

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

QUARTERLY REPORT FOR MAJOR PROJECTS

For Quarter Ending December 31, 2016



Brian Sandoval
Governor

Fi XmAUZVcb, PE
Director

Nevada Department of Transportation

QUARTERLY REPORT FOR MAJOR PROJECTS

December 31, 2016

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1.0 INTRODUCTION

The primary purpose of this quarterly report, ending December 31, 2016, is to provide the Nevada Legislature, the Transportation Board of Directors, and the general public with the status of major projects undertaken by the Nevada Department of Transportation (NDOT) as required by Assembly Bill 595 that was passed in 2007. This quarterly report specifically addresses the reporting requirements of Section 55.5.

This status report is based on the major assumption that funding will be available for the major projects in a timely fashion.

Section 2 of this report provides a detailed description and explanation of the information on each project status sheet.

Section 3 of this report includes project status sheets for all major projects as required by AB 595. There are project sheets for highway capital projects indentified in the December 2006 Blue Ribbon Task Force report: “Roads to the Future” and any other proposed super or mega projects. All of these projects are simply characterized as major projects (projects exceeding \$100 million).

Section 4 of this report identifies any major projects completed during this quarter.

2.0 PROJECT STATUS SHEET EXPLANATION

The information contained on the project status sheet is centered on the Department's project development process. This process typically consists of the four major phases: planning, environmental clearance, final design and construction. The project status sheets contain several items of information as follows:

Project Description: Contains the preliminary project scope, which generally identifies features of the project i.e. length, structures, widening, and interchanges, and directs the project development process.

Project Benefits: Summarizes the primary favorable outcomes expected by delivering the project.

Project Risks: Identifies the major risks that might impact project scope, cost, and schedule. Unforeseen environmental mitigation, right-of-way litigation, and inflation of construction materials or land values are only a few items that can adversely effect project development.

Schedule: Provides the time ranges for the four primary phases of project development: planning, environmental clearance, final design, and construction. Generally the schedule, by state fiscal years, reveals the time range for starting or completing a phase. It indicates the starting range early in the development process and completion range latter in the process.

Project Costs: Project cost ranges are provided by activity: 1) engineering activities that includes planning, environmental clearance and final design costs, 2) right-of-way acquisition, and 3) construction. Costs are adjusted for inflation to the anticipated mid-point of completing a phase.

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

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

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

3.0 MAJOR PROJECTS

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Project Summary(Approved)

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

- This project consists of corridor improvements from Craig Road to Speedway Blvd inclusive of:
- Capacity improvements - widening Craig Rd to Speedway Blvd from 4 to 6 lanes
- Remove & replace PCCP with ACP (Craig to Lamb)
- Drainage improvements
- Widen & seismic retrofit of 4 structures (G-958N, G-958S, G-961N & G-961S) over 2 UPRR crossings
- Landscape and aesthetic improvements
- Right-of-way fence replacement
- All construction within the existing I-15 right-of-way
- Project length: 4.8 miles

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
Complete

Construction:
2016 3rd Quarter - 2018



Project Benefits:

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

Project Cost Range:

Engineering:
\$ 1.8 M

Right of Way:
\$ 0.14 M

Construction:
\$ 37.6- \$ 39.5 M

Total Project Cost:
\$ 39.5 - \$ 41.4 M

What's Changed Since Last Update?

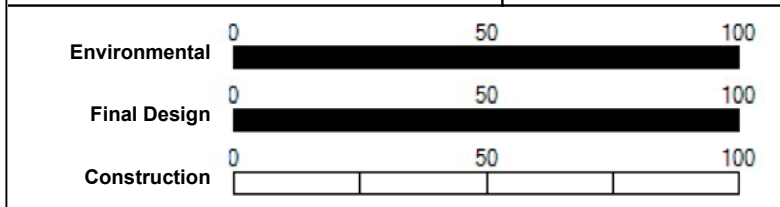
- Scope: No change
- Schedule: Updated
- Cost: Updated
- Construction contract awarded to Las Vegas Paving on 6/7/2016 for \$33,800,000

Project risks:

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

Financial Fine Points(Key Assumptions):




- Total funding expended for Construction: \$0
- Total funding expended for Design of all packages: \$ 1,921,000
- Total funding expended for the Environmental Phase for all packages: \$875,000
- Construction inflation escalation (3.7%) is to midpoint of construction




Updated:
January , 2017




Project Summary(Approved)

<p>I 15 North - Phase 3</p> <p>Speedway Boulevard to Apex Interchange</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Jenica Keller, P.E.</p> <p>(775) 888-7592</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> • This is the third phase of improvements to the I-15 North Corridor between US 95 and Apex Interchange. • Widen I-15 from four lanes to six lanes from Speedway Boulevard to the Apex Interchange. • Construct new interchange between Speedway Boulevard and Apex Interchange • Project length: 4.6 miles 		<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental Phase: Complete</p> <p>Final Design: 2018 - 2020</p> <p>Construction: 2020 - 2022</p>	
			
		<p>Project Cost Range:</p> <p>Engineering: \$10 - \$12 million</p> <p>Right-of-Way: \$3 - \$3.6 million</p> <p>Construction: \$75 - \$85 million</p> <p>Total Project Cost: \$88 - \$101 million</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> • Improve safety • Reduce trip times • Improve access to areas planned for development in North Las Vegas • Improve operations • Increase capacity 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> • Scope - No change • Schedule - No change • Cost - No change 	
<p>Project risks:</p> <ul style="list-style-type: none"> • Funding for Final Design has not been identified in the STIP • Timely completion of design • Right of Way for new interchange has not been determined • Uncertainty of proposed Sheep Mountain Parkway terminus • Northern project limits may be modified to accommodate improvements at Garnet Interchange 		<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> • Total funding expended for phase 3: \$0 (design phase not started) • Total funding expended for I 15 North Environmental phase: \$875,000 • Inflation excalation (4.12%) is to approximate midpoint of construction • Funding source for this project has not yet been identified 	
<p>Environmental complete <input type="checkbox"/> 0 <input checked="" type="checkbox"/> 50 <input type="checkbox"/> 100</p> <p>Design Complete <input type="checkbox"/> 0 <input type="checkbox"/> 50 <input type="checkbox"/> 100</p>		<p>Updated: January , 2017</p> 	

Project Summary(Approved)


<p>I 15 North - Phase 4</p> <p>I 15 / CC 215 Northern Beltway Interchange</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Samantha Dowd, P. E.</p> <p>(775)-888-7589</p>	
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<p>Project Description:</p> <ul style="list-style-type: none"> ● This is the last of four phases of improvements to the I-15 North Corridor between US 95 and Apex Interchange (15 miles) ● Construct new ramps to complete a system-to-system interchange configuration at the I-15 / CC-215 Las Vegas Beltway interchange ● Improvements will be constructed generally within the existing I-15 and CC-215 Rights-of-Way. However, 1 to 4 acres may be required to construct the project 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: Start 2015 - 2019</p> <p>Construction: 2019 - 2022</p>	
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<p>Project Benefits:</p> <ul style="list-style-type: none"> ● Improve safety ● Reduce trip times ● Improve access to areas planned for development in North Las Vegas ● Improve operations with full freeway-to-freeway connectivity ● Increase capacity 	<p>Project Cost Range:</p> <p>Engineering: \$8.8 - \$13.8 million</p> <p>Right-of-Way: \$1.8 - \$3.2million</p> <p>Construction: \$130.1 - \$138.7 million</p> <p>Total Project Cost: \$140.7 - \$155.7 million</p>
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<p>Project risks:</p> <ul style="list-style-type: none"> ● Cost and schedule impact of structure design ● Cost and schedule impact of utility relocations ● Timely completion of preliminary engineering ● Railroad involvement - UPRR permits & agreement amendment ● Availability of construction funds ● Acquisition of 1 to 4 acres may be required to construct the project 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> ● Scope - No Change ● Schedule - No Change ● Cost - No change
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<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> ● Total funding expended for preliminary engineering: \$ 2,034,000 ● Total funding expended for I-15 North environmental phase: \$875,000 ● Escalation is to 2020 approximate midpoint of construction ● Construction funding has been identified
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<table style="width: 100%;"> <tr> <td style="width: 60%;">Environmental Re-Assessment Memo</td> <td style="width: 5%; text-align: center;">0</td> <td style="width: 50%;"><div style="width: 25%; height: 10px; background-color: black;"></div></td> <td style="width: 5%; text-align: center;">50</td> <td style="width: 5%; text-align: center;">100</td> </tr> <tr> <td>% Environmental Complete</td> <td style="text-align: center;">0</td> <td><div style="width: 100%; height: 10px; background-color: black;"></div></td> <td style="text-align: center;">50</td> <td style="text-align: center;">100</td> </tr> <tr> <td>% Design Complete</td> <td style="text-align: center;">0</td> <td><div style="width: 25%; height: 10px; background-color: black;"></div></td> <td style="text-align: center;">50</td> <td style="text-align: center;">100</td> </tr> </table>	Environmental Re-Assessment Memo	0	<div style="width: 25%; height: 10px; background-color: black;"></div>	50	100	% Environmental Complete	0	<div style="width: 100%; height: 10px; background-color: black;"></div>	50	100	% Design Complete	0	<div style="width: 25%; height: 10px; background-color: black;"></div>	50	100	<p>Updated: January , 2017</p>	
Environmental Re-Assessment Memo	0	<div style="width: 25%; height: 10px; background-color: black;"></div>	50	100													
% Environmental Complete	0	<div style="width: 100%; height: 10px; background-color: black;"></div>	50	100													
% Design Complete	0	<div style="width: 25%; height: 10px; background-color: black;"></div>	50	100													

Project Summary(Approved)

<p>Project NEON Design-Build</p> <p>I-15 Sahara to Spaghetti Bowl</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Dale Keller, P.E.</p> <p>(775) 888-7603</p>	
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Project Description:

- HOV Direct Connector from US 95 to I 15 and I-15 widening improvements from Spaghetti Bowl to south of Sahara; Add/Drop lanes at Oakey/Wyoming
- Local Access Improvements to Las Vegas Downtown Redevelopment
- New access to Alta
- I-15/Charleston Interchange Reconstruction
- Project Length: 4.83 miles
- *This project now includes what was previously Phases 1-4.

Schedule:

Planning:
Complete

Environmental:
Complete

Release Final RFP:
Complete

Selection of Design-Builder:
October 2015

Construction:
Spring 2016



Project Cost Range:

Engineering:
\$34 - \$36 Million

Right-of-Way and Utilities:
\$285 - \$295 Million

Construction:
\$525 - \$575 Million

Construction Engineering:
\$40 - \$50 Million

Total Project Cost:
\$850 - \$900 Million

Project Benefits:

- Will accommodate anticipated traffic increases
- New access to Downtown Redevelopment
- Reduce congestion along local streets and I-15
- Extends HOV System

What's Changed Since Last Update?

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

Project risks:

- Complex construction in a high volume dense urban area
- Complexity in maintaining traffic, staging, relocating utilities and reducing impacts
- Complex right-of-way issues may impact schedule and cost

Financial Fine Points(Key Assumptions):




- Total Funding Expended: \$157,000,000
- Inflation escalation (4%) to 2020 approximate midpoint of construction
- Additional Federal, State, Local and Regional Funding will be required
- Transportation Board approved the authority to bond for the Project.




Updated:
October , 2016



Project Summary(Approved)

<p align="center">I 15 Urban Resort Corridor Study</p> <p align="center">Project Sponsor: NDOT</p> <p align="center">Senior Project Manager: Jeff Lerud</p> <p align="center">(702) 671-8865</p>		
<p>Project Description:</p> <ul style="list-style-type: none"> The I-15 Urban Resort Corridor Study along I-15 from I-215 (Bruce Woodbury Beltway) to the south, to US 95 (Spaghetti Bowl) to the north. Enhance access and mobility within the resort corridor; develop a phased implementation strategy for future improvements to I-15 in the resort corridor area in addition to currently planned improvements. Prepare an early action plan for near-term improvements to enhance mobility and operations. 	<p>Schedule:</p> <p>Planning: Completed</p> <p>Environmental: TBD</p> <p>Final Design: TBD</p> <p>Construction: TBD</p>	
	<p>Project Cost Range:</p> <p>Engineering: TBD</p> <p>Right-of-Way: TBD</p> <p>Construction: TBD</p> <p>Total Project Cost: TBD</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> Improve capacity, operations, safety, access and mobility. Meet stakeholders/public expectations. Improve quality of life. Support economic development. Reduce trip times. 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - No Change Schedule - No Change Cost - No Change Planning Phase Completed 	
<p>Project risks:</p> <ul style="list-style-type: none"> Consensus building among the resort owners. Funding uncertainty. Economic development along the corridor could require design changes affecting scope, schedule and budget. 	<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding expended: \$786,738 	
<p>Planning complete 0 50 100</p>	<p>Updated: January , 2017</p>	

Project Summary(Approved)

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

- I-15 South Project from Sloan to Tropicana has been broken into nine (9) Project elements to address funding and constructability opportunities.
- This is one element of the I-15 South project.
- Construct new interchange at Bermuda Road.

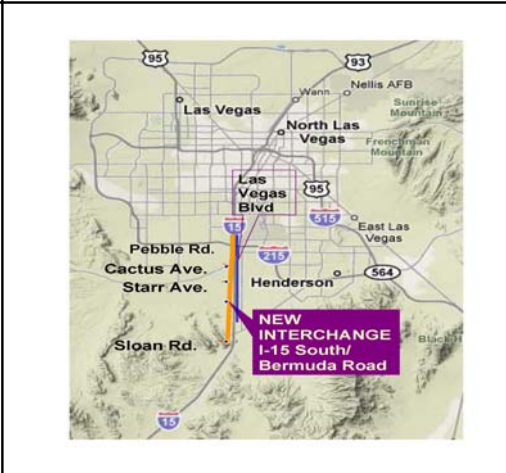
Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
2026 - 2027

Construction:
TBD



Project Cost Range:
(Estimates per June 2014 CRA)

Engineering:
\$9.5 - \$10 M

Right-of-Way:
\$1.5 - \$2 M

Construction:
\$93 - \$98 M

Total Project Cost:
\$104 - \$110 M

Project Benefits:

- Interchanges on I-15 reduce congested traffic on the main line and associated regional facilities.
- Connect Regional traffic.

What's Changed Since Last Update?

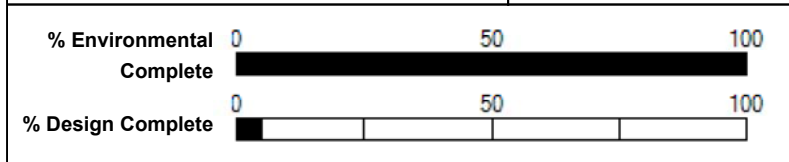
- Scope - No Change
- Schedule - No Schedule. Unfunded on 2035 RTP.
- Cost - adjusted per June 2014 CRA

Project risks:

- Unit price and property escalation may affect project cost.
- Funding uncertainty

Financial Fine Points(Key Assumptions):



- Funding not available until 2026-2030 per current Financial Plan.
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction.
- Funding Source (Financial Plan 2009): Q10 Extended (\$57.1M) and STP Clark County (\$60M).






Updated:
January ,
2017




Project Summary(Approved)

I 15 South - Pebble Road Overpass Project Sponsor: Clark County Project Manager: Ryan Wheeler, P.E. (702) 671-8876		
Project Description: <ul style="list-style-type: none"> I-15 South Project from Sloan to Tropicana has been broken into nine (9) Project elements to address funding and constructability opportunities. This is one element of the I-15 South Project. Construct overpass at Pebble Road and I-15 	Schedule: Planning: Complete Environmental: Complete Final Design: TBD Construction: TBD	
Project Benefits: <ul style="list-style-type: none"> Interchanges on I-15 reduce congested traffic on the main line and associated regional facilities. Connect regional traffic. Improve origin destination time of travel. 	Project Cost Range: (Environmental Phase Estimates/Removal from RTP) Engineering: \$6.5 - \$7 M Right-of-Way: \$8 - \$10 M Construction: \$51.5 - \$53 M Total Project Cost: \$66 - \$70 M	
Project risks: <ul style="list-style-type: none"> Unit price and property escalation may affect project cost. Lack of funding may push this project well into the future 	What's Changed Since Last Update? <ul style="list-style-type: none"> Scope - No Change Schedule - This project was removed from 2030 RTP. Cost - No Change 	
Financial Fine Points(Key Assumptions): <ul style="list-style-type: none"> Funding not available until 2040. Project was removed from current Financial Plan. Project costs will be impacted due to inflation. Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million Funding Source (Financial Plan 2009): Private Developers (\$30M) 		
% Environmental Complete 	Updated: January , 2017	
% Design Complete 		

Project Summary(Approved)

<p align="center">I 15 South - Starr Avenue Interchange</p> <p align="center">Project Sponsor: City of Henderson</p> <p align="center">Senior Project Manager: Ryan Wheeler</p> <p align="center">(702) 671-8876</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> I-15 South, from Sloan Road to Tropicana Ave. has been broken into nine packages to address funding and constructability opportunities. This project is one piece of the overall I-15 South Corridor Construct a new interchange at Starr Avenue with on & off-ramps Connect to Las Vegas Blvd (east side) and Dean Martin Drive (west side) I-15 over Starr Avenue and shifted 50 ft. to the east of the existing I-15. 		<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: 2010-2016</p> <p>Construction: 2017-2018</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> Improve access to I-15 with new interchange Connect east-west regional traffic from Las Vegas Blvd to/from Dean Martin Drive Improve I-15 mainline capacity 		<p>Project Cost Range: (Environmental Phase Estimates)</p> <p>Preliminary Engineering: \$10 - \$11 M</p> <p>Right-of-Way: \$8 - \$14 M</p> <p>Construction: \$40 - \$58 M</p> <p>Total Project Cost: \$58 - \$83 M</p>	
<p>Project risks:</p> <ul style="list-style-type: none"> Uncertain Right of Way costs Material and labor cost escalation Availability of funding Utility & bill board relocation Cell phone tower, re-location potential or avoidance 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - No change Schedule - No change Cost - No Change Website updated July 2016 to reflect current configuration. Fact Sheet and FAQ sheets updated. Advertise date - Mid July 2017 	
<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding expended for Starr Interchange: \$122,500 Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million Inflation index distribution of 2% - 5% for year 2018 approximate midpoint of construction. Funding Source (RTP 2035): Interstate Maintenance Discretionary (\$3.44M), SAFETEA-LU Priority Project (\$7.20M), Local Funds (\$12.98 M), STP Clark County (\$52.80 M) and Public Lands Highways (\$1.19 M). 			
<p>% Environmental Complete 0 50 100</p> <p>% Design Complete 0 50 100</p>		<p>Updated: January , 2017</p> 	

Project Summary(Approved)

<p>I 15 South - Las Vegas Boulevard</p> <p>St. Rose Parkway to Sunset Road</p> <p>Project Sponsor: Clark County</p> <p>Project Manager: Jason S. Tyrrell, P.E.</p> <p>(702) 671-8852</p>	
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Project Description:

- I-15 South from Sloan to Tropicana has been broken into nine (9) Project elements to address funding and constructability opportunities.
- This is one element of the I-15 South Project.
- Widening of Las Vegas Boulevard (parallel to I-15) from St. rose Parkway (SR 146) to Sunset Road from 2 to 3 lanes in each direction.
- Project Length: 7.2 miles
- This project will be constructed in two packages:
- Package 1: Las Vegas Boulevard from Silverado to Sunset - *Completed as of July 2011
- Package 2: Las Vegas Boulevard from St. Rose to Silverado Ranch

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
Package 1- Complete ,
Package 2- Complete

Construction:
Package 1 -Complete,
Package 2 Bid Opening
Oct 15 2016



Project Benefits:

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

Project Cost Range:
(Environmental phase estimates):

Engineering:
\$4 - \$4.5 M

Right-of-Way:
\$0

Construction:
\$31.5 - \$33 M

Total Project Cost:
\$35.5 - \$37.5 M

Project risks:

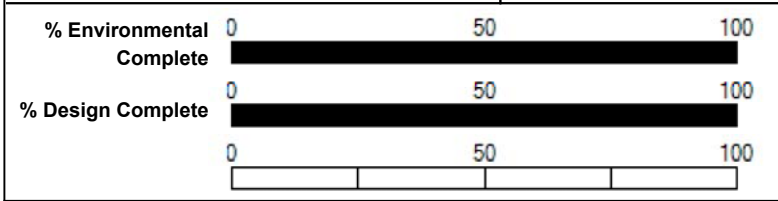
- Complexity in maintaining traffic staging, relocating utilities and reducing impacts to traveling public.

What's Changed Since Last Update?

- Scope - No Change
- Schedule - No Change
- Cost - No Change
- Package 2 awarded to Las Vegas Paving, will start work Spring 2017

Financial Fine Points(Key Assumptions):




- Total NDOT Funding Expended for LV Blvd.: \$4.3 M
- Total funding expended for I-15 South Environmental studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2011 approximate midpoint of construction.
- Funding Source: STP Clark County (\$8.3M)





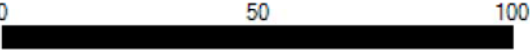
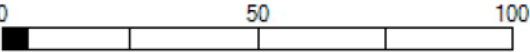

Updated:
January , 2017






Project Summary(Approved)

I 15 South - Phase 2A/2B Sloan Road to Blue Diamond (SR-160) Project Sponsor: NDOT Project Manager: Ryan Wheeler, P.E. (702) 671-8876																		
Project Description: <ul style="list-style-type: none"> I-15 South project from Sloan to Tropicana has been broken into nine (9) project phases to address funding and constructability opportunities. This is one element of I-15 South Project. Widen I-15 from Sloan Road to Blue Diamond Road from 6 to 10 lanes. Project Length: 8.2 miles This project has been divided in two phases: <ul style="list-style-type: none"> Phase 2A: Widening I-15 from Sloan to Blue Diamond (SR160) 6 to 8 lanes Phase 2B: Widen from Sloan to Blue Diamond (SR160) 8 to 10 lanes, restripe collector-distributor ramps from Blue Diamond (SR160) to Tropicana Ave, replace concrete section between I-215 & Tropicana Ave and replace Tropicana Interchange. 	Schedule: Planning: Complete Environmental: Complete Final Design: TBD Construction: TBD																	
Project Benefits: <ul style="list-style-type: none"> Increase capacity Improve safety Improve access Reduce trip times Reduce vehicle emissions Reduce idling Improve driver comfort 		Project Cost Range: (Estimates per June 2014 CRA) Engineering: \$43 - \$44 M Right-of-Way: \$0 Construction: \$476 - \$505 M Total Project Cost: \$519 - \$549 M																
Project risks: <ul style="list-style-type: none"> Complexity in maintaining traffic staging, relocating utilities and reducing impacts to traveling public. Sloan Interchange improvements to be constructed prior to widening to accommodate additional lanes 		What's Changed Since Last Update? <ul style="list-style-type: none"> Scope - No Change Schedule - No Change Cost - adjusted per June 2014 CRA 																
Financial Fine Points(Key Assumptions): <ul style="list-style-type: none"> Funding not available until 2018-2024 per STIP. Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million Inflation index distribution of 2% - 5% is to approximate midpoint of construction. 		<div style="display: flex; align-items: center;"> <div style="flex: 1;"> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: left; padding: 2px;">Environmental</td> <td style="text-align: center; padding: 2px;">0</td> <td style="text-align: center; padding: 2px;">50</td> <td style="text-align: center; padding: 2px;">100</td> </tr> <tr> <td style="text-align: left; padding: 2px;">Complete</td> <td colspan="3" style="text-align: center; padding: 2px;"><div style="width: 100%; height: 10px; background-color: black;"></div></td> </tr> <tr> <td style="text-align: left; padding: 2px;">Design Complete</td> <td style="text-align: center; padding: 2px;">0</td> <td style="text-align: center; padding: 2px;">50</td> <td style="text-align: center; padding: 2px;">100</td> </tr> <tr> <td style="text-align: left; padding: 2px;"></td> <td colspan="3" style="text-align: center; padding: 2px;"><div style="width: 25%; height: 10px; background-color: black;"></div></td> </tr> </table> </div> <div style="flex: 0.5; padding-left: 10px;"> <p>Updated: January , 2017</p> </div> <div style="flex: 0.5; text-align: center; padding-left: 10px;">  </div> </div>	Environmental	0	50	100	Complete	<div style="width: 100%; height: 10px; background-color: black;"></div>			Design Complete	0	50	100		<div style="width: 25%; height: 10px; background-color: black;"></div>		
Environmental	0	50	100															
Complete	<div style="width: 100%; height: 10px; background-color: black;"></div>																	
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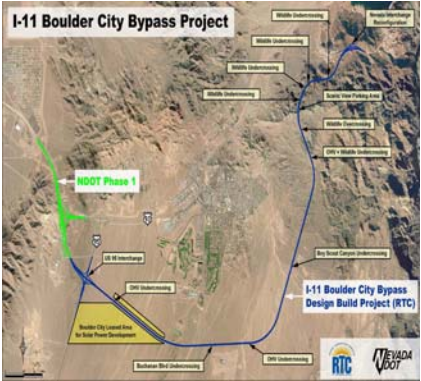

Project Summary(Approved)

<p align="center">I 15 South - Sloan Road Interchange</p> <p align="center">Project Sponsor: City of Henderson</p> <p align="center">Project Manager: Ryan Wheeler, P.E.</p> <p align="center">(702) 671-8876</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> I-15 South Project from Sloan to Tropicana has been broken into nine (9) project elements to address funding and constructability opportunities. This is one element of the I-15 South Project. Reconstruct interchange at Sloan Road. 		<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: TBD</p> <p>Construction: TBD</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> Interchanges on I-15 reduce congested traffic on the main line and associated regional facilities. Connect Regional traffic. Improve origin destination time of travel. 		<p>Project Cost Range: (Estimates per June 2014 CRA)</p> <p>Engineering: \$12.5 - \$13 M</p> <p>Right-of-Way: \$23.5 - \$24.5 M</p> <p>Construction: \$119.5 - \$124.5 M</p> <p>Total Project Cost: \$155.5 - \$162 M</p>	
<p>Project risks:</p> <ul style="list-style-type: none"> Unit price and property escalation may affect project cost. Sloan Interchange to be constructed prior to widening to accommodate additional lanes 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - No Change Schedule - No Change Cost - adjusted per June 2014 CRA. 	
<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Funding not available until 2026-2030 per current Financial Plan. Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction Funding source (RTP 2035): STP Clark County (\$65M) 			
<p>Environmental Complete: </p> <p>Design Complete: </p>		<p>Updated: January , 2017</p> 	


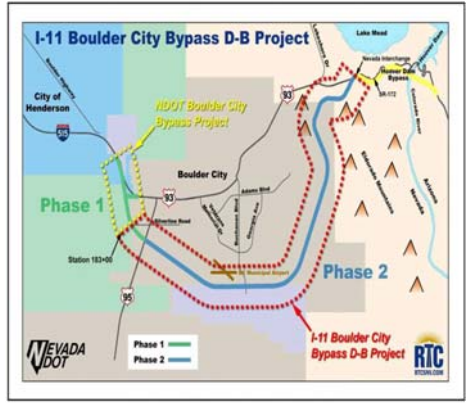
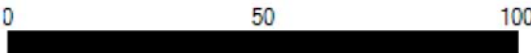
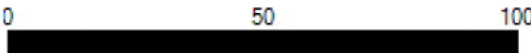
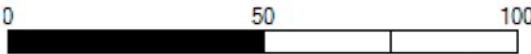

Project Summary(Approved)

<p>I 15 South - Stateline to Sloan</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Ryan Wheeler, P. E.</p> <p>(702) 671-8876</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> Reconstruct interchange ramps at Primm, Jean and Sloan Interchanges to address safety issues. Signing improvements with DMS signs on I-15. Shoulder improvements. 		<p>Schedule:</p> <p>Planning: 2013 - 2015</p> <p>Environmental: TBD</p> <p>Final Design: TBD</p> <p>Construction: TBD</p>	
			
		<p>Project Cost Range:</p> <p>Engineering: \$3 - \$4 M</p> <p>Right-of-Way: TBD</p> <p>Construction: \$35 - \$50 M</p> <p>Total Project Cost: \$38 - \$54 M</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> Update ramp geometrics to current standards. Decrease congestion. Improve communications and driver awareness with message signs. Improve on/off ramps at Primm, Jean and Sloan Interchanges. 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope -Scope modified to Safety project Schedule - No Change Cost - No Change. 	
<p>Project risks:</p> <ul style="list-style-type: none"> Uncertainty of future construction materials and labor costs. Complex construction in a high volume rural area may affect schedule and costs. Funding uncertainty. 		<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding expended: \$0 Funding: Government Services Tax \$52 Million Inflation Index of 3% is to approximate midpoint of construction. 	
<p>Planning Scoping 0 50 100 </p>		<p>Updated: January , 2017</p>	
			


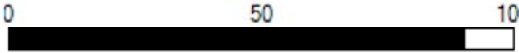

Project Summary(Approved)

I 11 Phase 1 Foothills Drive Grade Sep to Silverline Road north of US 95 Project Sponsor: NDOT Senior Project Manager : Ryan Wheeler, P.E. (702) 671-8876																											
Project Description: <ul style="list-style-type: none"> Project was originally to be delivered via a series of five separate packages. One package regarding tortoise fencing/plant salvaging was completed ahead of the project Realignment of US 93 / US 95 to create an access controlled facility from Foothill Drive to Silverline Road One new diamond Interchange along with one Frontage Road will be constructed Direct Connector Ramps from the new facility to and from US 93 will be constructed A railroad bridge will be constructed to re-connect the previously severed tracks separated by US 93 Project length: 2.5 miles 	Schedule: Planning: Complete Environmental: Complete Final Design: Complete Construction: Package 2A Complete Contract awarded on Feb 10, 2015 to Fisher Sand & Gravel Notice to Proceed issued May 11th 2015																										
Project Benefits: <ul style="list-style-type: none"> Improves safety by eliminating a half-signal at US 93 and Railroad Pass Casino Improves operations for Trucks from US 95 to US 93 Improves operations for peak trips from Boulder City to Las Vegas Improves local circulation Reconnects railroad tracks previously severed by US 93 Connects Henderson's trail system with the River Mountain Loop Trail Completes initial phase of the Boulder City Bypass 		Project Cost Range: (Final Design Phase Estimates) Engineering: \$5 - \$8 million Right-of-Way: \$10 - \$28 million Construction (Completed Phase 2A only): \$1.4 million Construction (All Packages): \$85 - \$100 million Total Project Cost: \$100 - \$138 million																									
Project risks: <ul style="list-style-type: none"> Right-of-Way acquisition schedule Final reports for NOA testing have been published and can be found on the main project website at www.i-11phaseone.com NOA mitigation has been determined and Contractor will follow an approved NOA Management Plan Timely completion of the utility agreements and associated amendments 		What's Changed Since Last Update? <ul style="list-style-type: none"> Cost - Fisher Sand and Gravel construction bid of \$83 Million Major earthwork construction activities are underway Bridge construction and drainage structures are being constructed 																									
Financial Fine Points(Key Assumptions): <ul style="list-style-type: none"> Total funding expended (Preliminary Engineering & Environmental): \$7,459,449 Total funding expended (Right-of-Way): \$18,858,124 Total funding Expended for BC Bypass Environmental studies (all phases): \$5,199,679 Total funding expended for construction of Phase 2A: \$1.4 million (actual) 		<div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">% Design Complete</td> <td style="width: 20%; text-align: center;">0</td> <td style="width: 20%; text-align: center;">50</td> <td style="width: 20%; text-align: center;">100</td> </tr> <tr> <td></td> <td colspan="3"><div style="background-color: black; width: 100%; height: 10px;"></div></td> </tr> <tr> <td>% Row Complete</td> <td style="text-align: center;">0</td> <td style="text-align: center;">50</td> <td style="text-align: center;">100</td> </tr> <tr> <td></td> <td colspan="3"><div style="background-color: black; width: 100%; height: 10px;"></div></td> </tr> <tr> <td>% Construction Complete</td> <td style="text-align: center;">0</td> <td style="text-align: center;">50</td> <td style="text-align: center;">100</td> </tr> <tr> <td></td> <td colspan="3"><div style="background-color: black; width: 100%; height: 10px;"></div></td> </tr> </table> </div> <div style="width: 35%; text-align: center;"> <p>Updated: January , 2017</p>  </div> </div>		% Design Complete	0	50	100		<div style="background-color: black; width: 100%; height: 10px;"></div>			% Row Complete	0	50	100		<div style="background-color: black; width: 100%; height: 10px;"></div>			% Construction Complete	0	50	100		<div style="background-color: black; width: 100%; height: 10px;"></div>		
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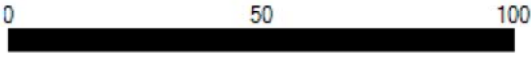
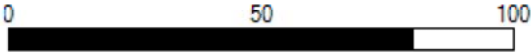
Project Summary (Approved)

<p>I 11 Phase 2</p> <p>Silverline Road north of US 95 to the Nevada Interchange</p> <p>Project Sponsor: Nevada Department of Transportation</p> <p>Project Partner: Regional Transportation Commission of Southern Nevada</p> <p>Senior Project Manager: Ryan Wheeler, P.E.</p> <p>(702) 671-8876</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> ● Provide connection between Phase I from north of the US 95 to tie into the Hoover Dam Bypass at Nevada Interchange ● Provide limited access bypass to the south of Boulder City for US 93 traffic ● 4 lane divided highway facility ● Require several bridge structures over existing access roads and to provide wildlife access ● NDOT working with RTC to administer Design-Build Procurement for Phase 2 ● Project length: 12.5 miles ● Project was approved to be administered using Design-Build delivery method by the RTC Board of Commissioners following the passage of AB413 for fuel tax index Bill 		<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: 2015-2016</p> <p>Construction: 2015-2018</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> ● Reduce congestion of US 93 through Boulder City ● Provide additional safety to existing US 93 within Boulder City ● Decrease travel time from Las Vegas to Nevada/Arizona border 		<p>Project Cost Range: (Planning phase estimates)</p> <p>Engineering: \$15 - \$25 million</p> <p>Right-of-Way: \$2 - \$4 million</p> <p>Construction: \$225 - \$300 million</p> <p>Total Project Cost: \$240 - \$330 million</p>	
<p>Project risks:</p> <ul style="list-style-type: none"> ● Difficult design & construction issues in a mountainous terrain may affect cost & schedule. ● Final reports for NOA testing have been published and can be found on the main project website at www.i-11nv.com ● NOA mitigation has been determined and Contractor will follow an approved NOA Management Plan 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> ● Schedule - RTC of Southern NV administering Phase 2 as a Design-Build Contract ● Las Vegas paving was the successful Design-Builder; a notice to proceed was issued on April 20, 2015 ● Cost - \$225 million was LVP bid to construct ● Earthwork continues moving forward, bridge construction is underway, paving has initiated. 	
<p>Financial Fine Points (Key Assumptions):</p> <ul style="list-style-type: none"> ● Total funding Expended: \$126,333,726.38 ● Total funding Expended for BC Bypass environmental studies (all phases): \$5,199,679 ● Inflation escalation (4%) is to 2016 approximate midpoint of construction. ● Federal Funding is covering majority of the work through reimbursement of RTC Southern Nevada using AB413 fuel tax indexing revenues advanced construction mechanisms 			
<p>% Design Complete </p> <p>% ROW Complete </p> <p>% Construction Complete </p>		<p>Updated: January, 2017</p> 	




Project Summary(Approved)

<p>US 95 Northwest - Phase 2B</p> <p>Durango Drive to Kyle Canyon Road</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Jenica Keller , P.E.</p> <p>(775) 888-7592</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> • This is the second phase of the US 95 Northwest Project that extends from Washington Avenue to Kyle Canyon Road • Alleviate congestion within the corridor by increasing capacity • Widen Durango Drive to Kyle Canyon Road to 6 lanes • Construct High Occupancy Vehicle Direct Access Ramps at Elkhorn • Construct a regional flood control facility from Centennial to Grand Teton • Project length: 2.45 miles • Phase 2B will advertise with Phase 5 		<p>Schedule:</p> <p>Planning : Complete</p> <p>Environmental : Complete</p> <p>Final Design: Complete 3rd Quarter 2017</p> <p>Advertise: 4th Quarter 2017</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> • Increase capacity • Improve safety • Improve access • Meet stakeholder/public expectations • Reduce trip times • Reduce vehicle emissions • Reduce idling • Beautify the corridor • Improve driver comfort 		<p>Project Cost Range: (Final Design Phase Estimates):</p> <p>Engineering (All Phases): \$2 - \$3 million</p> <p>Right of Way (All Phases): \$0, No acquisitions required</p> <p>Construction (All Phases): \$89 - \$96 million</p> <p>Construction (2B): \$51 - \$58 million</p> <p>Total Project Cost (All Phases) : \$91 - \$99 million</p>	
<p>Project risks:</p> <ul style="list-style-type: none"> • Unit price escalation may affect project cost • Complex design issues may impact schedule and scope • Complex utility issues may impact schedule and cost 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> • Scope - No change • Schedule - No change • Cost - No change 	
<p>Project risks:</p> <ul style="list-style-type: none"> • Unit price escalation may affect project cost • Complex design issues may impact schedule and scope • Complex utility issues may impact schedule and cost 		<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> • Total funding expended for Phase 2: \$40.91 million • Total funding expended for US 95 Northwest Environmental Studies (all phases) : \$5 million • Inflation escalation (2.27%) to midpoint of construction in 2018. • Funding source for Phase 2B and 5: • Federal: \$52.8 million • State: \$2.8 million • Local: \$24.4 million 	
<p>% Design complete</p> <p>0 50 100</p> 		<p>Updated: January , 2017</p>	
			


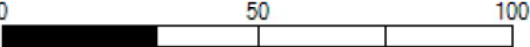
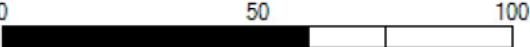

Project Summary(Approved)

<p>US 95 Northwest - Phase 3A</p> <p>Clark County 215 Interchange</p> <p>Project Sponsor: NDOT, City Las Vegas and Clark County</p> <p>Senior Project Manager: Jenica Keller, P. E.</p> <p>(775) 888-7592</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> This is the third phase of the US 95 Northwest project that extends from Washington Avenue to Kyle Canyon Road Construct new system to system interchange at CC 215 This third phase is anticipated to be constructed in 3 subparts (A, C and D/E) Phase 3A: Ramps providing north to east, west to south and east to south movements as well as regional flood control facility work 		<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: Complete</p> <p>Advertise: Complete</p> <p>Construction: Start October 2015 - Complete 1st Quarter 2018</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> Increase capacity Improve safety Improve access Meet stakeholder/public expectations Reduce trip times Reduce vehicle emissions Reduce idling Beautify corridor Improve driver comfort 		<p>Project Cost Range: (Construction Phase Estimates):</p> <p>Engineering (All Phases): \$14 - \$15 million</p> <p>Right-of-Way (All Phases): \$0 - \$1 million</p> <p>Construction (All Phases): \$200 - \$230 million</p> <p>Construction (3A): \$41 - \$44 million</p> <p>Total Project Cost (All Phases): \$214 - \$246 million</p>	
<p>Project risks:</p> <ul style="list-style-type: none"> Unit price escalation may affect project cost Complex right of way and utility issues may impact schedule and costs. 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - No change Schedule - No change Cost - No change 	
<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding expended for Phase 3: \$41.60 million Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million Inflation escalation (2.85%) to midpoint of construction 2016 Funding source: Federal: \$25 million State: \$1.3 million Local: \$31.7 million 		<p>Updated: January , 2017</p> 	
<p>% Design Complete </p> <p>% Construction Complete </p>			




Project Summary(Approved)

<p>US 95 Northwest - Phase 3C</p> <p>Clark County 215 Interchange</p> <p>Project Sponsor: NDOT, City of Las Vegas and Clark County</p> <p>Senior Project Manager: Jenica Keller, P.E.</p> <p>(775) 888-7592</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> This is the third phase of the US 95 Northwest project that extends from Washington Avenue to Kyle Canyon Road Construct new system to system interchange at CC 215 This third phase is anticipated to be constructed in 3 subparts (A, C and D/E) Phase 3C: Ramps providing north to west, south to east and south to west movements 		<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: Complete 2018</p> <p>Advertise: 2018</p>	
			
		<p>Project Cost Range: (Final Design Phase Estimates):</p> <p>Engineering (All Phases): \$14 - \$15 million</p> <p>Right of Way (All Phases): \$0 - \$1 million</p> <p>Construction (All Phases): \$180 - \$221 million</p> <p>Construction (3C): \$44 - \$61 million</p> <p>Total Project Cost (All Phases): \$194 - \$237 million</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> Increase capacity Improve safety Improve access Meet stakeholder/public expectations Reduce trip times Reduce vehicle emissions Reduce idling Beautify corridor Improve driver comfort 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - System movements only Schedule - Accelerated from 2021 to 2018 Cost - Decreased 	
<p>Project risks:</p> <ul style="list-style-type: none"> Unit price escalation may affect project cost Complex right of way and utility issues may impact schedule and cost 		<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding expended for Phase 3: \$41.60 million Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million 3C: inflation escalation (2.30%) to midpoint of construction 2019 Funding source: TBD 	
<p>% Design Complete 0 50 100</p> <p>% ROW Complete 0 50 100</p>		<p>Updated: January , 2017</p> 	


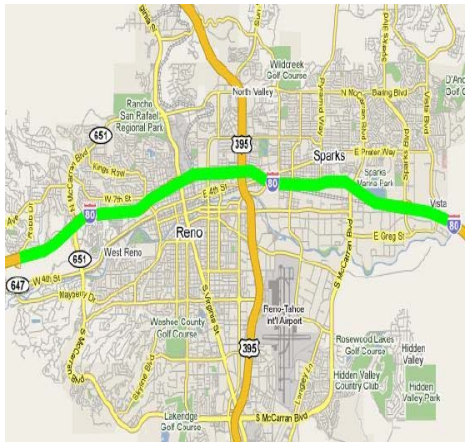
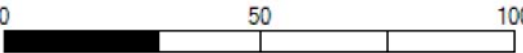

Project Summary(Approved)

<p>US 95 Northwest - Phase 3D/E</p> <p>Clark County 215 Interchange</p> <p>Project Sponsor: NDOT, City Las Vegas and Clark County</p> <p>Senior Project Manager: Jenica Keller, P.E.</p> <p>(775) 888-7592</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> This is the third phase of the US 95 Northwest project that extends from Washington Avenue to Kyle Canyon Road Construct new system to system interchange at CC 215 This third phase is anticipated to be constructed in 3 subparts (A, C and D/E) Phase 3D/E: Ramps providing west to north, south to west and east to north movements; local interchange and upgrade CC215 		<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: Ongoing</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> Increase capacity Improve safety Improve access Meet stakeholder/public expectations Reduce trip times Reduce vehicle emissions Reduce idling Beautify corridor Improve driver comfort 		<p>Project Cost Range: (Environmental Phase Estimates):</p> <p>Engineering (All Phases): \$14 - \$15 million</p> <p>Right of Way (All Phases): \$0 - \$1 million</p> <p>Construction (All Phases): \$180 - \$221 million</p> <p>Construction (3D/E): \$94 - \$118 million</p> <p>Total Project Cost (All Phases): \$194 - \$237 million</p>	
<p>Project risks:</p> <ul style="list-style-type: none"> Unit price escalation may affect project cost Complex right of way and utility issues may impact schedule and cost 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - Complete Interchange Schedule - Accelerated from 2031 to 2020 Cost - Increased as 3D and 3E are combined 	
<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding expended for Phase 3: \$41.60 million Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million 3D: inflation escalation (2.27%) to midpoint of construction 2021 Funding source: TBD 			
<p>% Design Complete </p> <p>% ROW Complete </p>		<p>Updated: January , 2017</p> 	

Project Summary(Approved)

<p>US 95 Northwest - Phase 5</p> <p>Kyle Canyon Road Interchange</p> <p>Project Sponsor: City of Las Vegas and NDOT</p> <p>Senior Project Manager: Jenica Keller, P.E.</p> <p>(775) 888-7592</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> • This is the fifth phase of the US 95 Northwest Project that extends from Washington Ave to Kyle Canyon Road • Alleviate congestion within the corridor by increasing capacity • Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning • Construct new interchange at Kyle Canyon Road • Phase 5 will advertise with Phase 2B 		<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: Complete 3rd Quarter 2017</p> <p>Advertise: 4th Quarter 2017</p>	
			
		<p>Project Cost Range: (Final Design Phase Estimates):</p> <p>Engineering: \$3 - \$4 million</p> <p>Right-of-Way: \$0, No acquisitions required</p> <p>Construction: \$20 - \$22 million</p> <p>Total Project Cost: \$23 - \$26 million</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> • Increase capacity • Improve safety • Improve access • Meet stakeholder/public expectations • Reduce trip times • Reduce vehicle emissions • Reduce idling • Beautify corridor • Improve driver comfort 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> • Scope - No change • Schedule - No change • Cost - No change 	
<p>Project risks:</p> <ul style="list-style-type: none"> • Unit price escalation may affect project cost • Complex design issues may impact schedule and scope • Complex utility issues may impact schedule and costs. 		<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> • Total Expended for Final Design: \$1.49 million • Total Expended for Environmental Studies (all US 95 Northwest phases): \$5 million • Inflation escalation (2.27%) to midpoint of Construction in 2018 • Funding source for Phase 2B and 5: <ul style="list-style-type: none"> • Federal: \$52.8 million • State: \$2.8 million • Local: \$24.4 million 	
<p>Design complete 0 50 100 </p>		<p>Updated: January , 2017</p>	
			

Project Summary(Approved)

<p>I 80 Robb to Vista</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Jeff Lerud</p> <p>(702) 671-8865</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> • Make operational and capacity improvements to I-80 from Robb Drive to Vista Blvd. • Make operational and capacity improvements to the I-80/I-580 interchange (Spaghetti Bowl) • I-80 Robb Drive to Vista Boulevard Design-Build completed Decemeber 2013. • Phase II scoping will commence after completion of the I-80 Robb to Vista design/build project. • Project Length: 10.4 miles 		<p>Schedule:</p> <p>Planning: 2008 - 2014</p> <p>Environmental: TBD</p> <p>Final Design: TBD</p> <p>Construction: TBD</p>	
			
		<p>Project Cost Range: (Planning Phase Estimates)</p> <p>Engineering: \$85 - \$105 million</p> <p>Right-of-Way: \$95 - \$125 million</p> <p>Construction: \$900 - \$1.1 billion</p> <p>Total Project Cost: \$1.08 billion - \$1.33 billion</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> • Improve operations and capacity along I-80. • Improve safety • Provide better connectivity between I-80 and I-580/US 395. • Accommodate future projected traffic. 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> • Scope - No change • Schedule - Planning extended • Cost - No change 	
<p>Project risks:</p> <ul style="list-style-type: none"> • Limited Right-of-Way • Phase II and beyond unfunded- delay in identifying needed funds will affect schedule and increase costs. • Environmental process not started - Project cost, scope and schedule may be impacted. • Resources may need to be reallocated to higher priority projects - project cost, scope and schedule may be impacted. 		<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> • Total Funding Expended by NDOT: \$140, 000 • Inflation escalation (4%) is to 2020 approximate midpoint of construction • Additional Federal, State, and local funding will/may be required 	
<p>Planning Complete </p>		<p>Updated: January , 2017</p> 	

US 395 North - McCarran Blvd to Stead Blvd

Project Sponsor: NDOT

Senior Project Manager: Jeff Lerud, P.E.

(702) 671-8865



Project Description:

- Widen US 395 to increase capacity and improve traffic operations.
- Modify interchange ramps and cross streets as necessary to improve operations.
- Widen bridge structures at Stead, Lemmon Drive, Golden Valley, UPRR, Virginia Street, Panther Valley, Parr Blvd and Clear Acre Lane if necessary.
- Perpetuate drainage features.
- Replace and install new signs.

Schedule:

Planning:

TBD

Environmental:

TBD

Final Design:

TBD

Construction:

TBD



Project Cost Range:

(Planning Phase Estimates)

Engineering:

\$7 - \$9 million

Right-of-Way:

\$3 - \$6 million

Construction:

\$70 - \$85 million

Total Project Cost:

\$80 - \$100 million

Project Benefits:

- Relieve heavy peak hour congestion and reduces crashes associated with congestion.
- Reduces travel time.
- Improves overall traffic operations.

What's Changed Since Last Update?

- Scope - No Change
- Schedule - The project has been put on hold subject to funding availability.
- Cost - No Change

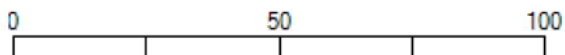
Project risks:

- Environmental requirements.
- UPRR Clearance and requirements.
- Unknown Right-of-Way and utility impacts.
- Impact of new development in the region.
- Concurrent planning associated with the Pyramid Connector.

Financial Fine Points(Key Assumptions):

- Total funding expended: \$50,000
- Inflation escalation (4%) is to approximate mid-point of construction
- No funding has been identified for this project

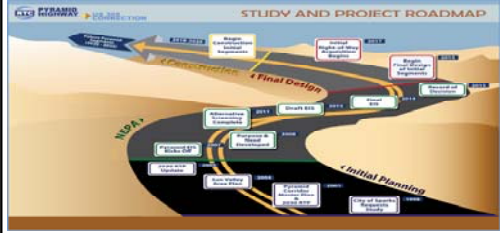


Planning Complete:






October
2016



Project Summary(Approved)

<p align="center">Pyramid Highway/US 395 Connection</p> <p>Project Sponsor: Washoe County RTC and NDOT</p> <p>Washoe RTC Project Manager: Doug Maloy, P.E.</p> <p>NDOT Project Manager: Nick Johnson, P.E.</p> <p align="center">www.pyramidus395connection.com</p> <p align="center">Phone: (775) 888-7318</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> • Calle de la Plato to La Pasada- Transition from 4 Lane Arterial to 6 lane freeway • La Pasada to Sparks Blvd. - Develop Pyramid alignment into 6 lane freeway with frontage roads. • Continue 6 lane freeway from Sparks Blvd. to Dics Dr. either on the Pyramid alignment with frontage roads or on a separate alignment to the west. • Extend 6 lane freeway through Sun Valley to US-395 • Widen and improve Pyramid highway from Disc Dr. to Queen Way • Widen and extend Disc Dr. to Vista Blvd. 		<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: 2010 - 2018</p> <p>Final Environmental Impact Statement (FEIS): Winter 2014-2017</p> <p>Record of Decision (ROD): Early 2018</p> <p>Final Design: TBD</p> <p>Construction: TBD</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> • Address congestion and safety along the Pyramid Highway and McCarran Blvd. Corridors • Provide alternative access to freeway system • Improve safety 		<p>Project Cost Range: (Planning phase estimates)</p> <p>Engineering: \$40M - \$60M</p> <p>Right-of-Way: \$100M - \$150M</p> <p>Construction: \$410M - \$660M</p> <p>Total Project Costs: \$550M - \$870M</p>	
<p>Project risks:</p> <ul style="list-style-type: none"> • Construction in a dense urban residential area • Funding sources for all phases not identified • Complex right of way and utility issues may impact schedule and costs. 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> • Scope - No change. • Schedule - The anticipated date for the ROD has been extended to 2018 • Cost - No change. 	
<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> • Total RTC Funding Expended - \$7,300,000 • Inflation escalation (2.7%) to midpoint of construction in 2020 			
<p>% Environmental Complete</p> <p>0 50 100</p>		<p>Updated: January , 2017</p>	

Project Summary(Approved)

<p>US 395 Carson City Freeway - Phase 2B</p> <p>South Carson Street to Fairview Drive</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Jeff Lerud</p> <p>(702) 671-8865</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> • This project will be delivered in four packages. Construction is complete for Phase 2B Packages 1 & 2. • Phase 2B Package 3 & 4 will complete the remainder of the project • Construct 3 miles of 4 lane access controlled Freeway which will complete the nine mile system around the state Capitol. • Complete the interchange at Fairview Drive - providing full traffic movements. • Construct the South Carson Street Interchange. • Construct over four miles of sound walls to mitigate traffic noise. • Construct flood control facilities including detention basins, channels, box culverts, and the Freeway drainage system. • Project length: 3.37 miles. 		<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: Complete</p> <p>Construction: TBD</p>	
			
		<p>Project Cost Range: (Final design phase estimates):</p> <p>Engineering: \$11 - \$13 million</p> <p>Right-of-Way: \$30 - \$32 million</p> <p>Construction: \$100 - \$150 million</p> <p>Total Project Cost: \$137 - \$190 million</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> • Relieve traffic congestion on Carson Street through Carson City and local streets along the freeway corridor. • Reduce travel times through the region. • Provide flood control protection. • Improve opportunities for economic development along the corridor and downtown. 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> • Scope - Package 3 & 4 will complete the remainder of the Freeway • Schedule - TBD • Cost - No change 	
<p>Project risks:</p> <ul style="list-style-type: none"> • Project completion date will depend on the availability of funds. • Concurrent utility relocation will be required. • Changes in design standards could affect schedule and budget. • New development along the corridor. 		<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> • Total funding expended: \$54 million • Inflation escalation (2.7%) to midpoint of construction in 2017. • Construction funding source: TBD 	
<p>% Design Complete 0 50 100</p> <p>% ROW Complete 0 50 100</p>		<p>Updated: January , 2017</p> 	

4.0 COMPLETED MAJOR PROJECTS

As a part of the reporting requirements in Section 55.5 of AB 595, the Department is to report the number of major projects for which construction was completed during this quarter. For each completed project, the Department is to report on the following:

1. Whether the project was completed early or on time.
2. Whether the project remained within its planned scope.
3. Whether the project was completed for less than or for the amount of its budgeted expenses.
4. Any specific measures of transportation improvement resulting from the project.

For the quarter ending December 31, 2016, there were no completed projects.