |   |   |

## US 395 North Valleys – Phase 2

|   |  |   |   |
|---|--|---|---|
| <b>LOCATION:</b>  | US 395, Golden Valley Rd. to Stead Blvd. & N. Virginia Blvd.   |    |  |
| <b>SPONSOR:</b>   | NDOT & RTC WASHOE  |   |   |
| <b>PROJECT MANAGER:</b>   | Robert Vrooman, P.E.   |   |   |
| <b>PHONE:</b>   | 775-888-7317   |   |   |
| <b>PROJECT DESCRIPTION:</b>   | <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Between Lemmon Valley Drive to Stead Boulevard, Phase 2 will include a general purpose lane in both the northbound and southbound direction.</li> <li>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. The work on North Virginia Street will take place between N. McCarran Blvd. and “Old” Virginia Intersection.</li> </ul> |   |   |
| <b>PROJECT BENEFITS:</b>  | <ul style="list-style-type: none"> <li>Increase capacity to accommodate projected traffic</li> <li>Improve travel time reliability</li> <li>Improve safety</li> </ul>  |   |   |
| <b>PROJECT RISKS:</b>   |  |   |   |
| <b>SCHEDULE:</b>  | <b>PROJECT COST RANGE:</b>   | <b>WHAT’S CHANGED SINCE LAST UPDATE:</b>  |   |
| <b>Planning:</b> Complete<br><b>Intermediate Design Submittal:</b> May 2024<br><b>Right-of-Way/Environmental:</b> Begun September 2023<br><b>Advertise:</b> November 2025 | <b>Engineering:</b> \$8 - \$10 million<br><b>Construction:</b> \$180 - \$210 million<br><b>Total Project Costs:</b> \$188 - \$220 million  | <b>Scope:</b> No Change<br><b>Schedule:</b> No Change<br><b>Cost:</b> Adjusted to reflect updated Engineering and Construction costs. |   |
| <b>FINANCIAL POINTS (KEY ASSUMPTIONS):</b>  | <ul style="list-style-type: none"> <li>Scope, Budget change has been submitted based on the revised estimate following the review of the 60% plan submittal.</li> </ul>  |   |   |
| <b>COMPLETION SCALE:</b>  | <p style="margin-top: 10px;">%Design Complete</p> <p style="margin-top: 10px;">0                      25                      50                      75                      100</p>  |   |   |

## US 395 Carson City Freeway – Phase 2B

| <b>LOCATION:</b>  | South Carson St. to Fairview Dr.  |                                |  |          |                       |                             |    |                       |      |                                   |      |
|---|---|--|---|----------|-----------------------|-----------------------------|----|-----------------------|------|-----------------------------------|------|
| <b>SPONSOR:</b>   | NDOT  |  |   |          |                       |                             |    |                       |      |                                   |      |
| <b>PROJECT MANAGER:</b>   | Nanette Maxwell, P.E.   |  |   |          |                       |                             |    |                       |      |                                   |      |
| <b>PHONE:</b>   | 775-888-7742  |  |   |          |                       |                             |    |                       |      |                                   |      |
| <b>PROJECT DESCRIPTION:</b>   | <ul style="list-style-type: none"> <li>This project will be delivered in four packages. Construction is complete for Phase 2B Packages 1, 2, &amp; 3.</li> <li>Phase 2B Package 4 will construct the South Carson Interchange and complete the remainder of the project.</li> </ul>   |  |   |          |                       |                             |    |                       |      |                                   |      |
| <b>PROJECT BENEFITS:</b>  | <ul style="list-style-type: none"> <li>Improve travel time reliability on Carson Street through Carson City and local streets along the freeway corridor.</li> <li>Provide flood control protection.</li> <li>Improve opportunities for economic development along the corridor and downtown.</li> <li></li> </ul>  |  |   |          |                       |                             |    |                       |      |                                   |      |
| <b>PROJECT RISKS:</b>   | <ul style="list-style-type: none"> <li>Project completion date will depend on the availability of funds.</li> <li>Concurrent utility relocation will be required.</li> <li>Changes in design standards could affect schedule and budget.</li> <li>New development along the corridor</li> <li></li> </ul>   |  |   |          |                       |                             |    |                       |      |                                   |      |
| <b>SCHEDULE:</b>  | <b>PROJECT COST RANGE:</b>  | <b>WHAT'S CHANGED SINCE LAST UPDATE:</b>   |   |          |                       |                             |    |                       |      |                                   |      |
| <b>Planning:</b> Complete<br><b>Environmental:</b> Complete<br><b>Final Design:</b> Phase 2B Pkg 1, 2 & 3 are complete Pkg 4 TBD<br><b>Construction:</b> Phase 2B Pkg 1, 2 & 3 are complete Pkg 4 TBD | <b>Final Design Phase Estimates</b><br><b>Engineering:</b> \$11 - \$13 million<br><b>Right-of-Way:</b> \$30 - \$32 million<br><b>Construction:</b> \$100 - \$150 million<br><b>Total Project Costs:</b> \$150 - \$200 million not including Pkg 4   | <b>Scope:</b> Pkg 4 will complete the remainder of the freeway<br><b>Schedule:</b> TBD<br><b>Cost:</b> No Change |   |          |                       |                             |    |                       |      |                                   |      |
| <b>FINANCIAL POINTS (KEY ASSUMPTIONS):</b>  | <ul style="list-style-type: none"> <li>Total funding expended: \$200 million</li> <li>Construction funding source for Phase 2B-4: TBD</li> </ul>  |  |   |          |                       |                             |    |                       |      |                                   |      |
| <b>COMPLETION SCALE:</b>  |  <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Category</th> <th>Completion Percentage</th> </tr> </thead> <tbody> <tr> <td>%Construction 2B-4 Complete</td> <td>0%</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 | 0% | %Design 2B-4 Complete | ~35% | %Construction 2B 1, 2, 3 Complete | 100% |
| Category  | Completion Percentage   |  |   |          |                       |                             |    |                       |      |                                   |      |
| %Construction 2B-4 Complete   | 0%  |  |   |          |                       |                             |    |                       |      |                                   |      |
| %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 June 30, 2024 the US 95/CC 215, Phase 3D project was successfully completed on-time in December 2023 when substantial completion was achieved. The US 95/CC 215, Phase 3D was the last of the 3 phases of the US 95 Northwest project in the Las Vegas area of Southern Nevada. The project remained within the original scope and budget. The following project goals were all accomplished with this project: Improvements included new ramps CC215 west to US 95 north, US 95 south to CC 215 west and CC215 east to US 95 north movements; a new interchange at Sky Pointe Drive; and new multi-use path.