

**STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION**

**QUARTERLY REPORT FOR MAJOR PROJECTS  
For Quarter Ending December 31, 2025**



**Joe Lombardo  
Governor**

**Tracy Larkin Thomason, PE  
Director**

**Nevada Department of Transportation**

**QUARTERLY REPORT FOR MAJOR PROJECTS**

December 31, 2025

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## **1.0 INTRODUCTION**

The primary purpose of this quarterly report, ending December 31, 2025, 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

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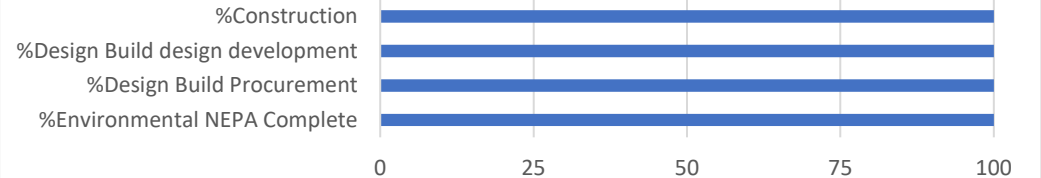
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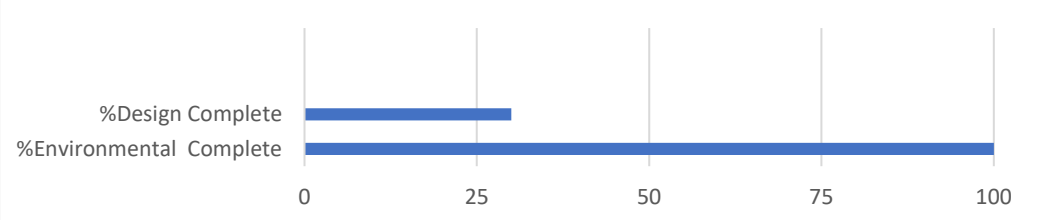
## I-15 Central Corridor

<b>LOCATION:</b>	<b>Flamingo Rd to Sahara Ave</b>								
<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>						
Feasibility Study: 2019-2027 Environmental: 2023-2028 Final Design: TBD Construction: TBD		Engineering: TBD Right-of-Way: TBD Construction: TBD Total Project Cost: TBD	Planning Phase: No Change Environmental Phase: Began Spring 2023 Scope, Schedule, Cost: 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>Phase</th> <th>Completion Percentage</th> </tr> </thead> <tbody> <tr> <td>%Planning Phase Feasibility Study Complete</td> <td>~95%</td> </tr> <tr> <td>%Environmental Complete</td> <td>~40%</td> </tr> </tbody> </table>			Phase	Completion Percentage	%Planning Phase Feasibility Study Complete	~95%	%Environmental Complete	~40%
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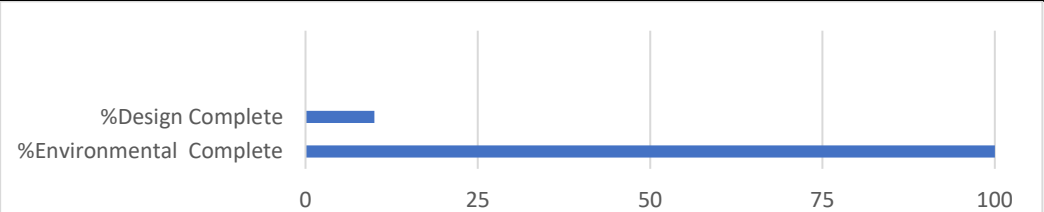
## I-15 Tropicana Interchange Reconstruction

<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>• None</li> </ul>		
<b>SCHEDULE:</b>	<b>PROJECT COST RANGE:</b>	<b>WHAT'S CHANGED SINCE LAST UPDATE:</b>	
<b>Environmental FONSI:</b> 2/6/20 <b>RFQ:</b> Sept. 2020 <b>RFP:</b> January 2021 <b>Design Build Contractor award:</b> Nov/Dec 2021 <b>Construction:</b> 2022-2025 Project Completed 10/2025	<b>Engineering:</b> \$8 - \$12 million <b>Right-of-Way:</b> \$45 million <b>Construction:</b> \$305 million <b>Total Project Cost:</b> TBD	<b>Scope:</b> No change <b>Schedule:</b> No change <b>Budget:</b> No change	
<b>FINANCIAL POINTS (KEY ASSUMPTIONS):</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>		
<b>COMPLETION SCALE:</b>			



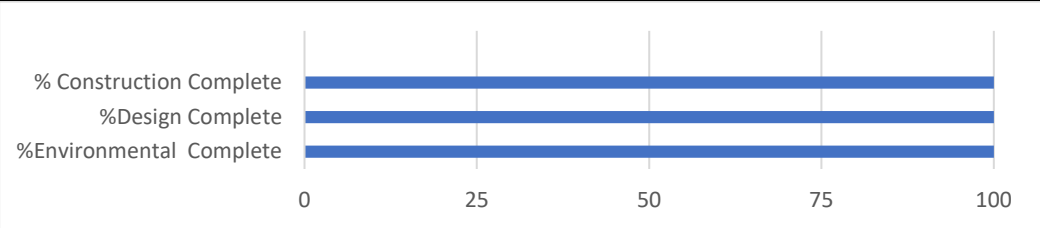
## I-15 South – Via Nobila Interchange

<b>LOCATION:</b>	(formerly Bermuda Road)								
<b>SPONSOR:</b>	City of Henderson								
<b>PROJECT MANAGER:</b>	Mauricio Cardenas, P.E.								
<b>PHONE:</b>	702-671-8867								
<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> <li>Coordination with BLW (currently under design)</li> </ul>								
<b>SCHEDULE:</b>	<b>PROJECT COST RANGE:</b>	<b>WHAT'S CHANGED SINCE LAST UPDATE:</b>							
Planning: Complete Environmental: Environmental assessment re-evaluation completed 2021 Final Design: 2026 Q4 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: Final design projected to be completed in 2028 Q4 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>Completion Percentage</th> </tr> </thead> <tbody> <tr> <td>%Design Complete</td> <td>~30%</td> </tr> <tr> <td>%Environmental Complete</td> <td>100%</td> </tr> </tbody> </table>			Category	Completion Percentage	%Design Complete	~30%	%Environmental Complete	100%
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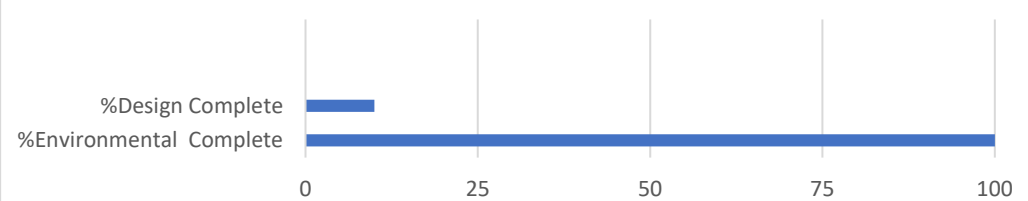
## I-15 South – Pebble Road Overpass

<b>LOCATION:</b>	Pebble Rd								
<b>SPONSOR:</b>	Clark County								
<b>PROJECT MANAGER:</b>	Mauricio Cardenas, P.E.								
<b>PHONE:</b>	702-671-8867								
<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 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> <li>Coordination with BLW (currently under design)</li> </ul>								
<b>SCHEDULE:</b>	<b>PROJECT COST RANGE:</b>	<b>WHAT'S CHANGED SINCE LAST UPDATE:</b>							
<b>Planning:</b> Complete <b>Environmental:</b> Completed 2021 <b>Final Design:</b> TBD <b>Construction:</b> TBD	<b>Estimates per August 2022 CRA</b>  <b>Engineering:</b> \$3 - \$4 million <b>Right-of-Way:</b> \$.6 - \$.75 million <b>Construction:</b> \$17 - \$21 million <b>Total Project Cost:</b> \$21 - \$25 million	<b>Scope:</b> No change <b>Schedule:</b> No change <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: 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%
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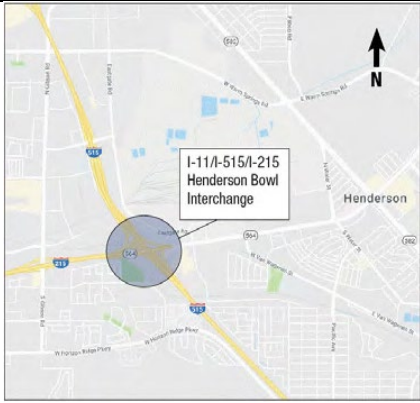
## I-15 South – Phase 2

<b>LOCATION:</b>	<b>Sloan Rd to Blue Diamond (SR-160)</b>										
<b>SPONSOR:</b>	NDOT										
<b>PROJECT MANAGER:</b>	Mauricio Cardenas, P.E.										
<b>PHONE:</b>	702-671-8867										
<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 <b>Environmental:</b> Environmental Assessment re-evaluation of the corridor completed 2021 <b>Final Design:</b> Complete <b>Construction:</b> Ongoing		<b>Estimates per August 2022 CRA</b>  <b>Engineering:</b> \$10 - \$13 million <b>Right-of-Way:</b> \$0 <b>Construction:</b> \$73 million <b>Total Project Cost:</b> \$85 - \$90 million	<b>Scope:</b> No change <b>Schedule:</b> No change <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>										
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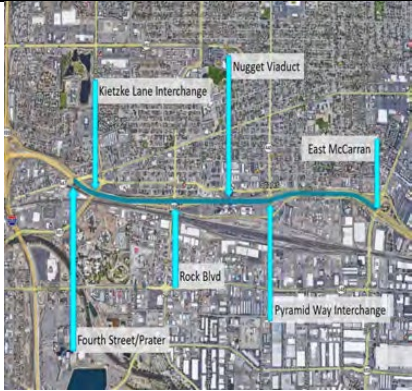
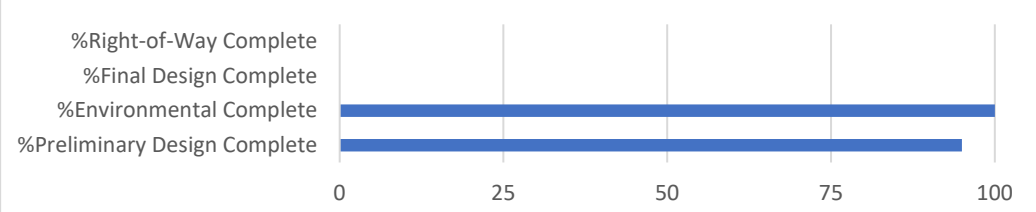
## I-15 South – Via Inspirada Interchange

<b>LOCATION:</b>	Formerly Sloan Rd								
<b>SPONSOR:</b>	City of Henderson								
<b>PROJECT MANAGER:</b>	Mauricio Cardenas, P.E.								
<b>PHONE:</b>	702-671-8867								
<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 was re-evaluated to address any changes that may have occurred to determine how those changes might have impacted 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> <li>Coordination with BLW (currently under design)</li> </ul>								
<b>SCHEDULE:</b>	<b>PROJECT COST RANGE:</b>	<b>WHAT'S CHANGED SINCE LAST UPDATE:</b>							
<b>Planning:</b> Complete <b>Environmental:</b> Environmental Assessment re-evaluation of the corridor completed 2021 <b>Final Design:</b> TBD <b>Construction:</b> TBD	<b>Estimates per August 2022 CRA</b>  <b>Engineering:</b> \$8 - \$14 million <b>Right-of-Way:</b> \$54 - \$69 million <b>Construction:</b> \$43 - \$74 million <b>Total Project Cost:</b> \$105 - \$157 million	<b>Scope:</b> No change <b>Schedule:</b> No change <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>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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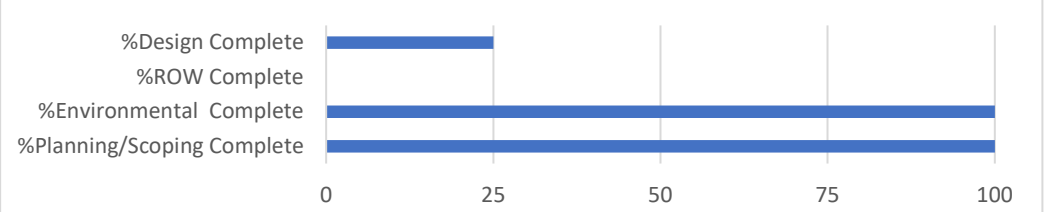
## Henderson Interchange

<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 and north to Galleria Drive, west along I-215 to Stephanie Street, 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 – Hazardous Materials</li> </ul>												
<b>SCHEDULE:</b>	<b>PROJECT COST RANGE:</b>	<b>WHAT'S CHANGED SINCE LAST UPDATE:</b>											
<p><b>Planning:</b> COH PEL 12/2018 – 3/2020</p> <p><b>Environmental:</b> NEPA 6/2020 – 10/2022</p> <p><b>Design Build Procurement:</b> 12/2022 – 8/2024 – Canceled.</p> <p>Interim Phasing Design – 2/2026</p> <p><b>Construction:</b> fall 2027</p>	<p><b>Environmental and Engineering:</b> \$6 million</p> <p><b>Right-of-Way:</b> \$2 million</p> <p><b>Construction:</b> \$103 million</p> <p><b>Total Project Cost:</b> \$110 million</p>	<p><b>Scope:</b> Phase 1 includes improvements to the east and west legs of the interchange. Phase 2 includes improvements to the north and south legs of the interchange.</p> <p><b>Schedule:</b> Phase 1 – fall 2027, Phase 2 - TBD</p> <p><b>Cost:</b> \$110 m</p>											
<b>FINANCIAL POINTS (KEY ASSUMPTIONS):</b>	<ul style="list-style-type: none"> <li>Phase 1 and Phase 2 two concepts are developed.</li> <li>An RFP for select design services for Phase 1 is forthcoming.</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>%Construction</td> <td>0</td> </tr> <tr> <td>%Design</td> <td>0</td> </tr> <tr> <td>%Environmental</td> <td>75</td> </tr> <tr> <td>%Planning (Complete)</td> <td>100</td> </tr> </tbody> </table>			Category	Percentage	%Construction	0	%Design	0	%Environmental	75	%Planning (Complete)	100
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%Construction	0												
%Design	0												
%Environmental	75												
%Planning (Complete)	100												

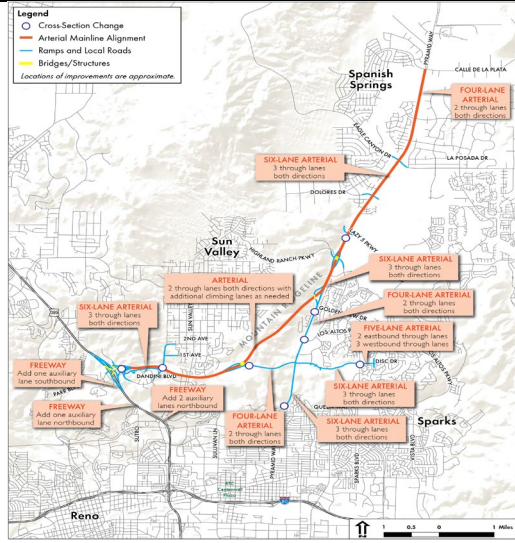
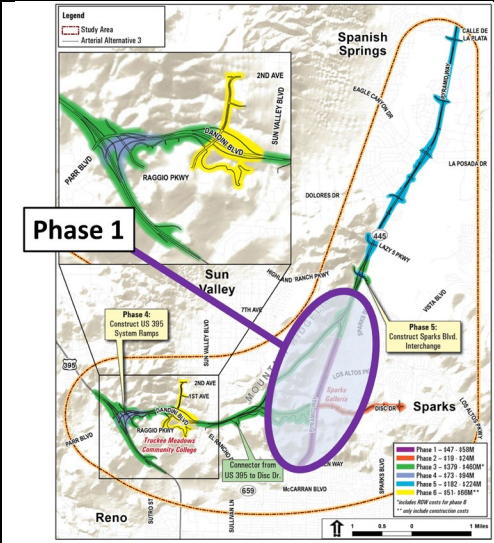
## Reno Spaghetti Bowl – Phase 2 Nugget Viaduct

<b>LOCATION:</b>	East of I80/I580/US395 Interchange to East McCarran Blvd (SR659)												
<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>• 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 <b>Preliminary Engineering and Design:</b> TBD <b>Final Design and ROW:</b> TBD <b>Construction:</b> TBD	<b>Engineering:</b> TBD <b>Right-of-Way:</b> TBD <b>Construction:</b> TBD <b>Total Project Cost:</b> TBD	<b>Scope:</b> No Change <b>Schedule:</b> No Change <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: 0 auto; border-collapse: collapse;"> <thead> <tr> <th>Completion Stage</th> <th>Percentage Complete</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>			Completion Stage	Percentage Complete	%Right-of-Way Complete	0%	%Final Design Complete	0%	%Environmental Complete	100%	%Preliminary Design Complete	90%
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%Preliminary Design Complete	90%												

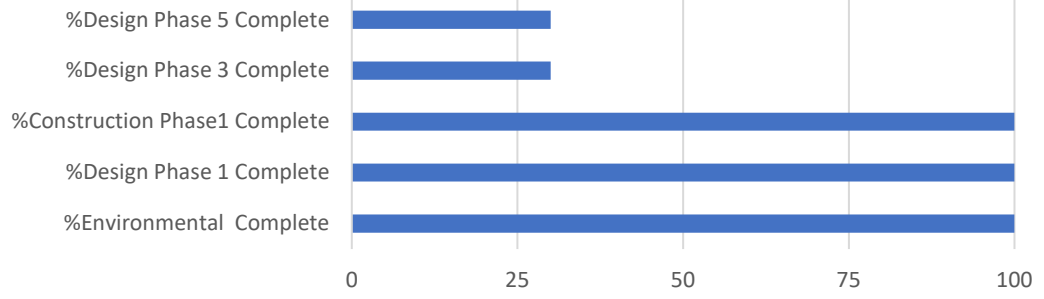
## I-80 East Vista to USA Parkway Widening

<b>LOCATION:</b>	Vista Blvd to USA Parkway (SR439)												
<b>SPONSOR:</b>	NDOT												
<b>PROJECT MANAGER:</b>	Chris Kuhn, 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 conduct additional Geotechnical field investigations and procure Progressive Design-Build and other project team members</li> </ul>												
<b>PROJECT BENEFITS:</b>	<ul style="list-style-type: none"> <li>Improve safety and emergency services access</li> <li>Improve travel time reliability</li> <li>Improve freight movement</li> <li>Accommodate current and future planned growth</li> <li>Improve operations and maintenance</li> </ul>												
<b>PROJECT RISKS:</b>	<ul style="list-style-type: none"> <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> <li>Compressed project development timeline to meet INFRA Grant requirements</li> </ul>												
<b>SCHEDULE:</b>	<b>PROJECT COST RANGE:</b>	<b>WHAT'S CHANGED SINCE LAST UPDATE:</b>											
<b>Planning:</b> Complete <b>Environmental:</b> NEPA approval September 11, 2025 <b>Final Design &amp; ROW:</b> Anticipated to begin 2026 <b>Construction:</b> Anticipated to begin as early as 2027	<b>Design Phase Estimates</b> <b>Engineering:</b> \$30M <b>Right-of-Way:</b> TBD <b>Estimated Construction Costs:</b> \$500-\$600 million	<b>Status:</b> NEPA phase completed <b>Scope:</b> No Change <b>Schedule:</b> No Change <b>Cost:</b> No Change											
<b>FINANCIAL POINTS (KEY ASSUMPTIONS):</b>	<ul style="list-style-type: none"> <li>Environmental effort programmed to use state funds.</li> <li>Preliminary engineering will utilize federal INFRA grant and state funds.</li> <li>Funding for construction will utilize federal INFRA grant, other federal funds, and state funds.</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>25%</td> </tr> <tr> <td>%ROW Complete</td> <td>100%</td> </tr> <tr> <td>%Environmental Complete</td> <td>100%</td> </tr> <tr> <td>%Planning/Scoping Complete</td> <td>100%</td> </tr> </tbody> </table>			Category	Completion Percentage	%Design Complete	25%	%ROW Complete	100%	%Environmental Complete	100%	%Planning/Scoping Complete	100%
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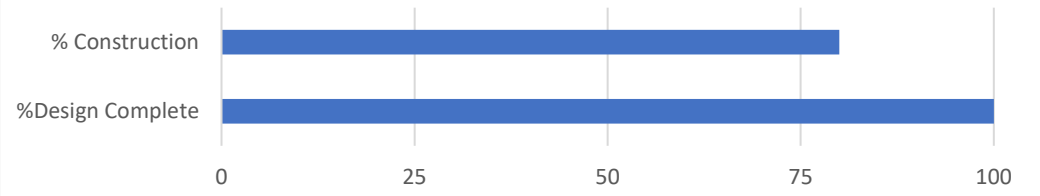
# SR445 Pyramid Highway/US 395 Connection

<b>SPONSOR:</b>	<b>Washoe County RTC and NDOT</b>			
<b>WASHOE RTC PROJECT MANAGER:</b>	Amanda Callegari, P.E.  Austin McCoy, 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> <li>• NEPA completed by Washoe RTC.</li> <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>		
Planning: Complete Environmental: 2010-2018 Final Design: Phase 1 complete 2022, Phases 3 and 5 Preliminary, Phases 2, 4 and 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 – complete Phase 3 – Connector Final Design – started Phase 5 – Pyramid/Sparks Int. Final Design – started		
<b>FINANCIAL POINTS (KEY ASSUMPTIONS):</b>	<ul style="list-style-type: none"> <li>• Total project cost for Phase 1: \$69,100,000</li> <li>• BULD Grant received for Phase 1 Construction - \$23,000,000</li> <li>• Other funding sources for Phase 1 Construction: STBG, HIP, State, and Local</li> </ul>			



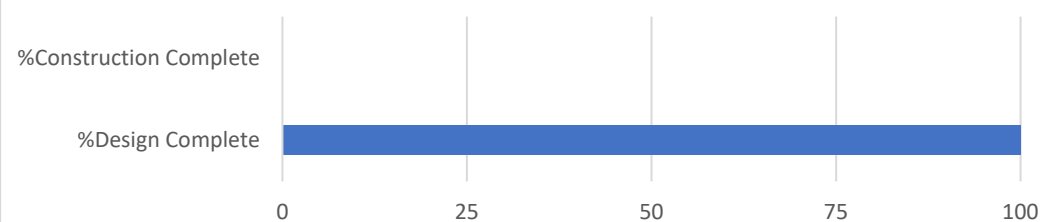
**COMPLETION  
SCALE:**




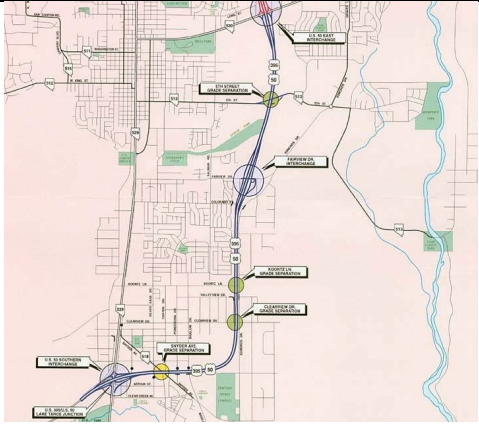
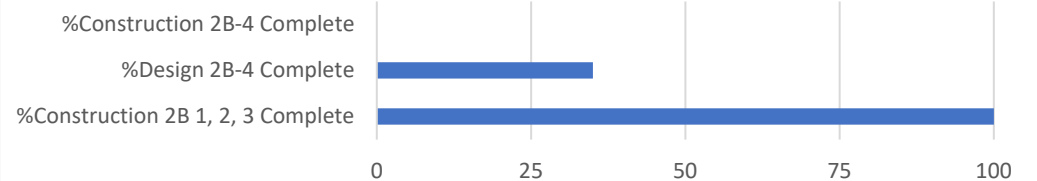
## US 395 North Valleys – Phase 1B

<b>LOCATION:</b>	US 395, N. McCarran Blvd. to Golden Valley Rd.								
<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>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> <li>Maintaining traffic flow during widening</li> <li>Unanticipated issues and events that could impact project schedule and cost</li> </ul>								
<b>SCHEDULE:</b>	<b>PROJECT COST RANGE:</b>	<b>WHAT'S CHANGED SINCE LAST UPDATE:</b>							
Planning: Complete Final Design: Complete Construction: Started November 2023 and anticipated to be completed by Summer 2026	Engineering: \$6 million Construction: \$257million Total Project Costs: \$263 million	Project costs and schedule were updated.							
<b>FINANCIAL POINTS (KEY ASSUMPTIONS):</b>	<ul style="list-style-type: none"> <li>Total project cost: \$267 million</li> <li>Other funding sources for Construction: NHPP, HIP, State</li> </ul>								
<b>COMPLETION SCALE:</b>	 <table border="1" style="margin-top: 10px;"> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>% Construction</td> <td>~80%</td> </tr> <tr> <td>% Design Complete</td> <td>100%</td> </tr> </tbody> </table>			Category	Percentage	% Construction	~80%	% Design Complete	100%
Category	Percentage								
% Construction	~80%								
% Design Complete	100%								

## US 395 North Valleys – Phase 2

<b>LOCATION:</b>	US 395, Golden Valley Rd. to Stead Blvd.		
<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>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 general-purpose lanes and auxiliary lanes between Golden Valley Road and Lemmon Valley Drive in both the northbound and southbound directions.</li> <li>Between Lemmon Valley Drive to Stead Boulevard, Phase 2 will include a general-purpose lane in both the northbound and southbound directions.</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 which will be advertised as a separate project. 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>	<ul style="list-style-type: none"> <li>Project grant requirements and conditions are linked to another project, creating potential dependencies</li> <li>Maintaining traffic flow during widening</li> <li>Construction delays in prior phase may cause schedule and cost impact on this project</li> </ul>		
<b>SCHEDULE:</b>	<b>PROJECT COST RANGE: Phase 2</b>	<b>WHAT’S CHANGED SINCE LAST UPDATE:</b>	
<b>Planning:</b> Complete <b>Final Design Submittal:</b> July 2025 <b>Right-of-Way/Environmental:</b> August 2025 <b>Advertise:</b> October 2025	<b>Engineering:</b> \$11 million <b>Construction:</b> \$182 million <b>Total Project Costs:</b> \$193 million	Grant Agreement was executed. Project design was completed and is now in advertisement.	
<b>FINANCIAL POINTS (KEY ASSUMPTIONS):</b>	<ul style="list-style-type: none"> <li>Preliminary Project Construction Cost: \$182,000,000</li> <li>INFRA Grant (Awarded) for Construction: \$88,900,000</li> <li>Other funding sources for Construction: NHPP, HIP, State</li> </ul>		
<b>COMPLETION SCALE:</b>	 <p style="font-size: small; margin-top: 5px;">             %Construction Complete              %Design Complete           </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> </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> </ul>										
<b>SCHEDULE:</b>	<b>PROJECT COST RANGE:</b>	<b>WHAT'S CHANGED SINCE LAST UPDATE:</b>									
<b>Planning:</b> Complete <b>Environmental:</b> Complete <b>Final Design:</b> Phase 2B Pkg 1, 2 & 3 are complete Pkg 4 TBD <b>Construction:</b> Phase 2B Pkg 1, 2 & 3 are complete, Pkg 4 TBD	<b>Final Design Phase Estimates</b> <b>Engineering:</b> \$11 - \$13 million <b>Right-of-Way:</b> \$30 - \$32 million <b>Construction:</b> \$100 - \$150 million <b>Total Project Costs:</b> \$150 - \$200 million not including Pkg 4	<b>Scope:</b> Pkg 4 will complete the remainder of the freeway <b>Schedule:</b> TBD <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 December 31, 2025, the I-15/Tropicana Ave. Project was completed. This three-and-a-half-year project reached substantial completion in the fall of 2025, The Project demolished and reconstructed the Tropicana Ave. over I-15 bridge, portions of the south to west flyover ramp bridge and other bridges within the interchange to resolve future capacity and vertical clearance issues. It added a new alignment and grade separation at Joey Bishop Dr. and reconfigured the intersection of Tropicana Avenue and Dean Martin Dr. to improve traffic circulation. It constructed an HOV half interchange at Harmon Avenue to increase accessibility. It Extended the Active Traffic Management System South on I-15 and completed much needed pavement preservation work from Warm Springs Rd. to Harmon Ave. It completed substantial adjustments to associated drainage, sewer, and water systems within the project limits.