



Department of Transportation  
Board of Directors - Construction Working Group  
Notice of Public Meeting  
1263 South Stewart Street  
Third Floor Conference Room  
Carson City, Nevada  
June 2, 2014 – Upon Transportation Board  
Adjournment

## AGENDA

1. Call to Order
2. Public Comment - *Discussion Only* - No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.
3. Comments from Working Group - *Discussion Only*
4. Approval of March 10, 2014 Nevada Department of Transportation Board of Directors Construction Working Group Meeting minutes - *Discussion/For Possible Action*
5. Discussion of the use of Osterberg Load Cells in Drilled Shaft Design - *Discussion only*  
*NDOT recently awarded contract 806-14 to construct two drilled shafts for full scale testing at the site of the US95/215 Phase 3 project which is under design. This full scale test has the potential to significantly reduce the size of the drilled shafts and save construction costs.*
6. Discussion of High Performance Concrete - *Discussion only*  
*NDOT has been utilizing High Performance Concrete in bridge decks for the past 10 years to realize benefits from its properties. This material, however, is susceptible to cracking without very tight quality control measures during construction. NDOT is planning a review of the HPC specifications by experts in the field to determine if changes can be made to reduce the susceptibility of cracking.*
7. Old Business - *Discussion Only*
  - A. Update on eDocumentation
  - B. CWG Task List
  - C. Requested Reports and Documents
8. Briefing on Status of Projects in Development - *Discussion only*
  - A. Projects Under Development (5-year Project Plan)
9. Briefing on Status of Projects under Construction - *Discussion only*
  - A. Project Closeout Status
  - B. Summary of Projects Closed
  - C. Projects Closed, Detail Sheets
  - D. Status of Active Projects
10. Public Comment - *Discussion Only* - No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.
11. Closed session to receive information from counsel regarding potential or existing litigation  
*Discussion Only*
12. Adjournment - *Possible Action*

### Notes:

- Items on the agenda may be taken out of order.

- The Board may combine two or more agenda items for consideration
- The Board may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.
- Reasonable efforts will be made to assist and accommodate physically handicapped persons desiring to attend the meeting. Requests for auxiliary aids or services to assist individuals with disabilities or limited English proficiency should be made with as much advance notice as possible to the Department of Transportation at (775) 888-7440.
- This meeting is also expected to be available via video-conferencing, but is at least available via teleconferencing, at the Nevada Department of Transportation District One Office located at 123 East Washington, Las Vegas, Nevada in the Conference Room.
- Copies of non-confidential supporting materials provided to the Board are available upon request.

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1263 South Stewart Street  
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123 East Washington  
Las Vegas, Nevada

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310 Galletti Way  
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Nevada Dept. of Transportation  
1951 Idaho Street  
Elko, Nevada

Governor's Office  
Capitol Building  
Carson City, Nevada

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Chairman Len Savage  
Controller Kim Wallin  
Frank Martin (Las Vegas)  
Rick Nelson  
Jeff Shapiro  
Kevin Lee (Elko)  
Jeff Freeman  
Lisa Schettler  
Reid Kaiser  
Bill Wellman  
John Terry  
Thor Dyson  
Pierre Gezelin

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Savage: Good afternoon everyone. Welcome to the CWG Meeting on March 10, 2014. Can you hear us in Las Vegas?

Martin: Yes, sir, I can.

Savage: Thank you Member Martin. And Kevin in Elko, can you hear us?

Kevin: Yes, I can. Thanks.

Savage: Thank you for joining us today, Kevin. And thank you Member Martin. I'd like to call the meeting to order. The first item on the Agenda, is there any public comment in--here in Carson City--Carson City. Las Vegas?

Martin: None here, sir.

Savage: Elko?

Kevin: None in Elko as well. Thanks.

Savage: With that being said, we'll move on to Item No. 3, comments from the work group. Any open comments?

Wallin: I don't have any.

Martin: None here, sir.

Savage: None here as well. Moving on to Agenda Item --

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Nelson: Excuse me.

Savage: Yes.

Nelson: Mr. Chairman, Rick Nelson. For the record, I did want to bring up two meetings that are going to be occurring between now and the next construction working group. The resident engineer meeting is going to take place on the 25<sup>th</sup> through the 27<sup>th</sup> of March. It's going to be at the Henderson Convention Center. I know you had attended resident engineer meeting, and I -- and I think I saw Mr. Martin's name on the agenda for the Resident Engineer Meeting at Henderson. I hope that's correct. But we'll tidy that up.

The other is the Transportation Conference. It's going to be Tuesday, April 8<sup>th</sup> and April 9<sup>th</sup> at the Texas Station in Las Vegas. It's an opportunity to get together and talk about a variety of transportation topics relevant to Nevada. And, you know, we'd certainly like to extend invitations to the Construction Working Group to attend and participate in either of those meetings, if it fits within your schedule.

Wallin: I'm already there.

Martin: Thank you.

Wallin: They already...

Nelson: They already got (unintelligible).

Wallin: They already recruited me.

Savage: Well, thank you, Rick. We appreciate the dates there. Member Martin, are you able to make the engineer meeting March 25<sup>th</sup>?

Martin: Yes, sir. It's -- I'm on the schedule for Tuesday the 25<sup>th</sup>.

Savage: Fantastic. We appreciate you taking the time, Member Martin. And April 8<sup>th</sup> and 9<sup>th</sup>, we'll see if anyone can attend the transportation conference. Any other comments from any other individuals?

Wallin: Do you want to talk about the June date for the next CWG, because we said it's going to be June 9<sup>th</sup>, and the Board meeting is June 2<sup>nd</sup>?

Savage: Yes.

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- Wallin: Could we -- is there a reason why we can't do it on June 2<sup>nd</sup>?
- Savage: I'm not going to be able to make it, but as long as there's a quorum...
- Wallin: Yeah.
- Savage: ...we can certainly do that.
- Wallin: Member Martin, can you make the 2<sup>nd</sup>?
- Martin: 2<sup>nd</sup> of June, ma'am? Was it 2<sup>nd</sup> of June, Kim?
- Wallin: It was, mm-hmm.
- Martin: Okay, just a minute. Yes, ma'am, I can.
- Wallin: Okay. Then let's go ahead and just do it June 2<sup>nd</sup>, if that's okay rather than -- because I know about Member Martin have to make an extra trip and stuff. Just do it all in one day. Okay. And we want it to start 30 minutes after the end of the Board meeting.
- Savage: And that will be standard protocol from here on, is the Construction Work Group will meet 30 minutes after the completion of the Transportation Board meeting.
- Wallin: Okay.
- Savage: So the next meeting will be on June 2<sup>nd</sup>, following the Board meeting and the Construction Work Group. And I will not be able to make it to the prior commitment. But both Member Martin and Controller Wallin will be in attendance. Any other comments from anyone within the Working -- to Agenda Item No. 4. Has everyone had a chance to review the December 9, 2013 meeting minutes? Are there any corrections or changes?
- Dyson: (Inaudible - audio cutting in and out) Page 4 the individual's name is (unintelligible), K-U-Z-M-A-U-L.
- Savage: Thank you, Mr. (unintelligible) change. Any comments -- correction? (Unintelligible) question to approve the minutes as amended?
- Wallin: Move to approve.
- Martin: So moved.

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Savage: We have a motion by Member Martin and a second by Controller Wallin. All in favor?

Wallin: Aye.

Savage: Aye.

Martin: Aye. Chairman Savage, there's something wrong with your sound system. I'm getting about every third word -- or, I'm sorry, I'm getting about two out of four words. So there's something -- something wrong coming in from down -- up there. It was perfect when you all started.

Savage: Okay.

Wallin: We'll see if it gets better.

Savage: Can you hear me now?

Martin: I can hear you now.

Savage: All three words?

Martin: All three words.

Wallin: You've got to say four words.

Savage: Okay. Let's move on to Agenda Item No. 5, Report on the practical research of the Materials Division.

Kaiser: Okay. How much time do I have? I heard we're on a limited schedule. Five minutes?

Wallin: Talk fast.

Kaiser: Okay. I'll make it really quick. The goal of the Materials Division is always to make a high-quality product that'll last a long time. And fortunately we've got to deal with what we have here in Nevada. We typically have three types of aggregates here in Nevada. In Southern Nevada, we have limestone which is a good dense material down there. Here in Northwest Nevada, we've got (unintelligible) which usually makes our plant mixer or hot mix paving aggs. In Northeast Nevada, they have limestone again, but it's really poor quality limestone integrated into it. There's a lot of gold which makes for poor paving aggs. So that's why they have a lot of gold up there. They get a lot of chemicals amongst their limestone.

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And then dealing with the climate, Southern Nevada, you know, it's always hot. Very rarely do you get much moisture. Very rarely do you get below freezing. So that's good roadway weather. Unfortunately, in Northern Nevada, you get a lot of freeze/thaw cycles, you occasionally get water and that those temperatures -- the cold weather temperatures cause a lot of freeze/thaw cycles and those cause our pavements to shrink in the winter time and expand in the summer time, which tears our roads apart.

So if it wasn't for research that we have through UNR, our roads would really not be where they're at today. And I'm just going to briefly go over some of the items that UNR has done for us and why we have them do the work they do for us. UNR is one of the five university systems in the nation that is an asphalt resource consortium group. And so they're one of the leading universities researching asphalt for us. We do a lot of work with them for that reason.

During the 1990's, the FHWA introduced something to try and get all the states on the same page into making asphalts. They call it superpave. That's a process to generate mix designs for our roads and also to classify our asphalts. And we are -- prior to superpave, we already had a good system here in Nevada that worked well for us. So we contracted with UNR and they created an asphalt system where we could all our asphalts similar to what the other states do, and it was in line with the superpave but it really worked for Nevada. So that's one area where UNR -- the UNR agreement really helped us out.

We also had problems in the '90's and late '80's with our aggregates graveling on our pavements. And that was due to a chemical imbalance we had with our asphalts adhering to our aggregates when it gets cold or when they get wet. So we added lime to our aggregates now and that solved that problem for us. We found that out through UNR. One thing they're currently doing for us right now is the FHWA again has changed the way we design our structural sections on our roads. And we used to an old thing -- our old design packet is called Darwin 93, and they've done away with that and don't support it anymore. And what they use now is the Mechanistic Empirical Pavement Design Guide or Darwin ME.

And that was put together by a whole bunch of PhDs who created long, long equations. And so what -- essentially what that has to do, what we have to do is we have to design our roads using material properties of aggregates we

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have here in Nevada, which is a good idea in concept, but you have to classify all your aggs statewide and your pavements and stuff like that. So UNR is actually putting together for us a big spreadsheet where we can actually do that.

So that's just kind of some of the reasons that I put together that UNR -- the UNR agreement has solved for us. And also as part of the attachments, I gave a whole list of items that they have done for us in the past. Are there any questions with regards to what I put together in that list?

Savage: Not by myself.

Kaiser: Okay. Okay. Then I'll jump away from UNR and update what we're doing with a project down on US 95 and 215. We're using Osterberg load cells in the development of our drill shafts. And what those are, they're not really a research item, but they are a -- like a ram. You stick -- you drill a drill shaft, say, 100 feet in the ground. You put this ram down there and you load it with -- what do they call it -- strain gauges all the way through this drill shaft, the reinforcing steel. You attach strain gauges to it and you put those strain gauges at the different soil types in that shaft and then you load that ram -- you pour your shaft full of concrete and then you load that ram and it'll actually push up and down on the shaft. And you can -- from those strain gauges you can measure the strength of the soils in that shaft.

And so we're using that technology on that interchange and that will hopefully reduce the cost -- the size of our shaft significantly, and we're hoping to -- that cost to do that, I think, is a couple hundred thousand dollars. And we're hoping to save upwards of a million dollars on the drill shafts using that technology. They did add up here on the RTC's project and saved a significant amount of money using that technology. This technology also measures the skin friction and bearing for the shaft.

And one other item I didn't list is -- that we are using is intelligent compaction. And what intelligent compaction is, it's a technology using GPS technology. You put that on your rollers and you'll actually, using GPS technology, you'll track the passes that the roller makes on a paving spread behind the paver. It helps with consistency for the pavers and compaction. And the roller operators actually have a computer screen in their roller and they can tell how many passes they've made behind the paver on the map, and they can coordinate that with our nuclear gauge

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testers to determine if three or four or five number of passes gives you the proper compaction that you need.

And it's really not something that we want to specify to require a contract or use -- we're hoping -- we have it on a project right now up in (unintelligible). We're hoping that the contractors will like this and will see this as a tool they can use to save time and money and fuel and those kinds of things on a paving spread. Maybe they'll realize that, you know, they don't need to have a roller operator sitting back there making five passes. Instead, he can reduce it down to three and get the required compaction. So we're looking at that also. And that was also forwarded on to us by the FHWA. That's it in a nutshell.

Savage: Well, that was very good, Mr. Kaiser (ph). And any questions from Las Vegas or here in --

Martin: I have one, sir.

Savage: Yes, Member Martin.

Martin: On this Osterberg load cell, have you already used that to design the shafts for the flyover, et cetera, at 215 and 95?

Kaiser: No, we haven't. I don't -- I don't think the contractor went out there and I don't (unintelligible) the (unintelligible).

Martin: Now I'm losing words again. Say that again.

Kaiser: Going to do it here shortly but, no, we haven't yet.

Martin: Okay. I would be interested to see what the definition or how -- what the -- what the delta is in the size of the shafts. I -- in the vertical world, I deal with drill piers all the time. This might be a new technology for me to try out. So if you could make sure I stay informed I would like -- I would like to witness it.

Kaiser: Yeah, sure (unintelligible). I'll contact our geotechnical engineers and find out when all that's going on and let you know.

Martin: Perfect. Thank you.

Kaiser: You bet.

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Nelson: For the record, Rick Nelson. On this (unintelligible) study that you're going to be doing, the Osterberg load cell work, actually drilling those shafts is going out to contractor, right, those drilling shafts?

Kaiser: Right. Mm-hmm.

Nelson: And I think the Board's actually going to see that contract next month or the month after; is that right?

Kaiser: Next month.

Unidentified Male: Next month.

Nelson: Hopefully next -- hopefully next month there'll be a contract in the Transportation Board packet that will call for drilling those two shafts that are going to be tested. And that's why we wanted to talk about that a little bit today, so when you see that for just those two shafts next month you'll sort of get a feel for what's up with that.

Savage: Okay. Thank you, Mr. Kaiser. Appreciate the presentation. Let's move on to Agenda Item No. 6, Discussion of potential changes to NDOT's dispute resolution process. And who's going to speak on behalf of--

Nelson: I'll get started. For the record, Rick Nelson. We wanted to bring this to the Construction Working Group as an item that sort of generates some discussion. There's a couple of different things in the works right now that sort of all tie together. One thing that's happening is we are in the process of updating and republishing our standard specifications; the Silver Book that we use that's a part of all of our contracts. In the Silver Book, there is a specific section that talks about disputes and how to handle disputes with contractors. It talks about the Claims Review Board and that sort of thing.

Since the last time the standard specifications were written, we've developed specifications for use with respect to partnering to establish some specifications associated with how we're going to implement the partnering program. Now, in resolving disputes there's -- there isn't one technique that's perfect for every case. And so there's -- it's more like a suite of techniques that we use, with partnering being a very frontend of the process to encourage discussion and problem solving at the lowest level.

If there happens to be an issue that isn't -- or maybe it's of more significance that can be solved through the partnering process and the escalation process

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associated with partnering. We've developed a specification for dispute resolution teams, and Lisa can talk a little bit more about those. But when a dispute can't be settled by partnering, it can be escalated to a dispute resolution team. And there's a specification that was written around how to implement that process.

In the standard plans, we talk about a Claims Review Board. And in the past, we used claims review boards to solve complicated and complex claims that were not able to be resolved during the process of the job. However, lately those claims review boards haven't been quite as effective as they had been in the past for a variety of reasons. And so what we're trying to do is come up with some technique on the very far end before you actually launch into litigation; an administrative way to resolve the dispute so that possibly we can get them included in the standard specifications. And we have some ideas that we'd like to talk a little bit about.

But really we wanted to generate some discussion particularly from CWG members that are -- that are in the construction industry to get a -- to get some feedback on how disputes are resolved in your world. Lisa -- or Jeff?

Shapiro: Well, Rick, if I may. Chairman Savage, Jeff Shapiro, a Chief Construction Engineer. I don't know if we've ever introduced Lisa Schettler. She's our new partnering program manager. You weren't here at the last meeting, were you?

Schettler: No.

Shapiro: No. Okay.

Nelson: No.

Shapiro: So I wanted to at least say that first before I let---

Schettler: Just so you know who I am.

Shapiro: Yes. Like who's Lisa?

Savage: My bad.

Shapiro: No, that's okay. Please feel free.

Schettler: Well, I'm not sure if everybody's familiar with the dispute resolution team, but it's a three-member team and one member is selected by the contractor

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or (unintelligible) by NDOT. And then those two members usually select a third person that chairs the team. So after a dispute goes through the dispute resolution ladder, which is part of the partnering process, and gets up into the director's office. If they can't come a resolution at that level, right now the spec has it go to a dispute resolution team.

We're investigating some other options such as a mediation step. I've been looking at what Cal Trans does and they have a couple of different options, like on smaller contracts instead of the dispute resolution team they have a dispute resolution advisor. So it's just kind of one person -- one person to make a recommendation. The dispute resolution team makes a recommendation, whereas if you add a mediation step in there it would be somebody that doesn't make a recommendation, but facilitates a discussion to make sure that -- well, for one thing, everybody is clear on what the other party thinks the real problem is, and just facilitate a discussion, not necessarily make a recommendation but help the parties come up to -- come up with their own solutions.

So we're looking at different steps like that, and Cal Trans has implemented a similar step. They call it -- instead of a mediator, a facilitator. And I can share Cal Trans's process with everybody, if you guys would like to see that. But -- so we're just -- we're looking at different options to help us resolve disputes before it gets to litigation.

Savage: Yeah, I think it's vitally important, you know, to minimize and mitigate everything on a construction project. So have you reached out to the industry at the liaison meetings and briefed the outside contractors as to what their input might be regarding DRT?

Shapiro: Chairman Savage? Well, Jeff Shapiro, Chief Construction Engineer. I can answer that question. We have -- currently, the proposed version on the 2014 specifications has our old -- well, I shouldn't say old, but our -- the previous language for the DRT. And we've taken that language and replaced the claims board language in the -- in the 2001 spec with the DRT spec, and it's under review right now by industry. So there's -- and we have talked to them in the past about trying to implement this more regular on all our contracts on a regular basis. But as far as feedback coming back from industry we really haven't had anything come back from anybody yet, good or bad. They've been pretty silent.

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But it's my understanding the contractors are -- and nobody wants to go to claims board. Nobody wants to go to litigation. That's expensive and, you know, the claims board is always after the fact when you're trying to solve the problem and then the relationship is destroyed and the feelings are hurt. And the whole point of this alternative (inaudible) dispute resolution as you know is to try to work the issues as they go, not let them fester for years, and it gets really expensive. And I believe the industry is very supportive of what we're trying to do here.

Savage: It would be interesting, I think, to hear some of their bullet points and suggestions as to how we could minimize any dispute, whether it be -- and my own idea would be to increase retention to 10 percent. That puts the burden on the contractor to resolving issues that might be outstanding. And in fairness to the contractor, it gets the attention of the Department as well. And I think they're -- the partnering is a good avenue, and I would like to hear from Lisa as to some of the pros and cons of the partnering and what can be improved on some of the partnering that's been taking place over the last -- because there's a limit, I think.

I read in the -- in the manual that there was a monetary limit. It's suggested if it's under...

Schettler: \$10 million.

Savage: ...\$10 million and it's required if it's over \$10 million.

Schettler: It's required to be (inaudible)...

Shapiro: Correct.

Savage: Yes.

Schettler: ...if it's over \$10 million. It's highly encouraged over \$10 million. But, you know, I'm fairly new to the process because I've just been in this position since January, so I might have Jeff Freeman talk a little bit to this. But I think that we are starting to -- we are starting to put together some data so that we can start looking at when projects are partnered and when they're not. If we can see a difference in claims and how resolutions go and things like that. We're just starting that process of performance measures for this and trying to figure out how to come up with those performance measures.

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- Savage: So I guess my question; is there 100 percent participation from the contractor in the partnering process on these projects?
- Shapiro: Chairman Savage, Jeff Shapiro. I'll take a swing at that one. I would say it depends on the contractor and the people. Some are very sophisticated at it and do -- and we have really good working relationships and others are -- sit back, a little bit suspicious as to what partnering is about sometimes. So it really depends on the contractor.
- Savage: And that makes sense.
- Shapiro: And also -- that also -- you see that in our staff as well, too. I must admit that it kind of depends on the staff member.
- Savage: And I guess that -- you know, there's a lot of thoughts that came to my mind when I was reading through this Agenda item. And one I guess I would defer to either Dennis or Pierre would be we had litigation on certain projects. We have contractors that are tied up in this litigation with the Department. Are these contractors -- currently they're allowed to bid future projects. Can we review -- and you don't have to answer it right now -- but can you review to see what possible -- what possible ideas and regulations, possibly, that might restrict the guys that have an issue with the Department and whether or not they could continue to bid projects openly? And I'm talking about each and every project that we have. So I'd appreciate it if you would look into that matter and see what we might have as far as other options.
- Gezlin: So you're talking about (inaudible) -- you're talking about allowing them to continue to submit bids?
- Savage: Yes.
- Gezlin: Okay.
- Savage: If they're in current litigation or default by the Department, would they have to post an additional bond, can they be restricted from bidding? There's a lot of different options. I think it's just something if you could kindly research and (inaudible) find out a little bit more on that.
- Nelson: Rick Nelson for the record. I -- you know, when resolving disputes there's two avenues that a contractor could take. There's an administrative avenue that we've laid out for them with respect to partnering and DRTs and maybe

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it's mediation or some other administrative element. You know, there are also those judicial remedies that they can employ along the way. You know, I think given the cost of litigation, I guess, and this is just Rick Nelson speaking from the world behind his glasses, you know, it would seem to me that if we had a robust administrative process that could handle these disputes quickly that nobody would really want to -- nobody would really want to go to litigation.

I think there might be some concern if we -- I don't want to put words in the contractor's mouth -- but it would seem to be there might be some concern from their part that they would be punished if they didn't receive some, at least, fair hearing of their dispute that they -- that they had to go to litigation. You know what I'm saying? I think that might be kind of a dangerous path to go. But, you know, I think what we really want to try to achieve is the most robust administrative procedure that they can get a fair shake -- that they feel they can get a fair shake, a fair hearing of their dispute along the way that, you know, litigation would be like the absolute last resort. I don't know. Do you have anything that you'd like to add?

Martin: Len, when you get a chance --

Savage: Yes, Member Martin, go ahead.

Martin: Rick, you said a mouthful there and it's exactly what I've been saying for the last, what is this now, seven years or so I've been on this Board. I got served with a subpoena last year -- or no, Friday, and as a result of the case that was going on two years ago and it's still not done. And is it -- is it NDOT's fault? Is it the contractor's fault? I've been involved in three of these and you're absolutely right. There needs to be some kind of a robust -- I would say kick-ass, excuse the French, program on part of NDOT to get to the bottom of these things and get them solved.

I've seen so many dollars go out the backend of the pickup truck because these disputes go on and on and on and on, and they get larger and larger and larger. The biggest one, of course, is that 580 debacle where -- where the off-ramp is coming off in Washoe Valley. Somebody needs to get control when these disputes come up; get to the bottom of it. This partnering session, from a contractor that's participated in a hundred of those things or maybe more, it's all about the enforcement at the top to make sure that the people at the bottom -- because I take a look at your little table here

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-- step one, step two, step three, step four -- it's all about somebody in step four making sure the people in steps one, two and three are doing their job.

Otherwise partnering, all you're doing is spending a ton of money and everybody's time for nothing. And there needs to be a program in NDOT that gets to the bottom of these disputes in a hurry and gets them resolved. I mean take a look at what we spend on legal fees, guys. I can't see anything else that would be more -- as the governor was talking about this morning, save more money for the state, than to do that.

Savage: Thank you, Member Martin. Controller.

Wallin: And I think it was -- I think it was Jeff, or maybe it was you that was talking about even, you know, it's different with your staff. Not all staff, you know, not all contractors participate in this and not all staff are as informed or participate in it. So as Member Martin says, I mean you have to really -- this is going to be the culture here and this is what we're going to do, and make sure that it's applied consistently throughout all the different districts; that, you know, District 1 does it really well and District 3 does it partway. And so I think it's going to be a training, it's going to be a mindset and like Member Martin says, it's going to be from the top; that that person is following up to make sure that the people in one, two and three are doing it.

So I think it's good and you're -- Lisa, I think you're talking about getting some data on how many contractors have participated in this program and things like -- and what the results and stuff. Because I think that that would be good too, and plus as you do it look at, well, what districts are doing it more and in these different levels -- one, two, three and four -- breaking it down into that is -- this is the project superintendent in District 1. This individual doing it more than the project superintendent in District 3 or something. So I think it would be beneficial to get that data and then you could identify where you have the weaknesses.

Shapiro: Yeah. Madam Controller, Jeff Shapiro for the record. That's the intent is to get some data, some performance measure-type data so we can look for those kind of things and try to make a little bit more consistent process.

Wallin: And then, you know, get some feedback from your contractors as to...

Shapiro: Yes, ma'am.

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Wallin: ...what their experience was and how it could have been better, so -- because I agree. We spend way too much on legal here.

Savage: Mm-hmm.

Wellman: It's over. Everybody else is done.

Savage: Go ahead.

Wellman: Bill Wellman, Las Vegas Paving, for the record. I want to maybe just touch on a bunch of things. I was just writing down a bunch of notes. First, I -- we didn't -- we talked about this at our industry meeting four years ago, we brought it up. And it was the same time it was brought up with partnering and we took that challenge on. And we set it aside because we really needed to do one step at a time and partnering was the first step. So that's done and I think it's really good. So now it's probably time to look at something else. So -- but I haven't seen it in the industry yet. I mean I haven't seen it. If it's gotten to one of our other guys it probably needs to be shared with the industry liaison group, because that's what that was formed for and then it can be disseminated, you know, through our organizations as well as, you know, however we get it to everybody AGC. But we haven't seen anything back on the DRT stuff yet.

But, you know, a couple of different options. And one thing about partnering, it is an attitude. That's the very first thing that we try to sell is an attitude. And it does depend on the contractor. We mandated that as (unintelligible). That came from the industry group to mandate the \$10 million threshold and whether you had to or you didn't have to. And it's because we do, repetitiously, a lot of projects with you folks or my guys will do that and there's not necessarily a need to go through the formality on each and every project, you know, because we're doing the same project, the same people participate. They understand how to get the (unintelligible). We did it at \$10 million just because it's starting to be big enough. There is potential for claims or disputes in excess of just normal quantities, I guess, if you must. So that's kind of why we've done that.

So I think overall it's probably been pretty good. So if you take our organization, you had a \$1 to \$5 million job, assuming we're not doing very many of them depending on who the RE is and depending on our project superintendent is (unintelligible) and that's okay. That's not -- that's not a bad thing, if you will. So -- but if you've got other contractors that you're

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not familiar with then you should be, because that's part of the rule was both parties had to agree either not to do them -- or not to do them below \$10 million. It's required, but below \$10 million both parties had to agree they didn't have to do it or do it for them, okay. And you guys have an internal process for -- or facilitate that too.

Another option that's out there is a project neutral. And it was touched on briefly in a different forum. SNWA for years -- they don't do any work anymore unfortunately -- but used a project neutral. They brought in a project neutral that we both agreed on the contractor and their organization did -- we just kind of sat through the weekly progress meetings, got familiarized with the plans and specs and just kind of stood behind the scenes and just watched what was going on. And if there was issues of that kind of just helped give their professional opinion, if you will, as to what they're seeing, you know, or who's at risk. And that was kind of a good thing, because from a legal standpoint we want to know what our -- what our chances are in prevailing, and first and foremost on either side. So having somebody else do that, you know, or having that third party to simply look in. And that was kind of an affordable way to do it.

DRTs, I've done many of them in California. I don't think I've ever done one in Nevada. I don't even know if our organization has ever dealt with Nevada. DRTs are -- you've got it written out here pretty well, and I'll cruise through it pretty quick. And this is just exactly how we've done in the past. They're great if you think you need them, but they've got to be on a bigger project because they're expensive and they're time consuming. So that's a bigger part of the expense. And what we have to do as a contractor, you have to do as an owner, facilitate having a DRT, a dispute resolution team sitting in. Usually it's quarterly. And if issues arise, they meet a little bit more often.

A couple of things I noticed, and the one thing here you had who the DRT members are, and you have NDOT contract claims review board. That shouldn't be at all. It's third party. It's -- nobody's associated with NDOT. Nobody's associated with the contractor directly. That not -- should not even be an option. As for allocation of cost, the biggest thing that we always see on how you -- how you pay for a DRT is the owner wants to put in a \$50,000 budget for their half. Now, what are we supposed to do with that on our half? Are we supposed to put \$50,000 into this proposal some place, and if we do (unintelligible) it's not reimbursable to the district. So

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what we push and been successful with all the owners that we've dealt with in the past with DRTs in California anyway is put it in as a force account item. We're going to put it in one or the other. We have to -- we have to cover the direct cost. And direct cost is for them to show up the meetings, and typically you've got to pay all their expenses, because normally they're not in the town that you're -- that you're in, okay. They're coming from someplace else; Carson City to Vegas, Vegas to Carson City -- whatever the case may be.

And making that very simple and not compromising the (unintelligible) bidding process with us having to (unintelligible) put numbers into it. Put \$50,000 in to match yours, which we may never use. And then if so then you just expend it and the additional \$50,000 or a portion is not reimbursable. So just make it fair. If we get to the point where we actually need to call them in for a dispute then that goes separately, okay. Then we're onboard ourselves for that. But for the day in and day out stuff that they do, showing up to get a fixed fee for it in the first place and they get expenses, that should be shared and the owner is going to pay for it (unintelligible).

Savage: Excuse me, Bill. Right there. Is that third party an individual with construction experience? Is it a consultant? Who is that person that you're referring to?

Wellman: Well, what --

Savage: What company?

Wellman: And it's pretty -- it's laid out here very well. It's we pick somebody to be -- to represent Las Vegas Pavement on the contractor's side. The owner, NDOT in this case, picks somebody to represent their side. Those two then they're outside -- they're inside the industry, but they're outside either one of the entities. Then those two pick the third member, which will typically serve as the chair for them and (unintelligible). And we get to approve both sides. We get to approve NDOT's; NDOT gets to approve ours. And sometimes we go back and forth. And a lot of that is because of potential conflicts of interest on other projects. But really it hasn't been too challenging.

I like the way that it was written in here. If you go to California, they want you to use this arbitrator, these selected firms. And you actually have a list

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of a few of them in here. Dispute Resolution Board Foundation, American Arbitration Association. They're in business of doing that. I think they become biased, with all due respect, which we like being able to go outside and demonstrate that we've got somebody that's in the business, like Frank. It might be a Frank Martin, if you will, a building contractor, but he's been in the business long enough to understand construction and contracts and can represent our side of this, even though it might be a road paving project, if you will. And then whoever -- you guys might pick somebody from the engineering side. I don't know.

But they do need to meet regularly. That's the key with DRTs and that's where the expense is. And when you hold meetings regularly, kind of like this is to the Transportation Board meeting. You might have your progress meeting, but then subsequent to that then we would hold a DRT meeting that's very formal and talk about all the stuff, what's going on, the progress and processes, what people are liking and not liking, what are we seeing, what are we anticipating to be a problem or not be a problem and just write these things out, and then visiting the site itself. And all of that, you know, takes several hours to a day depending on the project, to do that and be (unintelligible). That's where it gets expensive, so it needs to be on the right projects.

But at the same time the end result is they're looking at it and they're making a recommendation back that says contractor, you know, you're wrong. You know, you should have picked up on this. You should've had it right or, you know, the opposite. NDOT, you know, how would they have responsibly known that you wanted this included or this needed to be included? So it's a great thing, one of these -- one of these process.

But since you're asking for legal counsel's opinion on how you can maybe penalize contractors, because I agree with that that it can continually cause you problems. Another one SNWA did for years was pre-award meetings. And they were super successful in it. Probably Mark Jenson (ph) at SNWA would be the guy to talk to there.

Savage: What's the acronym SNWA?

Wellman: Southern Nevada Water Authority.

Savage: Okay.

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- Shapiro: Mr. Wellman, say that name again, please. Mark?
- Wellman: Mark Jenson.
- Shapiro: Mark Jenson.
- Wellman: He's the head engineer -- head engineer. Pre-award meetings, what they did -- what they -- depending on the type of project, you know, I think it was every project, because we did many of them. The minimum -- the two bidders -- the two low bidders and sometimes the three low bidders, they would then interview us in reverse order. So if they were using three they would take the third bidder and we'd go in for an interview. And they'd have set questions about the contract itself and then means and methods and approach. And then we had the opportunity after those questions -- this is a recorded meeting, okay, on the record. And then at that point we were able to talk about what we seen in the -- report the issues on the projects.
- Savage: This is after the pricing has been turned in?
- Wellman: Correct. This is -- this is after the --
- Savage: Post-bid?
- Wellman: Post-bid, okay, and after everything's been checked out and the calculations, and we know monetarily who's low and all the paperwork has been (unintelligible). But prior to award, and they called it that, pre-award meetings. And at that point we could tell them about the project and why our price is what it was on certain things. And a lot of their projects were very technically challenging, kind of like NDOT projects, okay. It's not just as simple as paving a road, I mean we're building pump stations and building pipelines that are very, very deep and you're doing tunnels and that out underneath the lake.
- So what they do is you start with the third bidder and then they'd go to the second bidder and do the same thing. But what happened in talking to the third bidder it gave them some understanding about the process of what we go through bidding the project; what we're seeing. And they were able to ask the questions; did you include this; did you not include that at the next step. And then they would ultimately go to the low bidder or the first bidder, if you will. And they have all this, I don't want to say ammunition, but this information to take to make sure that the low bidder did, in fact, include all of these other things and looked at it appropriately for the price

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there was. I mean kind of like Member Martin asked today about Q&D's price being 30 percent low. They're all the time, you know. It's probably because Q&D is a great contractor.

Not, you know -- so on the surface it may appear that they left a lot of money; what did they leave out. Chances are they didn't, they just know how to do it better than the other people that were on that particular list. But -- so it's okay. But that's what you're looking for. If the low bidder -- and I've seen this many times -- says, no, we didn't do this, we didn't have this, we don't read it this way. The simple answer was is this is our intent, this is how we wrote it, this is what we meant, this is what we expect. If they didn't like it, they gave the contractor the option to walk either doing it or walking away with no harm, no foul. There's not taking the bond. There's no penalty of any sort. It's just (unintelligible).

And that was highly successful. Building this other Nevada Water Authority's infrastructure there in Southern Nevada many, many years. So I don't know whether you can do it. They were able to do it, but it's something you should consider. Not on every project, but bigger projects.

Savage: Because timing is so critical with the -- with the low funding that we have, and getting the shovel-ready projects ready to go. I mean we wouldn't want to delay any type, but the more information that we have to use I think is a good suggestion. So I think it would be something that the Department ought to look into and evaluate to see if any other NDOTs are incorporating this measure. Let's take a look.

Wellman: The only place I've ever seen it used is SNWA. And like I said, they probably still would today, but they haven't had a project out for many years, so...

Shapiro: And Chairman Savage, Jeff Shapiro again. The 408 that does tell us what we can and can't do for awards and bids, so we'd have to look at, you know, we'd have to get the AG's office to help us out with that.

Savage: Mm-hmm.

Shapiro: It's -- ideas sound great for bigger projects. Unfortunately, some of the projects we're going to talk about in closed session are pretty small and they seem to be -- cause our biggest problems sometimes in regard, you know, regard to litigation and whatnot.

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Wellman: Bill Wellman again. Those go hand in hand with DRT-type projects.

Shapiro: Correct. Yeah.

Wellman: Okay. You don't want those -- you don't want that expense (unintelligible).

Shapiro: The other thing I'd like to offer, in actually support of what Mr. Wellman is saying, he's absolutely right. This is an attitude. Partnering is an attitude. It doesn't -- there shouldn't be a dollar threshold as to when you do it or when you don't do it. But definitely, right now, the current spec that we have written is if it's over \$10 million it's required to be professionally facilitated, so that's the only difference there. But still it should -- whether it's a \$60,000 job or a -- or a \$400 million job, everybody -- we encourage everybody and promote the partner in every aspect that we do.

As far as -- Mr. Wellman talked about the project neutral. That's the dispute resolution advisor that Cal Trans is using. That's, you know, somebody to bounce ideas off of. That's something else that we want to take a look at, because that's a great idea. Somebody that's neutral that you can talk to.

And the one thing -- the other thing I think Cal Trans has done recently -- our partnering spec and our DRT spec is modeled fairly closely to what they used to do, and \$10 million was a threshold that they were using for a while there. I believe they're using working days now, contract durations as the thresholds as to when you professionally facilitate something, which actually makes more sense when you think about it; because some of this stuff it's -- if you've got a small, little job that's over in a month, you can't get the DRT or the DRA up and running in time and the project, you know, you blink and the project's done already. So we're taking a look at that as well.

Savage: Good. And when is the next liaison meeting?

Freeman: (Unintelligible) June.

Savage: But whenever it is, I think it's important again we reach out and have that as one of the Agenda items with the industry.

Nelson: I'd like -- Rick Nelson for the record. There's two comments I'd like to make, and the first has to do with cost. And I've heard from a lot of people that this stuff costs a lot of money, just today. But, you know, if you stop and you think about it, if you're -- if you've got a \$10 to \$20 million job and

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you go way overboard and spend \$100,000 on a \$10 or \$20 million job that's fractions of a percent. And if that \$100,000 invested can save you from a claim or save you from mediation or litigation that's money well spent. And one of the things that Mr. Wellman mentioned about the DRT has to be formed at the beginning of the job and they have to meet through the job is absolutely correct. Their value comes from being familiar with the job and the players that are there.

You can't bring a DRT in at the end of the job and expect them to skillfully resolve a dispute. So, you know, yes it costs some money, but you really need to look at it as an investment.

Savage: Mm-hmm.

Nelson: And if you can get through the process without any significant claims or disputes that's really money well spent. One of the things, I think, that -- the reason we mention the DRBF is, you know, we've had some good experiences with DRTs and some not so good experiences with DRTs. And I think, in my opinion, some of the more challenging DRTs have been those that haven't actually had some training and some past experience in being a DRT member. You know, just because you hire a retired NDOT employee that's got 30 years of construction experience or a 40-year veteran of the construction industry doesn't necessarily make them good DRT members.

Both Jeff and I have been through the DRBF training on how to be a DRT member. And there's really a lot of good things that come out of that. So the reference to the DRBF was more from a training point of view that we want members to be trained in dispute resolution. I think that -- those are really the two comments I wanted to make. It's really encouraging to hear some different alternatives here, and I think it gives us some things to think about. And we'll certainly go to the industry and initiate that discussion with them.

Savage: And I think it's important too, to keep this on the CWG task list, because of the expenses and the timing. I think if we work towards that, just like we have done with project closeout. I see this dispute resolution as important as project closeout, changer orders; everything else that we discuss. I think it's important that we keep it on a consistent basis for conversation between industry and NDOT.

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So with that being said, are there any other comments for Agenda Item No. 6?

Martin:

One of the things to follow on Mr. Wellman's statement, I've seen these DRTs work and then not work. And one of them was on a project -- a vertical project down here and was a big, big, big job and it worked really well for a period of time. And then there was a trend of the DRT towards a certain -- the way -- in other words, the side that they took every single time, and then all of a sudden the owner of that project, who was a government entity, decided this wasn't such a good idea anymore.

And -- but the DRT, I think in order for them to be effective, you talked about an ex-NDOT employee. Those kind of people should be excluded from that process. This is, as Mr. Wellman said, this is about people in the industry that understands contracts, understands requirements, understand plans and specifications. Having ex-NDOT employees or having somebody that's an ex-employee of Las Vegas Paving or in aggregate industries or Q&D, what you're doing is you're setting yourself up with the same bunch of good ol' boys, and any effective DRT that I've seen is outside of that box, if that makes sense.

It would be -- Len, you're in the plumbing, heating and air conditioning business. And if you had a DRT team on your -- let's say you were a prime contractor for one of the casinos and you had an ex-casino employee and an ex-air conditioning employee; how effective would that team be? But if you had somebody that was outside of that industry, outside -- in other words, a general contractor or a -- but outside of the box, outside of the industry; still had an understanding of plan specification requirements, you'd be more effective because there would be a tendency of ex-NDOT employees to go one way, or an ex-LVP employee to always go one way.

And sometimes some of the best minds in these DRTs are the people that's got nothing to gain or nothing to lose in their decision. It's totally straight down the line.

Savage:

Absolutely, Frank. I can't agree with you more. And I also think it might be a good idea to reach out to some of the engineering consultants, some of the people that design the projects for you guys to get their (unintelligible).

Martin:

Exactly. As long as they don't work for NDOT and think that they're going to make somebody mad.

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- Savage: Thank you, Frank. Any other comments from anyone? We'll move to Agenda Item No. 7, old business construction working list.
- Nelson: For the record, Rick Nelson. In making a pass through the list, I think we've checked everything off except Item 5, which is the FHWA DBE process review. And I'm sorry that I have nothing to report on the progress that that's -- that's been made in that so far. We'll add this dispute resolution process to the task list. Hopefully, I haven't missed anything...
- Savage: I think --
- Nelson: ...from the last meeting.
- Shapiro: Other than -- Jeff Shapiro, for the record. Rick, as far as DBEs go, we -- I believe the Deputy Director has got a meeting scheduled with industry on the 24<sup>th</sup>, and FHWA to try to work through some of that stuff. So there are -- there is -- are things going on...
- Savage: Progress.
- Shapiro: ...not behind the scenes. There's progress being made, but we've got a lot work to go.
- Savage: And also a comment, when I was reading through the meeting minutes, this one Agenda item that's on the task list was the contractor overpayment. And you had made mention, Jeff, that you were going to meet with Controller Wallin and Member Martin.
- Shapiro: Yes, sir.
- Savage: I don't know if you'd had a chance to do that on an individual basis or not.
- Shapiro: We have not -- as an organization, Chairman Savage, we have not been able to schedule a meeting yet, but I know the director's office is working on that diligently.
- Savage: Okay.
- Shapiro: I would -- I would like to report, as long as we're on that subject, some of the bigger overpayments that we were talking about, one was for \$150,000 on a -- on a contract up here in District 2. I was personally handed that check and I turned it over to the accounting division, so they've cleared the bill on that deal. And I know the Save ROW's (ph) Parkway Project down

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south, Aggregate Industries, I believe as of last week accounting had that check. That was about \$600,000. So their amounts due have been cleared.

So everybody has been, you know, it's still an embarrassing situation to be in, I think, from an owner, but everybody has been taking care of that and we have been clearing the books and closing these jobs out.

Savage: Absolutely. It's very transparent. I know it's a tough pill to swallow, but we're moving on so that's good.

Wallin: That's good.

Nelson: We'll take care of that.

Savage: Let's move to Agenda Item No. 8, briefing on the status of projects.

Nelson: For the record, Rick Nelson. This has been a standing item on the Agenda ever since the Construction Working Group started, and that was to have a briefing on the status of open projects. What we've done this month and will continue to do for every CWG hereafter is to include a briefing from John Terry, who's our assistant director for engineering on the internal resourcing, the five-year plan of upcoming projects.

And just as a matter of introduction, I think what this will do for the Construction Working Group is to provide an update or a snapshot, if you will, of all of the projects that we have in the system from those that are on the development side through bidding, through a delivery with respect to construction. So you'll be able to see the full (unintelligible) of the road projects, the highway projects that we -- that we have on the books that we're contemplating.

So in order to get started with number -- or letter A, John, if you want to go ahead and talk about the five-year plan and...

Terry: Well, John Terry, Assistant Director for Engineering. I guess to start, the five-year plan is kind of what we summarized in the memo. It's not to replace the planning process. It's not to override. We have our internal project scheduling and management system that tracks all our projects that we go on. It's more to summarize, in one page, what we think we need to get ready to go out for the various fiscal years, almost entirely to spend our federal obligation. And that's why a couple of caveats is it is over allocated. It's intentionally over allocated, because things happen to projects late, and

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we've got to have enough to go out because the last thing we want to have happen is federal dollars aren't obligated.

Now, we have a separate process where we sort of count down every single federal category and make sure that we're going to spend in the various federal categories. That's another kind of complicated process. The five-year plan was originally done because simply relying on the STIP, as you've seen in various meetings, it takes time to modify the STIP. We have to go to the local agencies and they have to get approval, and then it has to wait and has to get on our agenda and it has to get on our Board and it has to get done.

And to simply use the STIP as a planning document for the jobs that we need to get out this year on these dates just wasn't -- it wasn't accurate and it was too complicated. And so that -- this list is simply to try to track what we're going to put out in these various fiscal years in a very simplified format so they'd be working on the right things. It has other benefits, too, I think. Construction knows what's coming out. They can assign their residents to these projects. They have to understand that it's over allocated; that some of them won't make the cut and will end up not going out.

Another problem we had was we were designing too many projects. Projects don't sit on the shelf very well, you know. In other words, you finish them right up to done and then you don't have the money to put them out, and then they sit and you think, well, a year later you'll put them out. Well, that's not that simple. You usually have to spend a significant amount of man hours and time getting them back ready to go out. Specs change. The pavement conditions deteriorate, et cetera.

So while we're over allocating, we don't want to over allocate too much. And so that's kind of the game we play. And by having it all on one spreadsheet, it's a little bit easier to do that.

I'd like to add one more thing, and that is Director Malfabon has really asked us to more specifically break out some of these -- I'll call them relatively new categories. And they are have some money allocated to ADA, because we've talked quite a bit. We're concerned about being sued by the Department of Justice; that we're behind on our ADA; that we have to do certain measures. Allocate some money to storm water so that we show a clear commitment to storm water, not just on the projects that we're already doing that we have to incorporate storm water measures within

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those, but have a separate pot of money that's shown and allocated that we're going to commit to storm water to sort of make that commitment to the EPA and others that we're doing that.

We have found that this process can't do that in '14. '14 is too committed. But '15 and beyond. And I'm mostly talking about federal fiscal years here. In other words, starting in October 1<sup>st</sup>. So '15 and beyond to start allocating to those various groups. Again, probably over allocating and then we have to make some tough decisions on what to cut. And by those -- the other one that I throw in there is our bridge program in that it used to be our bridge program had a separate breakout, but when Map 21 came in they no longer have separate dedicated federal funds towards bridge. Bridge is now part of our two biggest funding categories in each EP and STP statewide. So we have made a commitment to continue improving bridges in the future, but we have to do it on our own. It isn't a separate dedicated federal source.

So those are the kind of things we're trying to break out as we move forward, and this list that's in front of you will expand a little bit to show more specific breakouts within those categories. And that's why I say even though it's a five-year plan, it's kind of a three-year plan because really years four and five aren't as filled in as we'd like them to be.

So with that, if I could answer any questions. This is available to everybody. It's on -- it's on our internal website. It is not on our external website, although we do share it with like DRTCs and other agencies. So it's not, you know, that formal document like our stip documents.

Savage: Mm-hmm.

Terry: With that, if I could kind of answer any questions. Oh, one of the other (unintelligible) is traffic operations. Again, traffic operations has sort of been out there. We funded the (unintelligible) system with sort of leftover CMAC funds in the past. We trying to show some dedicated money towards it. That's another one of those categories that Director said to (unintelligible). And safety is a little bit different. Safety gets a specific amount of federal money every year that must be spent on safety. And so that we track sort of separately, because it's its own category. I know it's kind of complicated, but we try to make it a one-page -- and you can see we're struggling to keep it on one page anymore. We've go to 11 x 17 front and back, and I think we're going to have trouble beyond this.

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So with that, if I can answer any questions about how we use it or...

Savage: You might want to talk about consultants, because that's what has driven this (unintelligible).

Terry: Oh yeah, it helps (unintelligible) consultants as well. In other words, we use this and we look at our workload. We use our PSAMs as well to help make some of the decisions of what jobs to consult out. We haven't done much consulting out lately. We do have some ideas. We (unintelligible) of jobs. We're probably going to send out to RFP, because in order to deliver our program we, you know, we've never really designed everything all ourselves. So some of this will consult out. Frankly, we're a little bit behind on consulting out because our project management division is down (unintelligible) personnel right now.

Savage: John, I'd like to start off just by saying, you know, commend yourself and your staff and I know this is quite a task here. And I just think it's a real important tool that the Department can rely on day in and day out. And I just want to thank you sincerely for the effort and the time. And it's a road map that you guys can use and all be on the same page from different department to different department to different department. And I think that's vitally important to have this source available to different internal departments within NDOT, to ensure that everybody knows what the left hand and the right hand are doing.

So I really compliment the time and effort that everyone's put into this five-year plan and I know it's moving, but I think you guys -- I know myself, I have the confidence in the NDOT team and they continue to do a great job. And this even makes it more streamlined and more focused. So I appreciate it, John.

Terry: Maybe just to show an example, I mean we talked today at the Transportation Board meeting what happens at Boulder City Bypass, which has \$40 million and it's really more than that because we cancelled the other contract and federal funds moves into fiscal year '15. And then you can see we take that \$40 million and we switch it to '15 and we bring up these other projects which we've already brought up in order to say we would move those projects up and they're on this list in the next year, when we pull them forward in order to get them ready. And so it does help us do that (unintelligible) the interchange.

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- Kaiser: Isn't the \$40 million right to below Boulder City?
- Terry: Yeah, there it is. We already pulled it up, you can see. In other words, we want our staff to get it ready regardless. So -- but you see -- oh, there it is. Boulder City's \$50 million. We pull up a \$40 million. And, again, this is only the federal allocation portion of those. And then we feel we have to pull up one more, so we pull up one of the 3R jobs. That's a backup project if Boulder City slips, is the note off to the right.
- Savage: Mm-hmm.
- Terry: So that's the kind of thing we're trying to do. It's over allocated, but these are what we're telling our staff they have to have ready just in case.
- Wallin: That's good.
- Savage: Controller or Member Martin, any comments?
- Martin: None from here.
- Terry: Thanks.
- Savage: Okay. We'll move to Agenda Item No. 8-B.
- Shapiro: Okay. Chairman Savage, Jeff Shapiro, Chief Construction Engineer, for the record. The memo and the attachments going to the memo basically tell the story of where we are on construction projects. So we're tracking closeout on 49 projects. As of for the calendar year 2014, we've processed contractor pavements roughly in a little bit excess of \$9.6 million. We've got 19 projects so far that we're tracking that might exceed the construction budgets in our performance -- or our performance measurement-type analysis, which is the program (unintelligible) agreement estimate.
- On some of the significant projects, I just want to make a note. The (unintelligible), Item No. 6 on the significant issues -- or project with significant issues. That US 50 Cave Rock project, that's probably -- that's my bad. I shouldn't include -- we talked about that extensively last meeting, so I just -- I should -- it shouldn't even really be on here. So there's nothing new there.
- But what we are trying to do is be a little bit more descriptive on some of these issues here. For example, the 3409, the US 95 widening. You know,

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we're currently reviewing a \$4.7 million request for equitable compensation for some highway electrical work. And then in regards to...

Martin: Excuse me, Jeff.

Shapiro: Yes, sir.

Martin: That \$4.7 is on top of what, a \$2.3 you've already settled with Capriati on?

Shapiro: That is correct, sir.

Martin: So it's a total of \$7 million? In that -- in those two...

Shapiro: It's a total of \$7 million. Member Martin, one of the things we're trying to weed out on this -- on this request for equitable compensation is some of this is the prime contractor's responsibility. A late payment on change order work that this particular subcontractor did. So we're trying to weed that out. All the subcontractor knows, and maybe this comes up more in closed session, that they haven't been paid. So not all of it's our responsibility, but the total amount that their asking for is \$4.7 million.

Martin: Yes, sir. And that's -- and I understand that it's still muddy and it's still being -- and it's still being worked on, Jeff. Okay. Where I was going at that, let's just take the \$4.7 at face value and let's say it becomes \$2.7, but we already paid out \$2.3. That's still \$5 million. The DRT seems a little cheap at that point in time, doesn't it?

Shapiro: Correct, Member Martin. Yeah.

Martin: Okay. Thank you.

Shapiro: So as far as attachments 8-C goes, we've only closed out one contract this calendar year, so the details are on that. And we have an open construction status, which is 8-D, I believe. In the description -- in the spreadsheet over on the right-hand side, the description there we're trying to be a little bit more descriptive on what issues are out there. You know, some of these have already occurred (unintelligible), you know, we're just closing out the contracts so we still have them listed there. But there's some other utility delays in the 3500 series contracts that are -- we're trying to, you know, be more -- like I said, be more descriptive. Part of it is so we -- if we need to talk about change orders or adjusting change orders or adjusting amounts that's going to be issued or that we're considering that we're a little bit more

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transparent with the Construction Working Group, so that you all have a better understanding of where we're going with this stuff.

But other than that, if there's any questions (unintelligible).

Savage: Well, I'd like to start off again, Jeff. I just want to -- again, another addition as far as a nice summary up front (unintelligible) look. I think that helps everybody. That's the first time I've seen that, so that I think is Page 1 of 2 there.

Shapiro: Mm-hmm.

Savage: That's very beneficial. And so we'll continue to do that, because it's a quick picture. Then one question I saw on Attachment D, on your Page 1 of 3, I was noticing on the descriptions. Again, the format is great. The dollars are there. These are easy to read. Everybody's accountable. I noticed that these utility delays -- it's the first time I've noticed them, and maybe they continue to be there. But these utility delays on different projects, for example, this 3471 SR 28 roundabout and this 3516 US 395 and this other one near Dunphy, Contract 3525. How do we get utilities moving and held accountable so it won't delay one of our projects?

Nelson: John's had an easy day so far.

Wallin: It's his turn.

Savage: Is that a bad...

Terry: We could -- John Terry, Assistant Director for Engineering. Boy, if we could solve that one. It is -- especially some of the utilities here we struggle with. I believe one of the things we're doing is trying to keep up, whether you want to call them SUE, underground utilities or potholing. It's trying to do more potholing earlier. It's one of the advantages of trying to plan our projects a little bit further in advance and get our design further along, as sometimes these utilities that we run into we don't identify early enough to get the relocations done, because -- and I can tell you certain ones that are quite slow. But we have some utilities that are pretty slow to get going. If you're not way ahead of the game, you're not going to get them relocated in advance.

We try not to have too much or any, if possible, concurrent utility work going on in our contracts, but it's difficult not to. So now I'm talking about,

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okay, we've potholed. We know where the utilities are. Even when we know where they are, we try not to put them in our contracts. In other words, work by others in the middle of our construction, you know, we tear up the road and wait for the gas company to come in and do the gas line and then come back. But sometimes we have to. We try our best not to. But utilities are a very difficult problem. And you're right, they're a significant percentage of our changes on our -- on our contracts. And I don't think we're alone, especially the agencies down in Southern Nevada all struggle with the utility issue.

Savage: So is there -- is there a collaboration group between the different agencies that can meet quarterly, kind of like the construction liaison?

Terry: There is a utilities group that meets. How often do they meet?

Shapiro: They meet all the time. Chairman Savage, Jeff Shapiro for the record. A lot of this has to do with the prior rights issue and (unintelligible) there first and who's paying the bill to relocate. It also depends on the utility. Some utilities like the water lines, Las Vegas Valley Water Authority or Southern Nevada Water Authority. If we move the lines for them, we can do that work. Our contractors can do that work. They're easier to get out of the way than the other ones, like the gas companies or the power companies that don't want us touching their stuff. They want their contractors moving it. And then, of course, it's who's paying the bill. And we always seem to run into the problems where the utilities are footing the bill. And some of these utilities aren't very big, and that's a big expense for them.

So it's planning. It's a lot of moving parts there, but I know they get together. Your Right of Way Division, John, does get together with these guys, but it can be tough sometimes.

Savage: Should we invite them to the meeting?

Shapiro: Well, I know some states Mr. Terry (unintelligible) to this, some...

Savage: (Unintelligible) to resolve it and expedite it, to -- I don't know.

Shapiro: Some -- a lot states have this problem, especially with the prior rights and if they're paying the bill. I know FHWA has looked into paying the -- participating in funding regardless of who owns it. That was part of everyday accounts we talked to a long -- talked about a long time ago. I know some states have literally enacted legislation, where if you're not out

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of the way you're on the hook for the delays. So it is it -- it is -- but we don't have any such legislation or laws in our state, and I don't know if we want to go there or not. But it's not -- this is not something that just happens in Nevada. It happens everywhere.

Dyson: Right. Member Savage, Thor Dyson, District Engineer. You know, it's pretty obvious (unintelligible) utilities in the roadways, because where are the utilities going to be placed? They're going to be placed in the path of least resistance. It's much easier to use the NDOT right-of-way than it is to go through private residences or multiple residences. So that's a fact of life. When construction design projects, they're going to deal with utilities.

Some utility companies are on their game, like we stated earlier. Other utility companies are playing a different game. And a lot of times, I've seen it on some recent jobs, where the contractor is being delayed and through no fault of their own. The contractor is being delayed because the utility relocate hasn't been performed. NDOT -- I mean like Jeff Shapiro stated, if we can move it and we've got the contractor on line and it's all lined out up front, that's very smooth. The resident engineer out in the district can move that utility with the contractor and it goes well.

If that's not the case and the contractor -- or the utility company is going to move that utility, there are times where we've had to do a change order to pay the contractor and they were rightfully owed that money to move the utility, because the utility company caused delays.

Savage: So I probably know the answer, but I'm going to ask the question, Mr. Dyson. Were you reimbursed by the utility company for that change order?

Dyson: I'm not sure I'm qualified to -- or should say I don't know 100 percent. But I do know that the Department has paid the contractor for delays. Has the utility company paid the Department delays? I would say in some cases, yes. I know in some cases, no.

Savage: And that's the thing, you know, it's a lot of conversation, a lot of discussion. It's not going to be fixed today.

Dyson: I think long-term...

Savage: I didn't realize...

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- Dyson: ...Member Savage...
- Savage: ...I didn't realize (unintelligible).
- Dyson: ...long-term if there is such legislation to...
- Savage: Make them accountable.
- Dyson: ...Shapiro was -- Jeff Shapiro was stating, I think that would certainly save the taxpayers a lot of money and a lot of grief to the people out on the road; contractors, NDOT personnel, utility personnel.
- Savage: Mm-hmm. Okay. Well, I didn't realize that was such a hot issue.
- Nelson: No, we've had some...
- Unidentified Male: It can be.
- Nelson: ...you can tell we've had some internal discussion.
- Savage: Yes.
- Wallin: Let me ask this question; who would make that decision if we're going to make the utility company pay or not?
- Terry: John Terry again. Well, our right-of-way section does the right-of-way research in cooperation with utilities. In other words, we make them prove that they have prior rights. We use the term prior rights. So if they were there before we built the road, if we want to widen the road we've got to pay to move their utility versus if our road was there and they came through and got a permit from us, all our permits are -- not all, but most of our permits are revocable encroachment permits that we can say you've got to move, because we want to improve our facility and you're in our road.
- That sounds easy, but sometimes there's a lot of research goes into who has prior rights. And if we go firing off with a new alignment outside of our existing right-of-way, it might be we had prior rights for where we are, but we don't out there, it get complicated. But our right-of-way section works extensively and researches, you know, with the utility who pays. The trouble is once we say who pays, getting them to pay and getting them to relocate, getting them under agreement, getting them to relocate, getting the work done is a pretty difficult process, you know, and time consuming. And that's why they don't want to relocate their things twice, for instance. They

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want us to have our design far enough along so that they know if they relocate it...

Savage: Mm-hmm.

Terry: ...they'll relocate it where we'll miss it. But if we wait until we're 90 percent done with our plans for them to relocate it and then it takes them six months to do it that would hold up our -- so there's a lot of issues. But in terms of who pays, we have a pretty thorough process of determining whose responsibility it is. Getting payment, agreeing on payment, it's like we'll put in our contracts a breakout, a separate area for the utilities and we'll make them pay the actual cost. If we physically put the utility in our contract, but then sometimes we struggle with them to get the pay -- the actual cost that that utility relocation costs, because they'll argue with us about it.

There's a myriad of examples of what's happened with utilities over the years. And, again, these were utilities that were known. The even worse case is when we run into a utility that we didn't know was there in the middle of a job. That is very difficult and why we want to get more upfront information. And that's why we want to do potholes. You would think pipes would go straight from one manhole to the next manhole. They don't. And that's why we have to do potholes to find out where they are. So it's very -- it's not only costly, it's time consuming and it does -- very much does delay projects.

Dyson: And Member Savage and Wallin, it's also the timeliness, you know. Some utility companies, they're on their game and no problem. They move it. And others are not.

Savage: So I guess my suggestion would be for those others that are not, we would invite them to these meetings to discuss on an open item to how we can collaborate to make everybody's life a little bit better. Just throw it out there...

Wallin: Mm-hmm.

Savage: ...if it's worth it.

Dyson: It can't hurt.

Savage: It can't hurt.

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Shapiro: No. No.

Savage: That's my point.

Wallin: Yeah.

Savage: Okay. Either discussion or comments on Agenda Item No. 8?

Nelson: One thing I'd like to add, another new feature that we've added at the end of Attachment D is a two-year running tally of the total biweekly contractor payments. You know, last year we had some discussion about monthly payments versus biweekly payments and there was a lot of discussion about our cash flow and that sort of thing. And so to sort of keep tabs on how that's playing out in the future, we've put these biweekly contractor payments just in a graphical form across the bottom. You can see the ramp-up through the course of the summer, when the -- when the biweekly payment are high, and then sort of the lull in the winter when they're low.

So this just sort of gives a snapshot of what the payments to our contractors look like. We'll demark this by CWG meeting, and you noticed in -- Mr. Shapiro was making is introductory report, he talked about how much money had gone out to the contractors since the -- since the first of the year. So that'll be sort of a regular feature so you can sort of get a flavor for what the construction program looks like monetarily.

I know we report on the total amount, the total bid amount and what's been paid to the contractors in total. But this sort of gives a snapshot of what today looks like.

Savage: Yeah, it's great because to me it was like 95 percent has been paid out and the 5 percent yet is to be paid out. So you can -- it's a great snapshot for us and I compliment you both for bringing this up. Any other questions or comments on Agenda Item No. 8? If not, we'll go to Agenda Item No. 9. Any public comment?

Martin: Nobody's here.

Savage: Okay. So moving on to Agenda Item No. 10. I would then entertain a motion to go to closed session.

Nelson: Mr. Savage, for the sake of time, not too terribly much has happened since the last CW meeting with respect to litigation. If it's the Board's pleasure,

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we can go into a closed session, but I look to our counsel. Do you think it's necessary to provide a briefing at this time?

Gezelin: No, there really isn't. There hasn't been much change at all since the last report. There's been some, but not really enough (unintelligible) time.

Savage: Okay. Well, that'll be -- that's good for now and then maybe we can approach it at the next CWG meeting. So there's no reason to entertain a motion to go to closed session. So I'll entertain a motion for adjournment.

Wallin: I move to adjourn.

Martin: Second.

Savage: Second. All in favor. Aye.

Martin: Aye.

Savage: The meeting is adjourned. Thank you everyone. We appreciate your input.

Martin: Thanks, Chairman Savage. Good job.

Savage: Thank you, Frank Martin.

Wallin: You're doing this next month -- or next time, Frank, since Len won't be here.



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## MEMORANDUM

June 02, 2014

**TO:** Department of Transportation Board of Directors  
Construction Working Group

**FROM:** Rudy Malfabon, Director

**SUBJECT:** June 2, 2014 Transportation Board of Directors Meeting  
Item # 5: Discussion of the use of Osterberg Load Cells in Drilled  
Shaft Design – *Discussion only*

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### **Summary:**

When the Department of Transportation (NDOT) designs a new bridge, the method we use is called Load and Resistance Factor Design (LRFD). This methodology was adopted by NDOT in 2010 and is used to design the entire bridge, superstructure (bridge deck) and substructure (columns, foundations). This design methodology has significantly affected the substructure size by making them much larger than when they were designed using the previous method (Load Factor Design). The LRFD design does allow a reduction in foundation size if the soil's strength is known or the resistance values of a soil are determined by using a load cell or top-down static load test. This item will discuss the load cell method.

### **Background:**

Nevada uses 2 methods to support our bridge structures, drilled shafts/driven piles and spread footings. The type of foundation is determined by the type of soil supporting the bridge. A solid bedrock or competent soil structure will allow for a spread footing and a clay type soil structure will require either drilled shafts or driven piles. As is mentioned above, drilled shafts have become much larger due to LRFD design and to reduce the size of the shafts on the US95/215 interchange project, we are drilling 2 sacrificial shafts and placing load cells in them to characterize the strength of the soils in this area. The cost for these two shafts is about \$600,000 but will save an estimated \$1,500,000 in drilling and material costs by reduction in shaft size, so they are definitely worth the expense.

Shafts develop their strength using two force mechanisms, skin friction and end bearing or compression and the Osterberg Load Cell (OCL) measures both of these stresses. The OCL functions when a bi-directional load displaces the completed shaft using a hydraulic jack cast within the drilled shaft. Strain gauges are then attached to the reinforcing steel cage, which then measure the skin friction stresses along the length of the shaft. The compression at the bottom of the shaft is also being measured to account for end bearing stress. NDOT has not used this method before because there is typically not enough time to drill sacrificial shafts, place the load cells and complete the analysis.

**Analysis:**

When drilling deep foundations, Osterberg Load Cells are a cost saving measure that NDOT will continue to explore when soil conditions allow.

**List of Attachments:**

None

**Recommendation for Board Action:**

Informational item only.

**Prepared by:**

Reid Kaiser, Chief Materials Engineer



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## MEMORANDUM

June 02, 2014

**TO:** Department of Transportation Board of Directors  
Construction Working Group

**FROM:** Rudy Malfabon, Director

**SUBJECT:** June 2, 2014 Transportation Board of Directors Meeting  
Item # 6: Discussion of High Performance Concrete - *Discussion Only*

---

### **Summary:**

The Nevada Department of Transportation (NDOT) began using High Performance Concrete (HPC) in all of our bridge decks in the early 2000's. HPC is defined as a concrete meeting special combinations of performance and uniformity requirements that cannot always be achieved routinely using conventional constituents and normal mixing, placing and curing practices. The biggest change NDOT experienced by switching to HPC is we added density specifications to our concrete which required concrete suppliers to add pozzonlonic material to the concrete which on a microstructure level makes for better load transfer from the cement paste to the aggregates, which in turn created more durable bridge decks.

### **Background:**

Concrete experts across the United States are always looking for ways to improve concrete durability in highway bridge decks. And, during the early 1990's, the Federal Highway Administration through the Strategic Highway Research Program (SHRP) had workshops nationwide on HPC and taught the its benefits, which are; 1) increase durability in freeze-thaw climates, 2) chloride permeability, 3) reduce shrinkage, 4) higher strength, 5) increase workability and 6) reduced permeability. These are all great concrete properties, but what the experts did not consider is a denser concrete with less permeability would be susceptible to more cracking if a contractors batching and placement operations weren't perfect.

With that being said, I have spoken to some national concrete experts regarding HPC and they said cracking is a national problem that many states were dealing with. They said we could lessen the amount of cracking in our decks simply by modifying some of our concrete mixes by reducing the amount of concrete paste and increasing the amount of aggregate (or optimizing aggregate gradation) and increasing the permeability requirements.

### **Analysis:**

In order to get NDOT's concrete specification reviewed, The Materials Division will use \$25,000.00 of our Operating Budget to send out a request for quotes from 3 firms to review our concrete specifications.

**List of Attachments:**

None

**Recommendation for Board Action:**

Informational item only.

**Prepared by:**

Reid Kaiser, Chief Materials Engineer



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## MEMORANDUM

May 22, 2014

**TO:** Department of Transportation Board of Directors,  
Construction Working Group  
**FROM:** Rudy Malfabon, P.E., Director  
**SUBJECT:** June 2, 2014 Construction Working Group Meeting  
Item # 7.A. Update on eDocumentation – Informational Item Only.

---

### **Summary:**

The purpose of this item is to provide the Construction Working Group with an update of the implementation of AASHTO's FieldManager® electronic documentation system on NDOT construction contracts.

### **Background:**

NDOT enters into approximately 30 conventional design-bid-build unit bid price highway construction contracts a year. These contracts are administered, inspected and documented by a combination of NDOT staff and consultants to ensure the terms and conditions of the contract are met. Contracts are administered and documented in accordance with the Construction Division's Construction Manual and Documentation Manual, both of which are approved by the Federal Highway Administration for use on federal-aid projects. The Documentation Manual details the procedures to be used on the determination and documentation of construction pay quantities. The current documentation system is a paper based and labor intensive.

The goal of implementing an electronic documentation system is to increase efficiency in construction contract administration, reduce labor and material costs, reduce errors, provide more real time reporting capabilities, increase transparency and expedite project closeouts. When seeking approval to proceed, the Construction Division estimated an electronic system would save over \$900,000.000 annually in contract setup, pay estimate processing and project closeout costs. In February 2013, after a competitive selection process involving proposals and interviews, NDOT entered into agreement with AASHTO's installer InfoTech to implement FieldManager®. Field Manager® will replace the handwritten orange field books currently used to document construction pay quantities. It will also be used to generate Resident Daily Dairies, Inspector Daily Reports, track working days and develop contract change orders. This system was originally developed by the Michigan Department of Transportation (DOT) and is used by other State DOT's including Wisconsin, Iowa and Maine.

Implementation of Field Manager® began on March 1, 2013 with a budget of \$422,800.00. The project is currently 85% complete with \$255,461.35 paid to date (as of April 30, 2014). The majority of the internal headquarters testing involving NDOT Construction, Accounting and Information Services Divisions and The Nevada State Controller's Office is complete. The remaining work involves finalizing procedure manuals, website and helpdesk, training field staff and field testing on 4 smaller pilot construction projects. NDOT began field testing on actual construction projects May 5, 2014. The system is scheduled to go live by the fall 2014 when field testing is completed. Implementation ends when InfoTech's contract expires on December 31, 2014. NDOT staff will continue to administer all conventional construction contracts with Field Manager® after that date.

**Analysis:**

Not applicable to the subject matter at this time. Informational item only.

**List of Attachments:**

Attachment A: 2014 Resident Engineer Conference Presentation

Attachment B: 2014 Resident Engineer Conference Handout

Attachment C: Monthly Status Report – April 2014

**Recommendation for Board Action:**

Informational item only.

**Prepared by:**

Jeff Shapiro, Chief Construction Engineer



## Electronic Documentation

**Nevada Department of Transportation**  
2014 R.E. Meeting, Las Vegas  
Jeff Shapiro, P.E.  
& Megan Sizleove, P.E.



## Overview

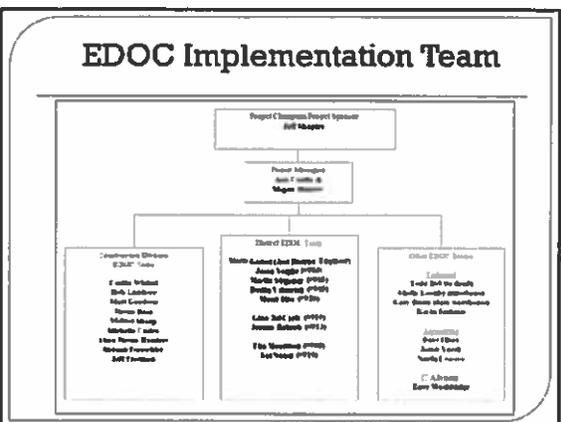
- History
- Primary Benefits
- EDOC Implementation Team
- AASHTOWare Project FieldManager® Software
- FieldManager® Workflow Process
- FieldBook® Application
- FieldManager® Application
- Next Steps!
- Questions???

## History

- **Fall 2010** - Received approval from IS Steering Committee (budget approval)
- **Summer 2012** - Solicited vendors through Request for Proposal process
  - Four technology firms responded
- **February 2013** - NDOT signed agreement with InfoTech to configure, integrate and implement selected software system.
  - InfoTech is a prime contractor for AASHTO's suite of construction management software

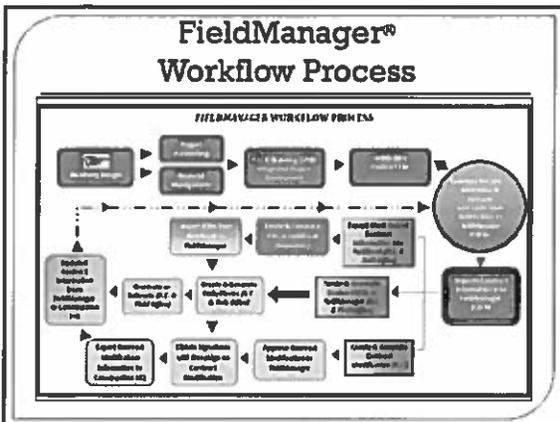
## Primary Benefits

- Increased efficiency – cost savings
- Reduction of errors
- Multi-level real time reporting
- Consistency
- Reduction of claims
- Expedited project close-out
- Improved inter-department and contractor relations

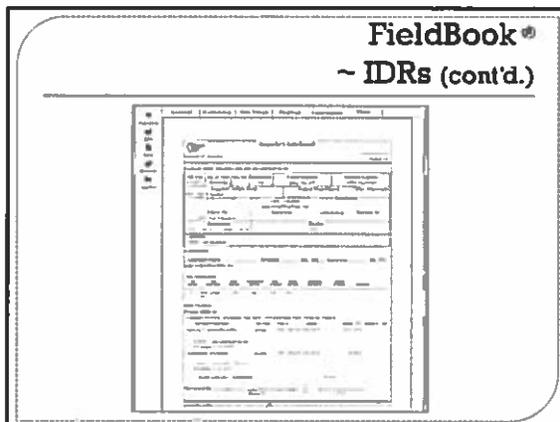
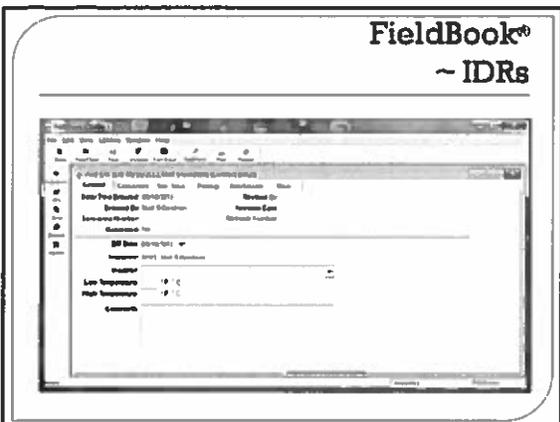


## AASHTOWare Project FieldManager® Software

- Commercial-Off-The-Shelf product (minimal customization)
- Used in +48 transportation agencies in U.S. and Canada
- NDOT purchased four different applications:
  - FieldBuilder® – Contract setup (HQ Construction)
  - FieldManager® – Contract Administration Application (Resident Engineers/Office Persons and HQ Construction)
  - FieldBook® – Document daily activities (inspectors)
  - FieldManager® Contractor Read-Only - real time tracking for contractors



- ### FieldBook® Application
- ⊙ Field inspectors create Inspector Daily Reports (IDRs) to document activities pertaining to the contract.
  - ⊙ Users enter working day charge and make all item postings, which is bases for time charge and payment.
  - ⊙ Users CANNOT create daily diaries, contract modifications, stockpiles, or estimates.
  - ⊙ IDRs will be exported to FieldManager



- ### FieldManager® Application
- ⊙ **Contract Administration Application:**
    - Enter installed item quantities
    - Inspector Daily reports (IDR's) – FieldBook®
    - Daily Diaries
    - Pay Estimates
    - Track Stockpiles
    - Contract Modifications (Change Orders)
    - Inquiries

- ### FieldManager® ~Daily Diaries
- R.E.s record:**
- ⊙ Daily activities & conversations
  - ⊙ Information entered from IDRs (inspectors)
  - ⊙ Actual working days (1 diary = 1 working day)
  - ⊙ Attachments (photo, .pdf, etc.)
  - ⊙ Creates a Daily Diary Report
  - ⊙ View/Print option

**FieldManager®**  
~ Daily Diaries (cont'd.)

**FieldManager®**  
~ Daily Diaries (cont'd.)

This tab displays status of working/ calendar days, the times list, and time charge area. R.I. can add information (re: delays, to schedule and pertinent comments, as well as adding Working Days. You can bring in Site Data or Delete Diary Time Record.

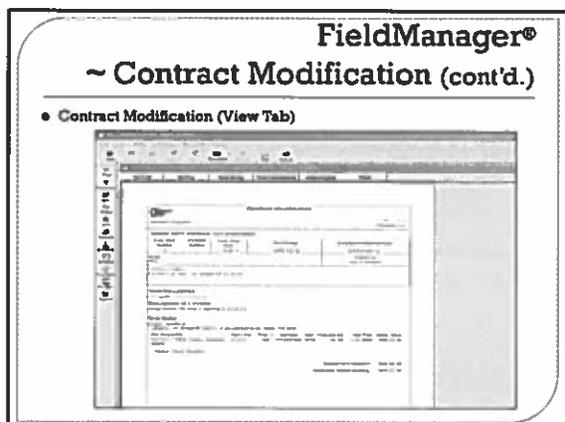
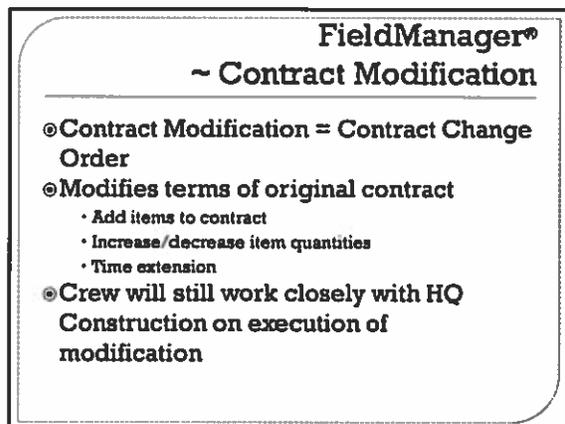
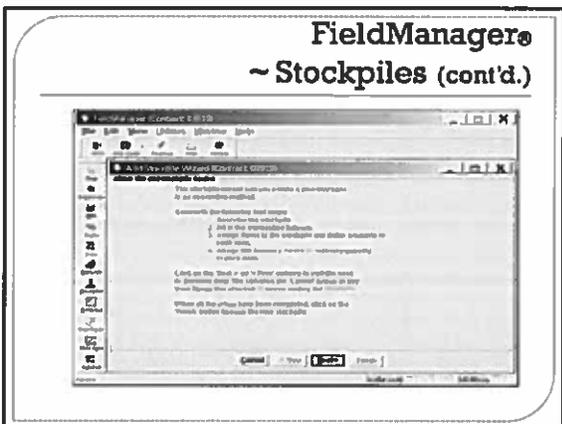
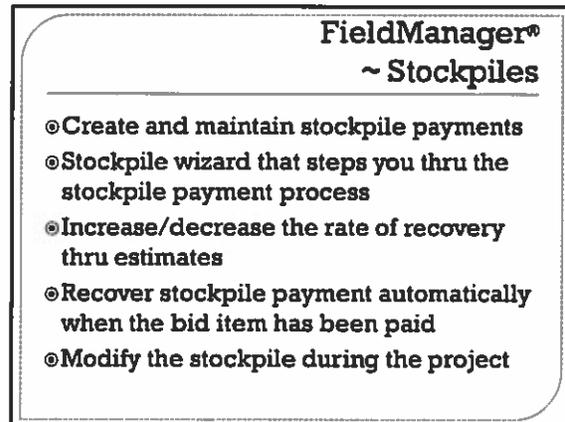
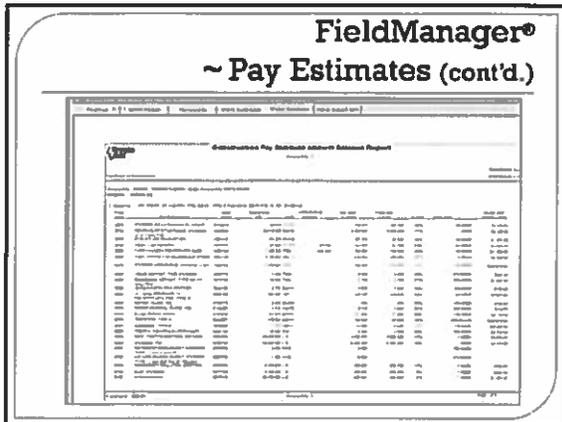
**FieldManager®**  
~ Daily Diaries (cont'd.)

**FieldManager®**  
~ Pay Estimates

- FieldManager® software calculates item usage by reviewing all item postings (from IDRs) that have not been paid, but have been entered and generated.
- Based NDOT's overrun rule, FieldManager® software calculates the maximum allowable amount that can be paid for each item.
- Once an estimate is generated by field office, HQ Construction Administration will review retainage, liquidated damages and adjustments to the contractor payment.

**FieldManager®**  
~ Pay Estimates (cont'd.)

**FieldManager®**  
~ Pay Estimates (cont'd.)



### FieldManager® ~ Inquiries

- ◎ Inquiry and report functions that help keep track of, and report on, contract progress.
- ◎ Examples -
  - Contract Modification Summary
  - Item History to Date
  - Item Status
  - Items over Authorized Quantity at the Contract Level
  - Material History to Date

### FieldManager® ~ Inquiries (cont'd.)



The screenshot shows a software window titled 'Field Inquiries'. It contains a list of various reports and filters, such as 'Material History to Date', 'Contract Modification Summary', and 'Item Status'. The interface includes a search bar and several icons for navigation.

### Next Steps!

- ◎ Reviewing and updating current processes
- ◎ Completion of Manuals
  - FieldBuilder
  - FieldManager Administrative User's Guide
  - FieldManager User's Guide
  - FieldBook User's Guide
- ◎ Training Crews Statewide
- ◎ Helpdesk in Construction Division
- ◎ Implementation! - targeting June 2014

### Questions???

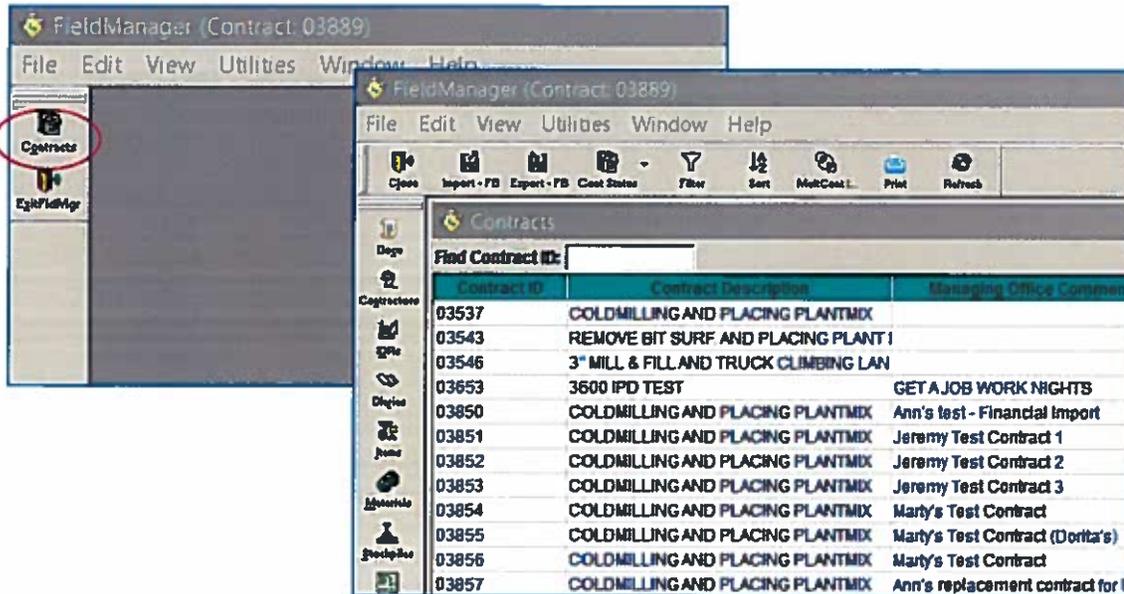


The illustration features a stick figure thinking, a yellow thinking face emoji with question marks, and another stick figure scratching their head. Below these is the contact information for Megan Sizelove.

Call Megan Sizelove  
775.888.7625

## FieldManager for R.E. Meeting 2014

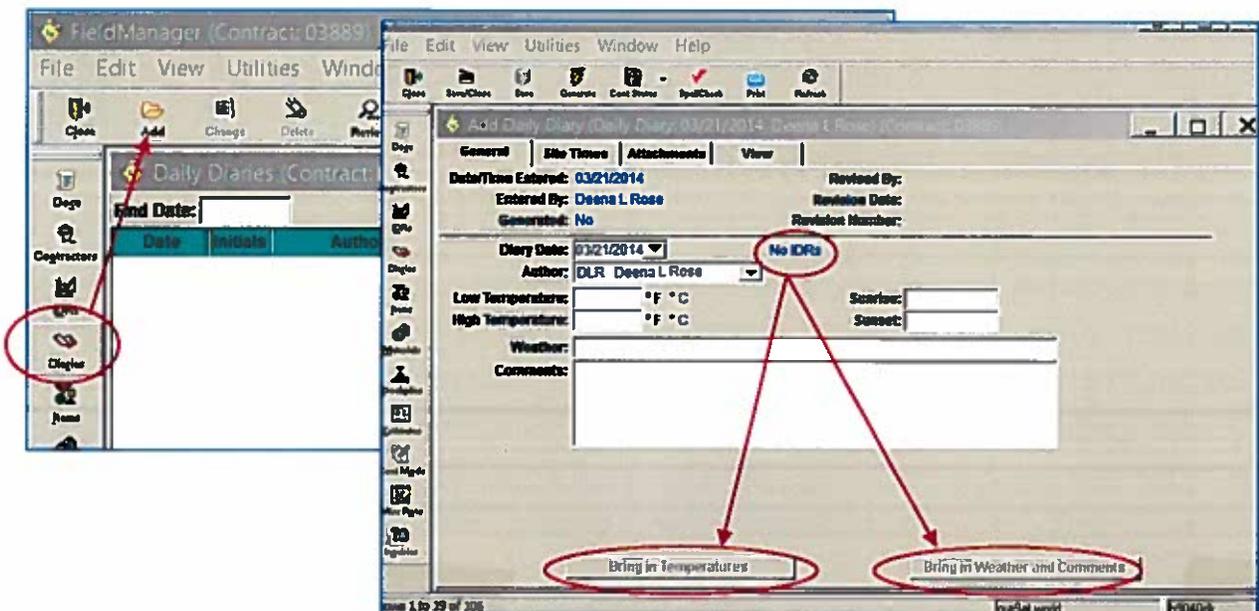
FM will improve efficiency for NDOT at all levels. It can handle all areas of tracking a project, generating contractor payments, and providing summaries and reports. The Read-Only function will keep the contractor updated in real time reporting. FM functions will be accessed once you click on the **Contracts** icon at the left side of screen from the contract list. These include, to name a few: **Diaries, Stockpiles, Estimates, and Inquiries.**



After selecting your daily contract, you can choose any icons on the Application Toolbar on the left side of the window, to access each function. For example:

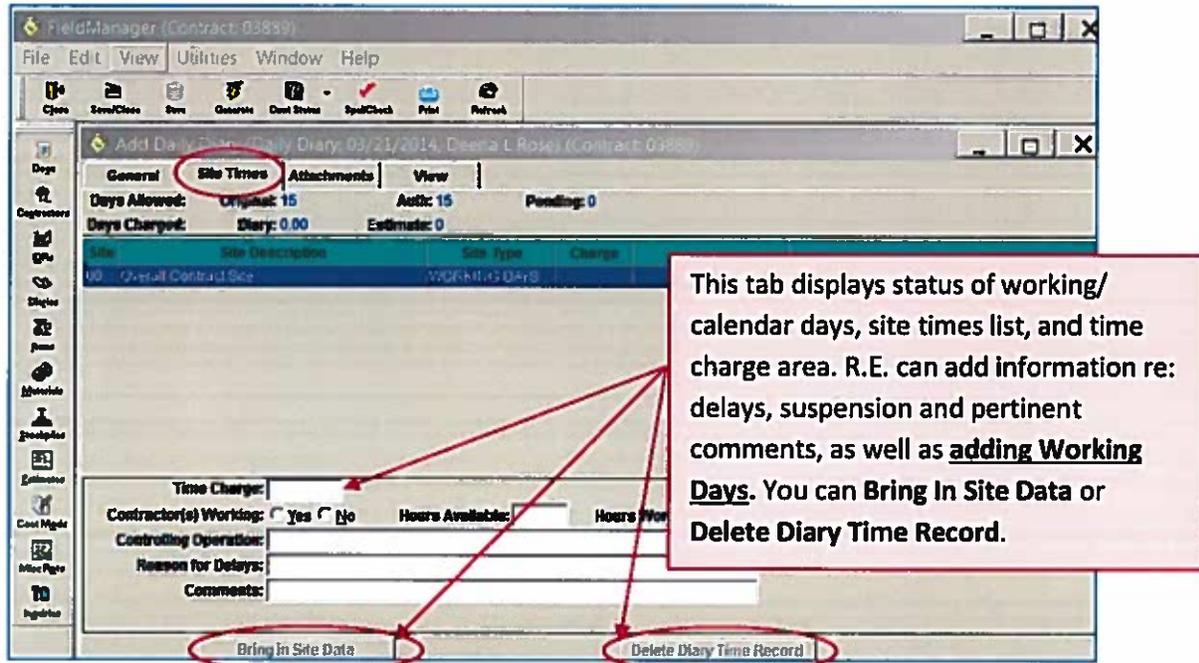
- **Diaries:**

Daily Diaries will track actual working days. 1 Diary = 1 Working Day. Resident Engineers will be responsible for submitting a diary, daily. To enter a Daily Diary, click on **Diaries**, which is the fourth icon down, then click on **Add** from the Window Toolbar.

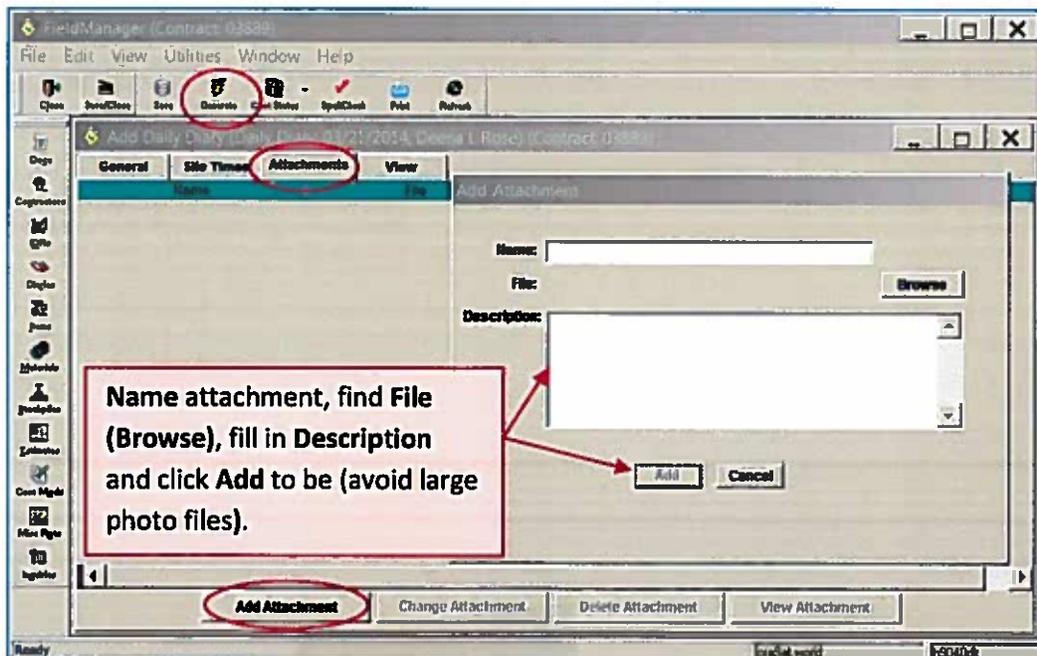


This opens at the General Tab for the Daily Diary. This example shows that no Inspector Daily Reports (IDRs) are associated with the contract as yet, so the buttons at the bottom of the screen are not enabled (gray). If there has been another report entered by an Inspector, Office Person, or the Assistant R.E., then the **Bring in Temperature & Bring in Weather and Comments** buttons will show as enabled and the Resident Engineer can click on these to populate those particular fields. Enter values in the following fields : **Diary Date, Author, Temperature, Weather, Comments**. The other tabs in the Daily Diary which need to have information entered are:

**SITE TIMES:**



**ATTACHMENTS:**



You can generate the Daily Diary now or click on the **View Tab** and check it over first to see if it has everything you needed on it; you can even **Spell Check** it, before saving and generating. Double-clicking on any comment box opens it up for easier viewing.

After viewing your Daily Diary, you can also Print, and/ or create a personal file on your computer, if you choose. This view shows everything that was added to Diary in an easy to read format. Can be signed. Don't forget to Generate them. If you modify a Diary you will have to re-generate it.

**VIEW TAB:**

**Daily Diary Report**

Department of Transportation 1/10/2014 10:17 AM  
FlatManager 5.0a

Contract: 03942, CON STRUCT NEW INTERCHANGE

Diary Date 1/10/2014	Day of Week Friday	Project Engineer	Resident Engineer YOUSUF
Author Tim G Mouritsen		Federal Project Number	Elec. Attachments None
Prime Contractor A&K EARTHMOVERS INC			
Entered By Tim G Mouritsen		Revised By DLR, Deena L. Rose	Revision Date 3/21/2014 12:29 PM
			Revision No. 3
Sunrise	Sunset	Temperatures Low: 38 °F High: 67 °F	Weather cloudy w/rain

**Comments**  
contractor seeding disturbed areas on it side shoulder

**Site Information**

Site Number	Site Description	Days Charged	Contractor(s) Working	Hours Available	Hours Worked	Controlling Operations	Reason for Delays	Comments
00	Overall Contract Site	1000	Yes	8.00	8.00			

**IDRs Dated 1/10/2014**

Inspector's Name	IDR Seq. No.	Comments
TGM Tim G Mouritsen	1	

**Postings By Inspector: Tim G Mouritsen**

Project: 63942C2C,  
Category: 05, LANDSCAPING

Item Description	Item Code	Prop. Ln	Location	Quantity	Units	Bids/Item ID	Remarks
SEEDING	2110150	1170	Sta 105+50 to Sta 398+50	75.000	ACRE		

Signature:

## NDOT TRNS•PORT FIELDMANAGER IMPLEMENTATION MONTHLY STATUS REPORT – APRIL 2014

<b>Project Name/Number:</b> InfoTech Project # 1629-001	<b>Prepared by:</b> Eric Erskine	<b>Reporting Date:</b> April 30, 2014
<b>Customer:</b> Nevada Department of Transportation (NDOT)	<b>Contact Name:</b> Ann Conlin, EDOC PM	<b>Project Type (S/M/L):</b> M
<b>Business Unit:</b> Trns•port Client Services	<b>Project Manager:</b> Eric Erskine	<b>NDOT Project Sponsor:</b> Jeffrey Shapiro

<b>Status for the Period of:</b> April - 2014
<b>Modules Involved:</b> Trns•port FieldManager
<b>Brief Project Scope:</b> Implement the Trns•port FieldManager software at Nevada DOT. This includes: All tasks related to the planning and the administration of the project; Initial installation of the FieldManager software in a test and production environment at NDOT; Design, build, and test interfaces and additional functionality; Completed software and documentation transitioned to operations to begin production; Inventory of system modification, Inventory of system interfaces, System integration testing; Training plan, generic training course materials, and onsite training class; <b>Project Start Date:</b> March 1, 2013 <b>NOTE:</b> The scope of this project does not include conversion design, specification, development and unit testing related to conversion.
<b>Original Project End / Projected Project End:</b> Original Project End Date: December 31, 2013 / Projected Project End: December 31, 2014

### OVERALL PROJECT STATUS

<b>Project Status: Yellow</b> <b>Percent Complete: 85.00%</b>	=> By mutual agreement the schedule had been extended. The Construction Admin division is planning on a Fall 2014 implementation. The extension will allow for preparation (and testing) of the procedures manuals, training materials and setup of the Field Manager Helpdesk.
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Green = Project variances are under control and project will meet objectives.  
Yellow = Project variances are under control but will lead to overrun in budget/scope/time.  
Red = Project in jeopardy or in need of immediate assistance.

<b>What Happened This Period:</b>
<u>General</u>
1) System Integration testing
a) NDOT continued unit, system, and Integration testing.
b) NDOT received and installed the warranty release of FieldManager (5.0b) in their test and production environment. This release includes items identified by NDOT as being critical to the go-live migration. The items (TMR's) delivered with this release are listed as follows:
o Contractor Payment Summary Report Sort Order (TMR 13771)
o Multiple contract load from FieldBuilder does not fully assign materials (TMR 13717)
o Stockpile Description dropdown list is not sorted properly (TMR 13904)
o Finance Export files contains Header records without detail lines (TMR 13907)
o Fields need to be updateable in the pass from FieldBuilder to FM (TMR 13908)

- c) NDOT has also received and installed an emergency patch to the FieldManager 5.0b release that fixes a rounding issue in the Contractor payment process. – installed 4/29/14
    - o TMR 13971: Incorrect Rounding of Payment Detail Line - When calculating the category-level payments for an estimate, FieldManager is not rounding correctly and may produce an incorrect detailed line amount in the financial export file.
  - d) NDOT has also received script for FieldBuilder subcontractor address export, but it has not been installed to date.
  - e) NDOT is testing Mobile Inspector as part of their complex contract acceptance testing.
- 2) System Operating Procedures
- a) The NDOT team has been working on the Operating Procedures documents and is planning to have DRAFT version of the documents complete by mid-May. Procedures will be used during Pilot Projects with Districts and feedback will be incorporated into final documents prior to going implementation.
- 3) Production Planning
- a) NDOT has created a complex contract for acceptance testing and testing is underway.
  - b) NDOT is going to run some pilot projects with field crews. This will start in May and be completed by September.
- 4) Action Items Completed this period
- a) Info Tech Items
    - o Status Report
  - b) NDOT Items
    - o Installed FieldManager warranty release (5.0b) in test environment.
    - o Installed FieldManager patch – TMR 13971
    - o Determine the material certification functionality workflow
    - o Determine the Contract Modification process and how draft, pending and approved status are set.
      - done in Contract Modification section of manual and step by step guidelines
    - o Consider the contractor read only contract and sharing of data with FM contractor users – NDOT is testing trail version

Notes and Alerts

In September of last year, Info Tech created a load script for subcontract and prime contract vendors. This script had code to ensure that the address indicator field was located in a particular fixed location to work correctly with the NDOT finance system. The unintended side effect of running that load script, resulted in an error in the interface between FieldBuilder and FieldManager. This error was not related to the Prime vendor and thus was not discovered until recently. Info Tech provided a document and scripts to fix the issue.

Action Items

- 5) Info Tech Items:
  - a) Submit monthly status report within 5 working days of the following month
  - b) Determine why the initial FieldBook installation on Windows 7 laptops in Nevada is running slowly, hanging, and occasionally abending.
- 6) NDOT Items:
  - a) Determine how NDOT wants contractors and consultants involved.
  - b) Confirm and communicate how EDOC will affect the RE's and crews in that more work will be required. Field Manager could eliminate the need for staff in Construction Administration to review pay estimates.
  - c) Determine the field to office workflow
  - d) Determine which forms will be discontinued like the lump sum and rent traffic control sheets
  - e) Consider requiring "hot spots" for future construction field crews so FB/FM performance will be optimum
  - f) Communicate what the Contract Award Amount means in FM since this is different from the legacy system, CMS
  - g) Test and confirm the Contract Closeout procedures
  - h) Test the following bug fixes included in the 5.0b warranty release
    - o Contractor Payment Summary Report Sort Order (TMR 13771)
    - o Multiple contract load from FieldBuilder does not fully assign materials (TMR 13717)
    - o Stockpile Description dropdown list is not sorted properly (TMR 13904)

- Finance Export files contains Header records without detail lines (TMR 13907)
- Fields need to be updateable in the pass from FieldBuilder to FM (TMR 13908)

**Budget and/or Schedule Comments:**

**Original Budget \$: 301,050.00 fixed price plus 121,750 additional Time and Material as needed = \$ 422,800.00**

**Current Budget \$: 422,800**

**Billed Through April 30, 2014\* \$: 255,461.35 (Includes 21,511.35 for T & M)**

\*Disclaimer: The Project Cost data shown above are estimates based on the most recent project expenditure data available. As such, they have not been subjected to the review or reconciliation procedures normally applied to our accounting and invoicing data. These estimates are provided for project monitoring purposes only. Because the estimates are approximate, invoices may reflect different amounts.

Project is within project budget. Figures below reflect fixed price deliverables.

**Selected Active Tasks (% complete) and comments:**

- Task 1 - Planning and Administration (100%)
- Task 2 - Test and Production Technical Environments (100%)
- Task 3 - Proof of Concept and Detailed Functional Requirements (100%)
- Task 4 - Detail System Design (100%)
- Task 5 - System Development and Configuration (100%)
- Task 6 - System Integration Testing (70%)
  - System integration testing is underway and ongoing
- Task 7 - Documentation (100%)
  - Received approval from NDOT for the maintenance upgrade procedures document provided by Info Tech. This was the final document to complete this task and an invoice is being generated.
- Task 8 - System Operating Procedures (60%)
  - NDOT is working on user guides specific to their business practice. These documents are schedule to be complete in mid-May
- Task 9 - Training (0%)
  - Training date has not yet been determined
- Task 10 - Acceptance Testing (NDOT responsibility) (30%)
- Task 12 - Production System Implementation (0%)
- Task 13 - Post Implementation Evaluation and Review (0%)

**Highlighted Project Risks and Constraints**

- None identified at this time

**Planned Activity for Next Period:**

- Continued integration testing and System documentation. Also, NDOT has decided to perform parallel testing on a single contract with each of the three Districts over the summer. The first contract is scheduled to start in late May.

**Upcoming Info Tech Travel/Visits**

- The planned training visit, scheduled for the week of March 10<sup>th</sup>, 2014, has been postponed. A new date will be established following a readiness meeting by the NDOT team on February 20. (Not determined as of April 30)

**Nelson, Richard J**

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**Subject:** ITEM 5: FHWA DBE Process Review  
**Start Date:** Monday, May 13, 2013  
**Due Date:** Monday, November 11, 2013

**Status:** In Progress  
**Percent Complete:** 75%

**Total Work:** 0 hours  
**Actual Work:** 0 hours

**Owner:** Nelson, Richard J

December 2, 2013 – Yvonne Schumann (Civil Rights Officer) reports that we have been negotiating final recommendations with FHWA and the Final Report should be completed soon.

During the May CWG meeting Yvonne mentioned the FHWA conducted a process review of the DBE Good Faith Effort. CWG would like to review the Process Review once it is finalized.

**NDOT/Industry Liaison Meeting  
10:00 a.m. Wednesday, April 2, 2013  
AGC Offices, 5400 Mill Street, Reno**

**AGENDA**

1. Self Introductions
2. Review of meeting minutes from the December 18, 2013 meeting
3. Updated NDOT Transportation Program/ Funding
  - a. Arkansas Letter to Congress
4. DBE Program
  - a. DBE Task Force Discussion
  - b. NDOT Meeting with other agencies – consistency in identifying and qualifying DBE
5. RTCNV/NDOT Meeting Recap
6. NDOT Construction Reports
  - a. CWG – follow-up report
  - b. Report on Partnering
  - c. Project Closeouts
7. Transportation Subcommittee Report
8. Outstanding Specification Issues
  - a. Grindings
  - b. PMA's (\$4.50 / wet-ton)
9. Dispute Resolution
  - a. Creation of Task Force for Partnering / Dispute Resolution Process per Silver Book
10. Open Discussion
11. Confirm Meeting Dates
  - a. 10:00 a.m., Tuesday, June 17, 2014 – AGC Office
12. Adjourn

John Terry, Co-Chair  
Kyle Larkin, Co-Chair  
Jeanette Belz  
Rich Buenting  
Scott Hiatt  
Bill Hoffman

Rudy Malfabon  
Marc Markwell  
John Madole  
Rick Nelson  
Lance Semenko  
Tracy Larkin-Thomason

Bill Wellman

**NDOT/Industry Liaison Meeting  
10:00 a.m. Wednesday, December 18, 2013  
AGC Offices, 5400 Mill Street, Reno**

**DRAFT MINUTES**

1. Meeting was called to order at 10:05 a.m., by Co-Chairs Lance Semenko and Tracy Larkin-Thomason. Those present introduced themselves, which included, Rudy Malfabon, Bill Hoffman, Jeanette Belz, Bill Wellman, Kyle Larkin, Rod Cooper, John Terry, Scott Hiatt, Rick Nelson, Tina Quiqley, Sean Stewart, Craig Madole and John Madole.
2. The minutes from the last meeting dated Wednesday, September 18, 2013 were reviewed and approved as presented.
3. Mr. Malfabon gave an update on current NDOT funding and projects.
  - a. He stated that gas tax revenue was up 3% from projections, largely due to the low fuel prices. He estimated that the highway fund could see an additional \$30 million due to the increase in fuel sales. NDOT can apply this additional revenue to emergency contracts and it may also be accessed by the Department of Public Safety and the Department of Motor Vehicles to address any emergency requirements. Mr. Malfabon stated that he felt DPS and DMV needs were addressed appropriately during the biennial budget and they would not need to access these funds.
  - b. Mr. Malfabon stated that the I-580 concrete replacement will occur during the 2014 work program and that the Carson I-580 work will be delayed until 2015. The work required in Golconda will also occur in 2014. The Boulder City bypass will advertise next month and work should be advertised for widening of US 95 to Durango. Studies are going to be performed to determine the need of additional projects including work north of I-15 in North Las Vegas. NDOT is looking into the potential to partner with RTC Clark County on some projects around the beltway.
  - c. The 2014 work program was approved by the NDOT Board.
  - d. The 2015 ADA program, landscaping and aesthetics, water quality, biking and pedestrian projects should see set asides. Money is available from federal funding categories that are not projected in the current work program.
4. Mr. Malfabon provided an update on Project Neon.
  - a. The Interim Finance Committee recently approved \$100 million in bonds needed to finish right of way procurement for phase 1 of Neon. Contracts will be needed for

- the IFC to move forward. The IFC also required that more details on the Public Private Partnership need to be provided for continued support.
- b. Consultants are going to come on board in January to assist with the right of way. Legal, Financial, Engineering and Right of Way consultants will all be required.
  - c. The draft Request for Proposals was released on December 17, 2013. The final RFP should be approved by the NDOT Board in March.
  - d. Final selection should occur by the end of 2014.
5. Ms. Larkin-Thomason provided an update on contract compliance and DBE concerns.
- a. The NDOT Disparity Report was approved by the NDOT Board at the December meeting. A DBE goal was set at 6.98%, pending the approval of the Federal Highway Administration.
  - b. A federal audit was recently completed on certified payroll. Some issues will need to be addressed upon completion of results from the audit. Contractors need to be cognizant of contacting and/or working with the Resident Engineer in the field with any issues so they may be addressed immediately and documented as being addressed.
  - c. Federal regulations defining “good faith effort” were provided to all attendees. 49 CFR 26.53 was discussed in length. Clarification was also offered on how participation meets the DBE goal. The appeals process for DBE certification was discussed. Substantial discussion occurred as to what constitutes “good faith” effort and how final determination is made. Ms. Larkin-Thomason mentioned that apprentice and training hours need to be discussed at the beginning of jobs if any shortfall is expected. The Unified Certification Board, consisting of 6 members (McCarran International Airport, Reno-Tahoe Airport, Washoe RTC, RTC of Southern Nevada, CAMPO and NDOT) was discussed. This panel votes to certify DBEs. Meetings will be held by NDOT with other agencies to try to ensure consistency in the certification process. An update will be provided by NDOT at the next meeting.
6. NDOT has proposed that the Las Vegas AGC start hosting a parallel Industry Liaison meeting in Southern Nevada. The meeting will incorporate both NDOT and RTC in order to assist in coordinating issues that arise with the large number of projects in the near future. The first meeting was tentatively scheduled for January of 2014. Granite Construction will represent Northern Nevada on the committee to try and ensure continuity. NDOT is also

hoping to create a larger AGC/NDOT committee in Southern Nevada, and encourage subcontractors, professionals, estimators and project managers to attend.

7. Mr. Nelson provided an update on NDOT Construction.
  - a. The Construction Working Group meeting in December was discussed. The NDOT staff recommended to the CWG to continue both twice a month payment frequency and to continue the process of having NDOT continue creating source documents for pay. The CWG approved both recommendations. These decisions will be announced in an upcoming Contractors Bulletin.
  - b. Change Order processes were also reviewed by the CWG and a new reporting mechanism was discussed. The CWG will continue to maintain oversight on change orders though project budgeting reporting.
  - c. Mr. Nelson also reported that contractor pay is now being tracked on the internet. Pay can be reviewed on the NDOT website by contract number. NDOT is no longer sending the hard copy information effective December 1, 2013.
  - d. Mr. Nelson reported that Jeff Freeman has been promoted. Replacements for the partnering position have been interviewed and industry participated in the selection process. The replacement for Mr. Freeman should begin work on January 13, 2014. The new hire should review the dispute resolution processes available to NDOT.
  - e. A request was made to create a Task Force for partnering between industry and NDOT. They would be charged with proposing better dispute resolution methods for inclusion into the Silver Book. Currently, the Silver Book calls for a Claims Review Board.
  - f. Mr. Nelson provided a brief update on project closeouts. Approximately 67 projects are currently being tracked. Twenty nine projects have been closed out as of November 30, 2013.
8. During open discussion, it was recommended that a task group be formed to consider DBE requirements and goals. New requirements that state funded projects have DBE or SBE requirements should be addressed and coordinated with other affected agencies.
  - a. It was also discussed that only \$4.50 a wet ton was allowed for asphalt aggregate in the Silver Book. The actual cost is approximately \$15 per wet ton and NDOT has not kept up with inflation in this area. The remote jobs that require stockpiling do not allow for proper compensation to the contractor. NDOT is going to review this issue and report back at the next meeting.

- b. NDOT stated that they are still reviewing the issue of charging contractors \$8 per ton for grindings and would report back next meeting on that issue.
9. Chairs for 2013 were selected. Kyle Larkin of Granite Construction will be the Co-Chair for industry and John Terry will be the Co-Chair for NDOT.
10. It was recommended that Tom Greco and Robert Nellis be removed from the permanent attendee list and be invited when the agenda requires their fields of expertise.
11. Meeting dates for 2014 were agreed upon. The next meeting will be held Wednesday, April 2, 2014 at 10:00 a.m. The other meetings for 2014 will be held on Tuesday, June 17; Tuesday, September 9; and Tuesday, December 9. All meetings will occur at 10 a.m. and will be hosted at the Nevada AGC office.
12. Items requiring further action:
  - a. Creation of Task Force for Partnering. Should review and recommend processes currently covered in Silver Book for Claims Review Board for dispute resolution.
  - b. Creation of a Task Force for assuring DBE goals established so that they are attained.
  - c. Pricing of asphalt aggregate (currently \$4.50 per wet ton).
  - d. NDOT charging contractors for grindings.
  - e. NDOT to meet with other agencies to assure consistency in identifying and qualifying DBE's.
13. There being no further business, the meeting was adjourned at 12:02 p.m.

Tracy Larkin-Thomason, Co-Chair  
Lance Semenko, Co-Chair  
Jeanette Belz  
Rich Buenting  
Rod Cooper  
Scott Hiatt  
Bill Hoffman

Craig Holt  
Rudy Malfabon  
John Madole  
Rick Nelson  
John Terry  
Bill Wellman

Also Present:  
Craig Madole  
Sean Stewart  
Tina Quigley

# ARKANSAS STATE HIGHWAY COMMISSION



JOHN ED REGENOLD  
CHAIRMAN  
ARMOREL

DICK TRAMMEL  
VICE CHAIRMAN  
ROGERS

THOMAS B. SCHUECK  
LITTLE ROCK

ROBERT S. MOORE, JR.  
ARKANSAS CITY

FRANK D. SCOTT, JR.  
LITTLE ROCK

SCOTT E. BENNETT, P.E.  
DIRECTOR OF  
HIGHWAYS AND TRANSPORTATION

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PHONE (501) 569-2000 • VOICE/TTY 711 • FAX (501) 569-2400

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March 14, 2013

The Honorable \_\_\_\_\_  
United States Representative  
United States Senator

**See Attached List**

Dear \_\_\_\_\_:

Reference is made to the current status of the Highway Trust Fund and the impact on projects scheduled to be let to contract in Arkansas.

As you are aware, the Congressional Budget Office has projected that the Highway Trust Fund will run short of funds as early as August of this year without Congressional action. Because of this uncertainty, the Department has begun evaluating our State cash balance forecast based on the scenario that Federal-aid reimbursements will be reduced in late Federal Fiscal Year (FFY) 2014 and in early FFY 2015. Please refer to the enclosed charts, prepared by the American Association of State Highway and Transportation Officials and the Federal Highway Administration, which illustrates this dilemma.

Based on our evaluation, if we execute all contracts that are scheduled for the April letting, it has been determined that the Department will not have adequate State funds to ensure full payments to contractors during this period of reduced reimbursements. Therefore, ten Federal-aid projects totaling over \$60 million will not be advertised. A list and location map of the projects being removed are enclosed.

For your information, prior to each scheduled letting and until Congress acts to correct the funding shortfall, we will re-evaluate our State cash balance forecast and determine which, if any, federally funded projects may be advertised for bids and let to contract. We will begin compiling a cumulative list to keep you informed on the projects being removed from the scheduled lettings because of the possible inability of the Highway Trust Fund to provide timely and full reimbursements to the states.

ARKANSAS STATE HIGHWAY COMMISSION  
Little Rock, Arkansas

The Honorable \_\_\_\_\_  
March 14, 2014

Page Two

We encourage you and Congress to address this impending revenue crisis and to consider all available options to stabilize and grow the Highway Trust Fund. It is very important that both a short-term and a long-term revenue solution for the Highway Trust Fund be found in order to continue adequate investment in the Nation's transportation system, which is the foundation of America's economic competitiveness and supports millions of jobs.

At the State level, we offer you our full support as you work with Congress to address this challenge. If there is anything the Department can provide that will help you in this effort or if you would like to discuss this issue in more detail, please let me know.

Sincerely,



Scott E. Bennett  
Director of Highways  
and Transportation

Enclosures

- c: Governor
- Arkansas General Assembly
- Highway Commission
- Deputy Director and Chief Engineer
- Assistant Chief Engineers
- Transportation Planning and Policy
- Programs and Contracts
- Fiscal Services
- Public Information
- American Association for State Highway and Transportation Officials
- American Road and Transportation Builders Association
- Associated General Contractors – Arkansas Chapter
- American Council of Engineering Companies – Arkansas Chapter
- American Concrete Pavement Association – Arkansas Chapter
- Arkansas State Chamber of Commerce
- Arkansas Asphalt Pavement Association
- Arkansas Municipal League
- Association of Arkansas Counties

# ARKANSAS CONGRESSIONAL DELEGATION

## SENATOR MARK PRYOR (D)

SD-255 Dirksen S.O.B. 20510-0405  
**Phone: 202-224-2353; Fax: 202-228-0908**  
<http://pryor.senate.gov/>  
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 ▶ Andy York, Chief of Staff  
 ▶ Kelvin Stroud, Legal Asst. for Transp.  
 Kelvin\_Stroud@pryor.senate.gov

## SENATOR JOHN BOOZMAN (R)

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 ▶ Kathee Facchiano – Legislative Director  
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## REP. RICK CRAWFORD (R) (District 1)

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 Jacob.Melcher@mail.house.gov

## REP. TIM GRIFFIN (R) (District 2)

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 ▶ Holli Heiles, Transportation  
 Holli.Heiles@mail.house.gov

## REP. STEVE WOMACK (R) (District 3)

1119 Longworth H.O.B. 20515-0403  
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## REP. TOM COTTON (D) (District 4)

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<http://cotton.house.gov/>  
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 ▶ Doug Coutts, Chief of Staff  
 Doug.Coutts@mail.house.gov

## STATE OF ARKANSAS

Washington Office  
 Position Vacant, Transportation

## STATE CONTACTS

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 ▶ Lesley Nelms, District Director

Hall of States  
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 Washington, D C 20001

## COMMITTEES

▶ Appropriations  
 ▶ Commerce, Science & Transportation  
 ▶ Homeland Security & Governmental Affairs  
 ▶ Rules & Administration  
 ▶ Small Business  
 ▶ Ethics (Select)

▶ Agriculture  
 ▶ Appropriations  
 ▶ Envir. & Public Works  
 ▶ Veteran Affairs

▶ Transportation and Infrastructure  
 ▶ Agriculture

▶ Ways and Means

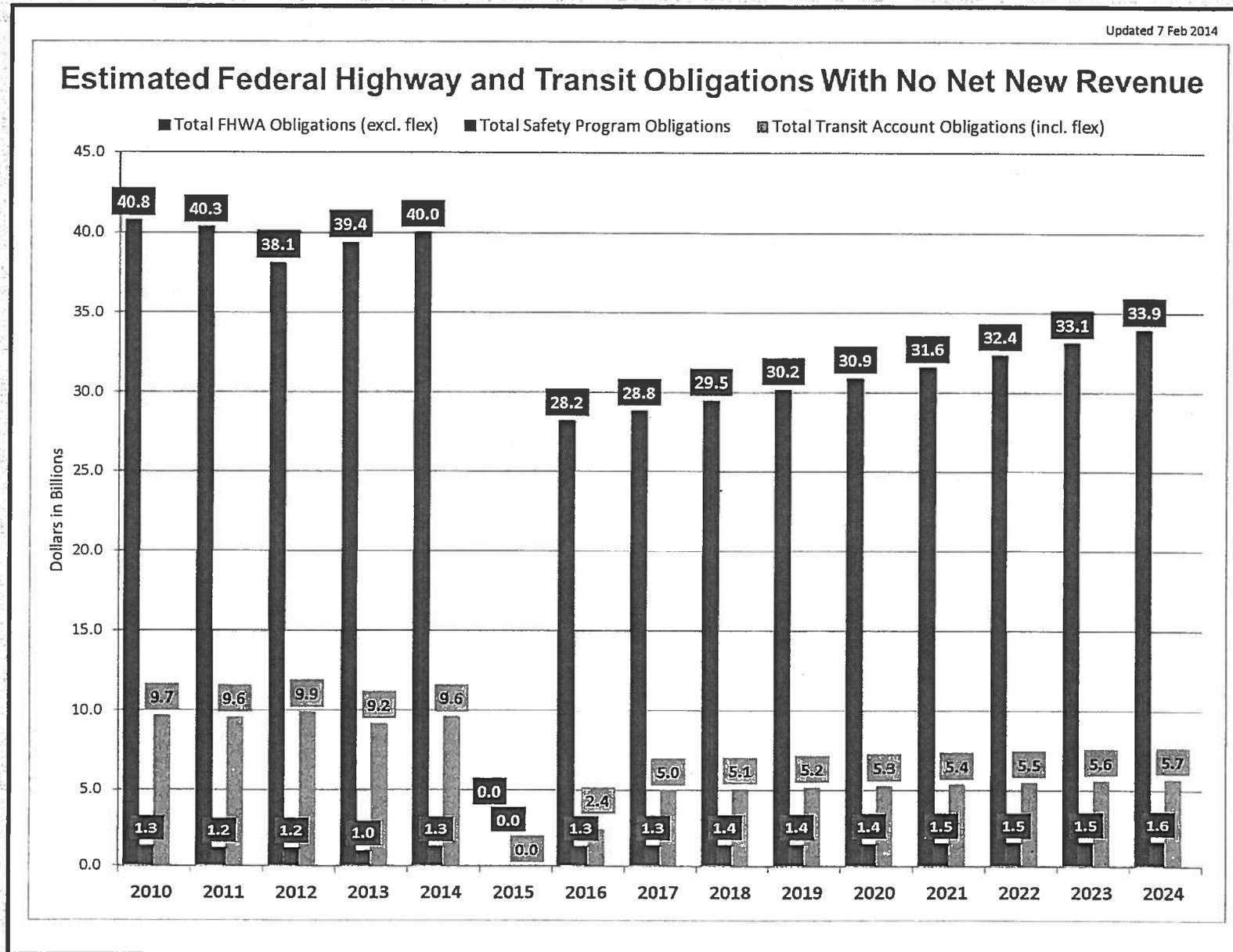
▶ Appropriations

▶ Financial Services  
 ▶ Foreign Affairs

**Phone: 202-220-1340**  
**Fax: 202-220-1344**

# Highway Trust Fund Fiscal Cliff Chart

Source American Association of State Highway and Transportation Officials

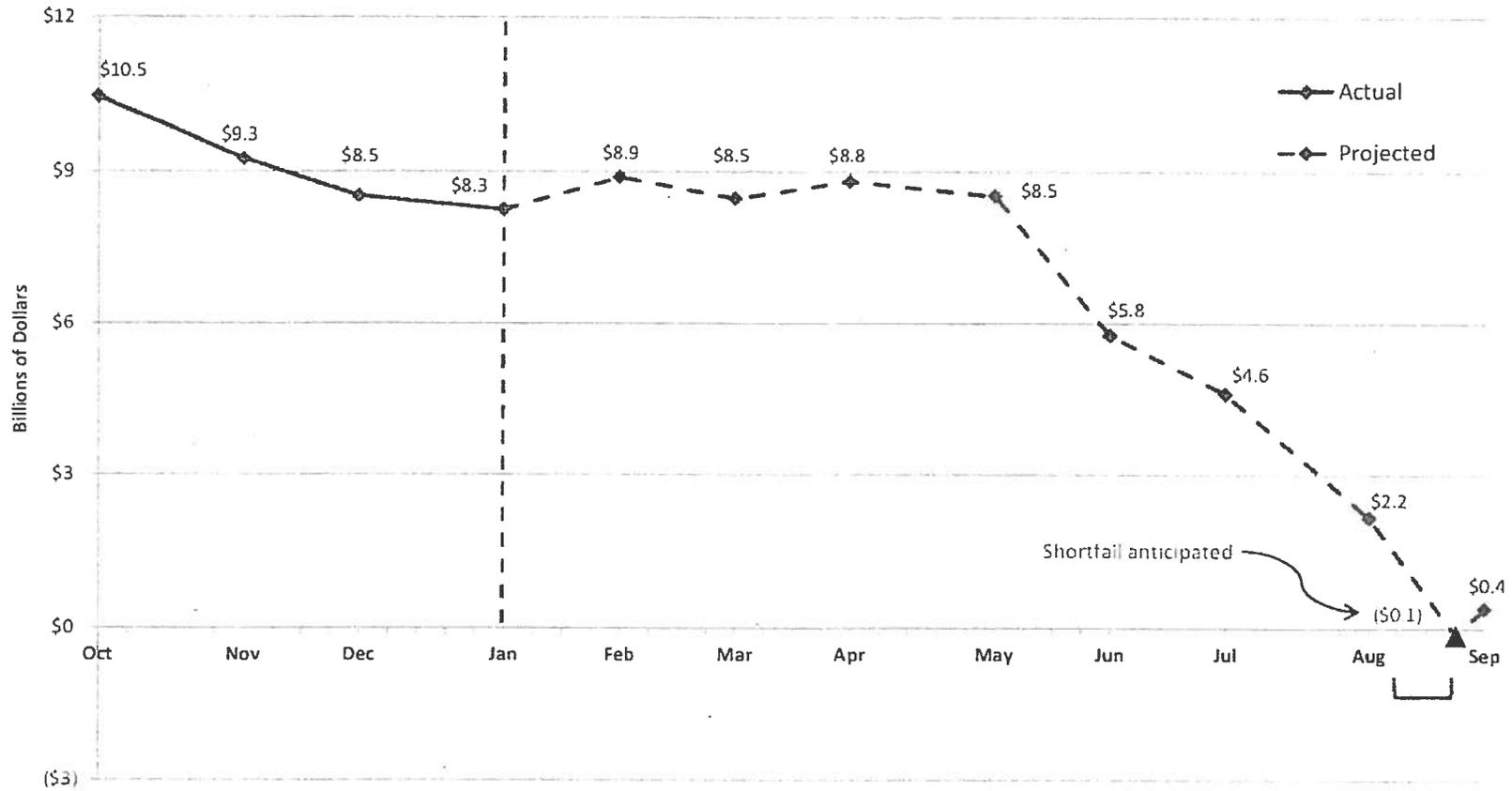


# Highway Trust Fund Fiscal Cliff Chart

Source U.S. Department of Transportation

FY 2014 Projected Estimates for End-of-Month Cash Balances (as of 1/31/2014) <sup>1/ 2/ 3/</sup>

Highway Account of the Highway Trust Fund (Includes FHWA, FMCSA & NHTSA)



1/ Graph reflects actual data through 1/31/14 and end-of-month projections for the remainder of the fiscal year.

2/ Total receipt and outlay projections are based on FY 2014 Mid-Session Review assumptions. Projected monthly receipt and outlay rates are based on historic averages.

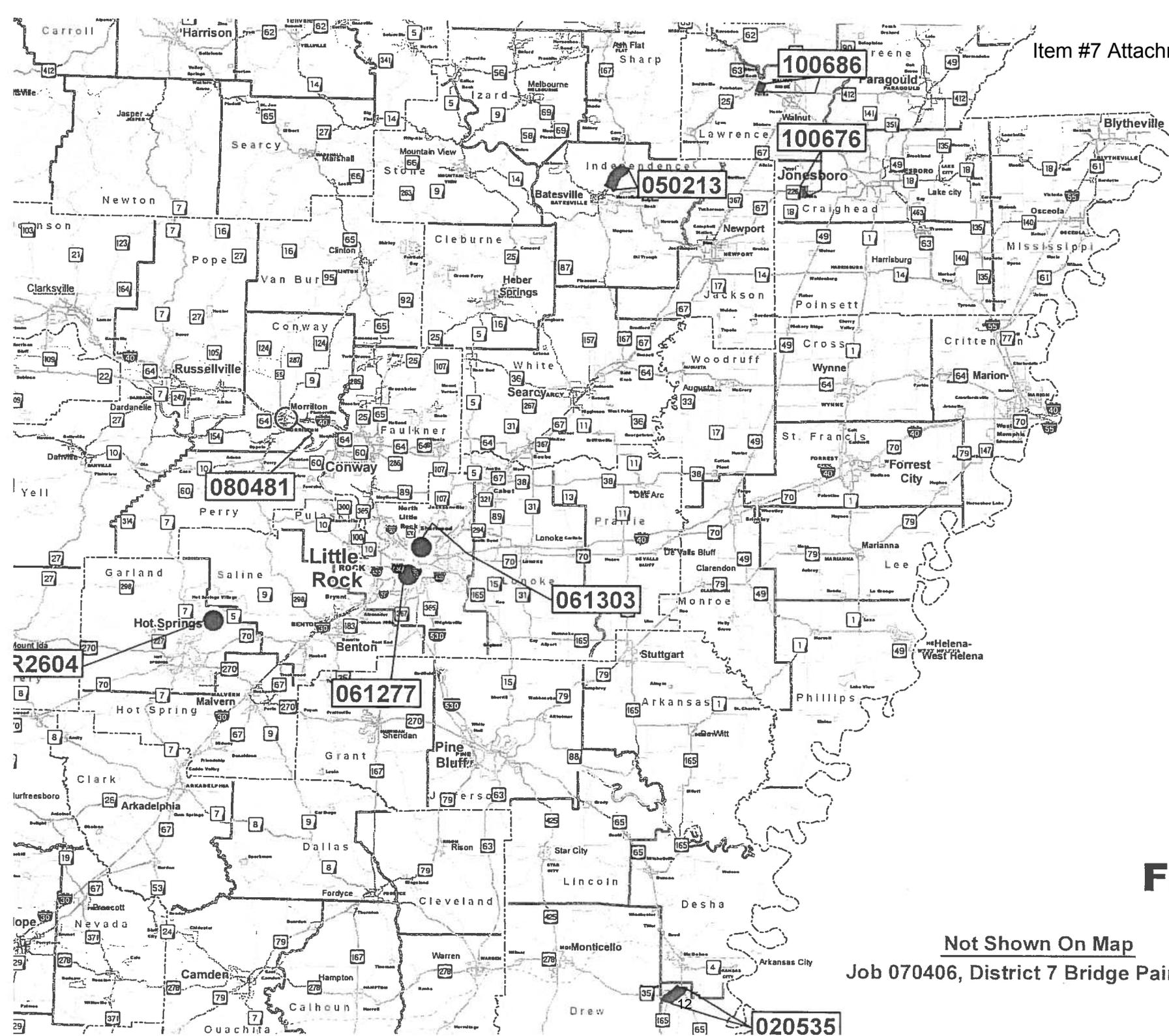
3/ Range of anticipated shortfall: Green brackets denote the estimated window of when the anticipated shortfall will occur.

Source: FHWA

## PROJECTS REMOVED FROM THE APRIL 16, 2014 LETTING

JOB NO.	D I S T	COUNTY	FUNDING	JOB NAME	ROUTE	A P H N	ESTIMATE
020535	2	Chicot	STP	Hwy. 208-Hwy. 65 (Rehab.) (Sel. Secs.) (S)	165	Y	
040493	4	Franklin	STP-City	Hillbilly Lane-Hwy. 23 (Ozark) (S)	---	-	
050213	5	Independence	NHS	Hwy. 394-CR 80 (Antioch Road) (S)	167	Y	
061277	6	Pulaski	STP	Union Pacific RR Str. & Apprs. (Roosevelt Rd.) (LR) (S)	70	Y	
061303	6	Pulaski	BR-City	Five Mile Creek Str. & Apprs. (Remount Rd.) (NLR) (S)	---	-	
070406	7	Various	STP	District Seven Bridge Painting (S)	Various	Y	
080481	8	Conway	STP-City	Hwy. 9/Hwy. 9B Signal Upgrade (Morrliton) (S)	9 & 9B	Y	
100676	10	Craighead	NHS & Earmark	Cash Bypass (Bs. & Surf.) (S)	226	Y	
100686	10	Lawrence	STP	Black Rock-Portia (S)	63	Y	
BR2604	6	Garland	Br. Repl.	Lockett Creek Str. & Apprs. (S)	CR 79	-	

<b>ESTIMATED COST OF 6 STATE JOBS</b>	
<b>ESTIMATED COST OF 3 CITY JOBS</b>	
<b>ESTIMATED COST OF 1 COUNTY JOB</b>	
<b>ESTIMATED COST OF 10 TOTAL JOBS</b>	<b>\$62,234,000</b>

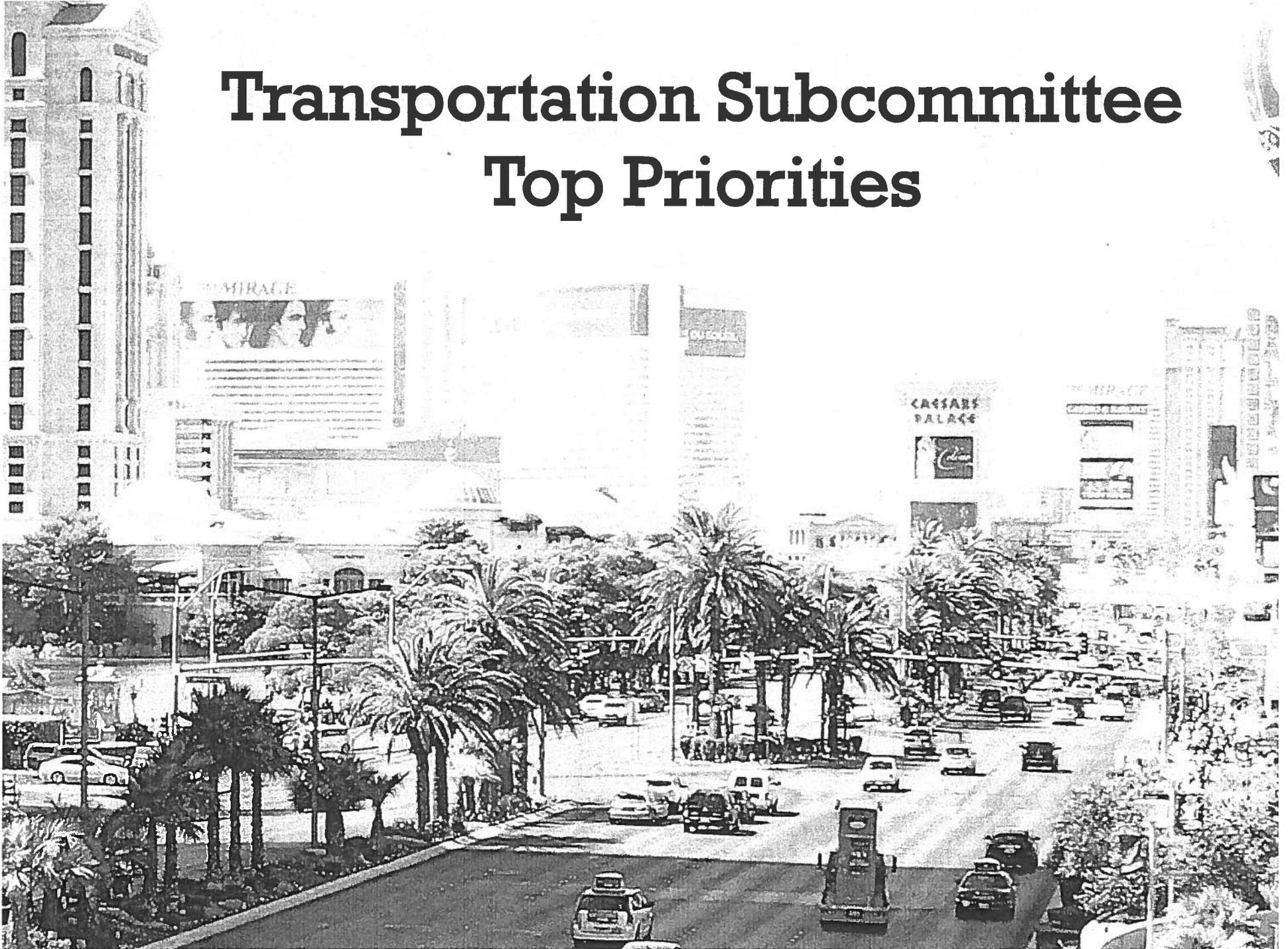


# Project From the

Not Shown On Map  
Job 070406, District 7 Bridge Painting (S)

020535

# Transportation Subcommittee Top Priorities



# #1 Transportation Priority: Amendment to AB 413

## AB 413 CURRENTLY READS:

AB 413 allows for taxes on motor vehicle fuels to be indexed in Clark County to reflect the rate of inflation.

At the general Election in November 2016, AB 413 requires:

- A County ballot question to be approved by the voters of Clark County asking whether they want to continue indexing taxes on fuels to reflect the rate of inflation.

AND

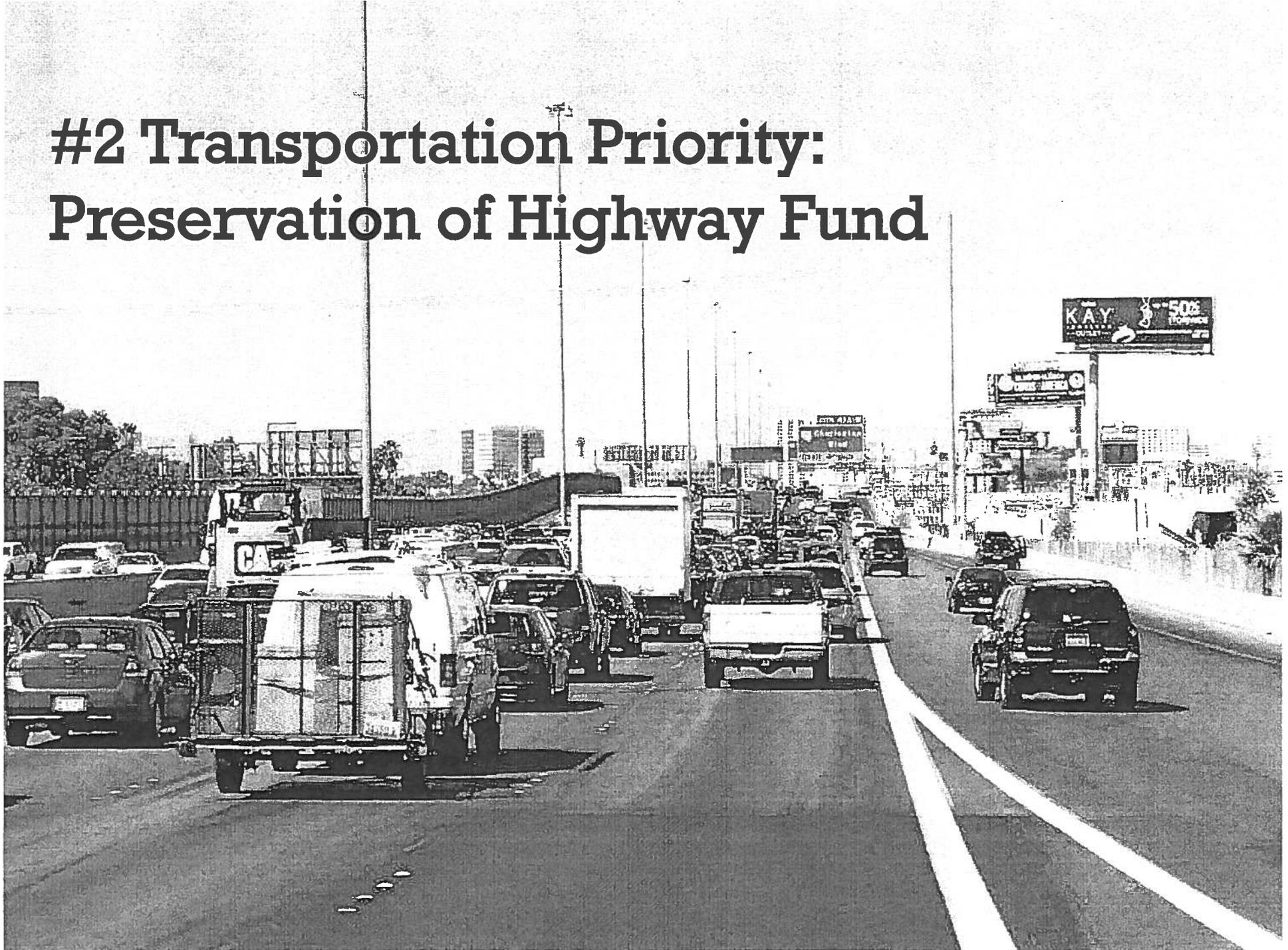
- A similar question is to be put on the ballot in every county in the State asking whether to allow indexing of State fuel taxes in all counties. (Washoe already indexes these taxes)
- There will be two ballot questions: Clark County Question and a Statewide Question

# Proposed Amendment to AB 413 2015 Session

In order to avoid the confusion caused by two ballot questions on fuel tax indexing, it is proposed the language of AB 413 be amended to allow for one ballot question to be placed on the ballot of each county.

- This amendment would allow each county to decide whether to allow fuel tax indexing after 2016.
- If approved by an individual county, the portion of the indexing collected on state fuel taxes would be transferred to the Nevada Department of Transportation and allocated to only those projects located in the county where the indexing revenues were collected; and subject to LCB approval will include an allocation mechanism for NDOT funding to ensure that it's being spent on projects specific to the county in which indexing revenues were collected .

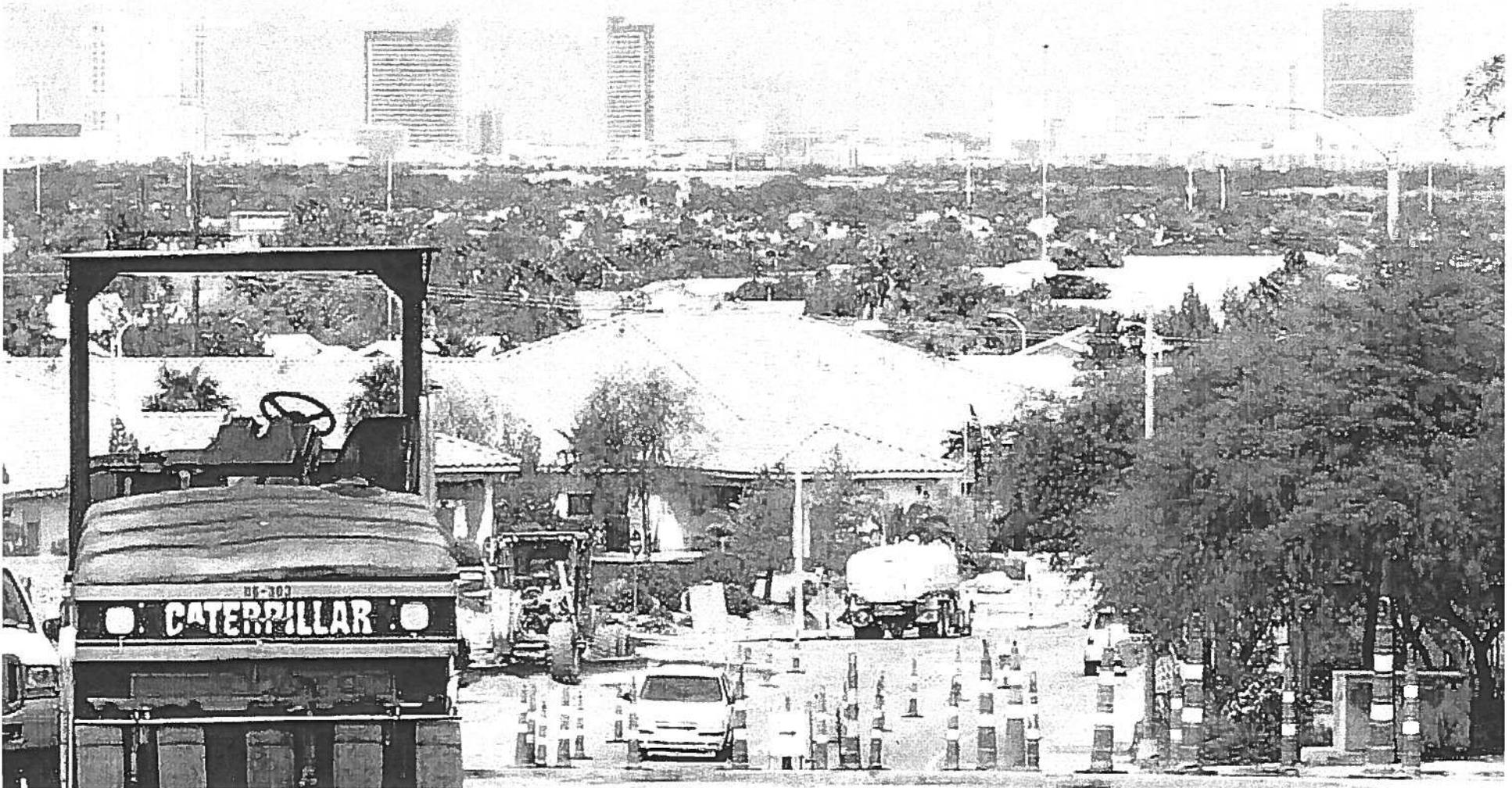
# #2 Transportation Priority: Preservation of Highway Fund



## #2 Transportation Priority: Preservation of Highway Fund

- State of Nevada has been allowed to use Highway Fund revenue for purposes other than addressing critical needs of the State's transportation routes.
- Over the past several years approximately \$250 M in designated funds were diverted from the highway fund and used for other purposes.
- Nevada's roads and highways are in disrepair and in need of maintenance and improvements.
- In order for the highway fund to remain solvent and fund future transportation needs, statutory language must be strengthened to ensure revenue is used for its intended purposes.
- Bill draft adds language ensuring highway funds are not diverted from the highway fund and are used to address the critical needs of state roads and highways.

# #3 Transportation Priority: NDOT Transparency



## **#3 Transportation Priority: NDOT Transparency**

- **Discussion about NDOT transparency that would develop a process to better understand how revenue is being collected and distributed to the various municipalities throughout Nevada for transportation projects.**
- **At this time, the RTC of Southern Nevada reported that NDOT and the Metropolitan Planning Organizations throughout the state are having monthly discussions about this issue and working towards identifying an improved reporting process in terms of the collection and distribution of revenues for transportation projects in the State.**
- **No action is requested at this time from the group.**

## Construction Industry/NDOT Industry Committee Meeting

NAME	COMPANY	PHONE	EMAIL
John Terry <b>Co-Chair</b>	NDOT – Assistant Director Engineering	775-888-7440	<a href="mailto:jterry@dot.state.nv.us">jterry@dot.state.nv.us</a>
Rick Nelson	NDOT – Assistant Director Operations	775-888-7440	<a href="mailto:rmelson@dot.state.nv.us">rmelson@dot.state.nv.us</a>
Rudy Malfabon	NDOT – Director	702-385-6506	<a href="mailto:rmalfabon@dot.state.nv.us">rmalfabon@dot.state.nv.us</a>
Scott Hiatt	A & K Earthmovers	775-825-1636	<a href="mailto:shiatt@akearthmovers.com">shiatt@akearthmovers.com</a>
Kyle Larkin <b>Co-Chair</b>	Granite Construction	775-358-8792	<a href="mailto:kyle.larkin@gcinc.com">kyle.larkin@gcinc.com</a>
Bill Wellman	Las Vegas Paving	702-251-5800	<a href="mailto:undrgrd@aol.com">undrgrd@aol.com</a>
Lance Semenko	Q & D Construction	775-786-2677	<a href="mailto:lsemenko@qdconstruction.com">lsemenko@qdconstruction.com</a>
Rich Buenting	Road and Highway Builders, LLC	775-852-7283	<a href="mailto:rbuenting@roadandhighwaybuilders.com">rbuenting@roadandhighwaybuilders.com</a>
Craig Holt	Sierra Nevada Construction, Inc.	775-355-0420	<a href="mailto:cholt@snc.biz">cholt@snc.biz</a>
Tracy Larkin-Thomason	NDOT –Deputy Director Southern Nevada 702-385-6506	775-888-7440 775-888-7761	<a href="mailto:tlarkin@dot.state.nv.us">tlarkin@dot.state.nv.us</a>
John Madole	Nevada Chapter AGC	775-329-6116	<a href="mailto:johnm@nevadaagc.org">johnm@nevadaagc.org</a>
Jeanette Belz	JK Belz	775-232-1662	<a href="mailto:jb@jkbels.com">jb@jkbels.com</a>
Bill Hoffman	NDOT-Deputy Director	775-888-7440	<a href="mailto:whoffman@dot.state.nv.us">whoffman@dot.state.nv.us</a>

**NDOT/Industry Liaison Meeting  
10:00 a.m. Wednesday, December 18, 2013  
AGC Offices, 5400 Mill Street, Reno**

**AGENDA**

1. Self Introductions
2. Review of meeting minutes from the September 13, 2013 meeting
3. Updated NDOT Transportation Program/ Funding
4. Update on Project NEON
5. Contract compliance/DBE concerns
  - a. Disparity Report – DBE program goals
  - b. Single Audit Response – Weekly Certified Payroll
  - c. Good Faith Efforts/Administrative Review
  - d. Dissemination of Responses to Contractor questions
6. Proposed Industry Liaison Meetings in southern Nevada
  - a. RTCSNV/NDOT/Industry Meeting – proposed for January 2014
  - b. AGC/NDOT Luncheon Meeting – proposed for February 2014
7. NDOT Construction Reports
  - a. CWG – follow-up report
  - b. Report on Partnering
  - c. Project Closeouts
8. Open Discussion
9. Select/Confirm Proposed Co-chairs for 2014
  - a. NDOT- John Terry
  - b. Industry - Rod Cooper?
10. Confirm Meeting Dates
  - a. 10:00 a.m., Wednesday, March 26, 2013 (request reschedule)
  - b. June, Sept. and Dec. dates
11. Adjourn

Tracy Larkin-Thomason, Co-Chair  
Lance Semenko, Co-Chair  
Jeanette Belz  
Rich Buenting  
Rod Cooper  
Tom Greco  
Scott Hiatt

Bill Hoffman  
Craig Holt  
Rudy Malfabon  
John Madole  
Rick Nelson  
Scott Sisco

John Terry  
Bill Wellman  
  
Also Present:  
Robert Nellis  
Marc Markwell

**NDOT/Industry Liaison Meeting  
10:00 a.m. Wednesday, September 18, 2013  
AGC Offices, 5400 Mill Street, Reno**

**DRAFT MINUTES**

1. Meeting was called to order at 10:00 a.m., by Co-Chairs Lance Semenko and Tracy Larkin-Thomason. Those present introduced themselves, which included, Rudy Malfabon, Rich Buenting, Bill Wellman, John Terry, Rick Nelson, Jeanette Belz, Robert Nellis, Bill Hoffman, Marc Markwell, Craig Madole and John Madole.
2. The minutes from the last meeting dated Thursday, June 20, 2013 were reviewed and approved as presented.
3. Mr. Malfabon gave an update of the current NDOT Transportation Plan and Funding for upcoming projects. One of the current issues that NDOT is facing is the fact that too many projects are being required to re-bid. NDOT is going to start checking the quality of bids in order to prevent this issue. The NDOT funding is flat. There are chip seals that are currently out for bid. Projects are currently being deferred due to lack of funds. The US-50 paving project is going to be solicited for bid, although the next widening project will be delayed. I-15 will also come out to bid. 2015 is going to be the target date for the continuation of the Carson Freeway. The I-580 in Reno concrete replacement is being considered for Fiscal Year 2014 and is expected to be in the \$20 million range. The project should be from the Spaghetti Bowl to Moana Lane. Mr. Malfabon stated that NDOT received a \$7.3 million grant from the Federal Government from other states underutilizing their Federal Highway Allocations. These funds will be applied to existing projects.
4. An update was provided on the indexing of fuel taxes in Clark County. There is a fear that any delay in DMV programming required for implementation of the new tax could slow down the program. DMV Motor Carrier Administrator Wayne Seidel has committed to completion of the required programming in ninety days. Mr. Wellman discussed that a court ruling by the Washoe County Commissioners on the constitutionality of the School District capital improvement funding mechanism could have an unintended consequence on fuel indexing. If an unfavorable opinion was received from the court, all fuel tax indexing could be postponed due to a counties inability to levy their own tax rates.
5. Mr. Malfabon discussed the timelines involved in Project NEON. NDOT has requested authority from the Interim Finance Committee to issue \$100 million in bonds to complete the right of way

procurement for construction of Phases 1, 3 and 4. \$60 million has already been expended on right of way and that procurement is ongoing. Mr. Malfabon further stated that the Public-Private Partnership will not affect the normal work program. It would further allow NDOT to maintain a Highway Fund balance of \$90 million. The RFQ's for Project NEON is out and the Statement of Qualification will be due in October. The Transportation Board approved a stipend of \$1.2 million for bidders at their February meeting.

6. Ms. Larkin-Thomason discussed the release of the 2013 Disparity Study. The DBE goal is being adjusted from 10.5% to 7.5% on NDOT projects. The study reported that white female owned firms are over represented as subcontractors on NDOT jobs. A working group of prime contractors and subcontractors will be formed to discuss the overutilization issues. Trucking firms also tend to be overutilized for meeting DBE goals. The issue of third tier subcontractors not being counted towards meeting DBE goals while subbed to a DBE subcontractor will be addressed by the working group. The Las Vegas AGC Mentor Protégé program for DBE Contractors was briefly discussed. During discussions between NDOT and the Labor Commissioner, it has been agreed that any issues with certified payroll errors prior to March of 2013 are going to be forgiven. Any fines issued prior to that date will stand. New language is being considered by NDOT to give consideration for weekends, holiday, computer issues, first time offenses and subcontractors being late due to first time use. Responsiveness and timeliness of addressing issues will be largely considered prior to being penalized. Contractors need to provide feedback regarding unbundling of NDOT contracts. The SBE and DBE programs are recommending unbundling of contracts. NDOT only includes informally bid projects as "unbundled" at the present time.
7. Three surveys have been completed on the NDOT Construction Internal Review. The Construction Working Group is taking action. The change order policy is currently being reviewed for action. A program to streamline change orders and closeouts using electronic tracking is being considered for implementation. E-Documents have been implemented.
8. The current partnering coordinator, Jeff Freeman, has been promoted. NDOT is looking to hire a new coordinator in the near future.
9. NDOT is continuing with the process of backlogged project closeouts. Currently, about one project per week is being closed out. The gap is being closed. Under a new automated system, E-Documents will document everything for pay items. Pay estimates will also be automated.

The new system should be rolled out in June of 2014. The current plan is to slowly roll out the new system in order to ensure functionality.

10. Bi-monthly payments were discussed. The Transportation Board has asked that monthly payments be considered by NDOT. In an informal survey of state transportation departments, about half of the states pay on a monthly basis. It was discussed that the requirement of automatic payment for oil distributors makes it difficult, particularly on the smaller contractors and DBE firms, to wait for payment. There is a potential impact on meeting DBE goals if the contractors are restricted in their cash flow. NDOT is going to establish an e-mail account to collect comments on monthly payments. All comments on this subject must be submitted in writing.
11. It was also discussed that members of this committee are expected to maintain attendance or be removed from the committee. Several members have not met meeting attendance expectations this year. It was also mentioned that new co-chairs will be selected at the next meeting.
  - a. Briefly discussed video shown at WASHTO meeting on how transportation affects quality of life. NDOT to assist in obtaining copy of video.
  - b. NDOT advised that legal interpretation of recently passed legislation on construction manager at risk (CMAR) will require NDOT to begin requiring self-listing of subcontractor work being performed by general contractors on NDOT projects.
  - c. Discussed concern that recent policy change of NDOT to charge NDOT contractors \$8 per ton for grindings would increase project costs. Suggested instead that grindings be allocated for each project. NDOT to follow up and report in December.
  - d. It was discussed that NDOT is going to utilize dispute resolution boards for future claims.
12. Next meeting date was confirmed to be at 10:00 a.m., Wednesday, December 18, 2013. Follow up meeting Wednesday, March 26, 2014 at 10:00 a.m. Both meetings to occur in the AGC Board Room at 5400 Mill St. in Reno.
13. There being no further business, the meeting was adjourned at 11:50 a.m.

Tracy Larkin-Thomason, Co-Chair  
Lance Semenکو, Co-Chair  
Jeanette Belz  
Rich Buenting  
Rod Cooper  
Tom Greco  
Scott Hiatt

Bill Hoffman  
Craig Holt  
Rudy Malfabon  
John Madole  
Rick Nelson  
Scott Sisco  
John Terry

Bill Wellman  
  
Also Present:  
Robert Nellis  
Marc Markwell

## Construction Industry/NDOT Industry Committee Meeting

NAME	COMPANY	PHONE	EMAIL
John Terry	NDOT – Assistant Director Engineering	775-888-7440	<a href="mailto:jterry@dot.state.nv.us">jterry@dot.state.nv.us</a>
Robert Nellis	NDOT – Assistant Director Administration	775-888-7440	<a href="mailto:ssisco@dot.state.nv.us">ssisco@dot.state.nv.us</a>
Rick Nelson	NDOT – Assistant Director Operations	775-888-7440	<a href="mailto:rnelson@dot.state.nv.us">rnelson@dot.state.nv.us</a>
Rudy Malfabon	NDOT – Director	702-385-6506	<a href="mailto:rmalfabon@dot.state.nv.us">rmalfabon@dot.state.nv.us</a>
Scott Hiatt	A & K Earthmovers	775-825-1636	<a href="mailto:shiatt@akearthmovers.com">shiatt@akearthmovers.com</a>
Rod Cooper	Granite Construction	775-358-8792	<a href="mailto:rod.cooper@gcinc.com">rod.cooper@gcinc.com</a>
Tom Greco	NDOT – Assistant Director Planning	775-888-7440	<a href="mailto:tgreco@dot.state.nv.us">tgreco@dot.state.nv.us</a>
Bill Wellman	Las Vegas Paving	702-251-5800	<a href="mailto:undrgrd@aol.com">undrgrd@aol.com</a>
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Rich Buenting	Road and Highway Builders, LLC	775-852-7283	<a href="mailto:rbuenting@roadandhighwaybuilders.com">rbuenting@roadandhighwaybuilders.com</a>
Craig Holt	Sierra Nevada Construction, Inc.	775-355-0420	<a href="mailto:cholt@snc.biz">cholt@snc.biz</a>
Tracy Larkin-Thomason <b>Co-Chair</b>	NDOT –Deputy Director Southern Nevada 702-385-6506	775-888-7440 775-888-7761	<a href="mailto:tlarkin@dot.state.nv.us">tlarkin@dot.state.nv.us</a>
John Madole	Nevada Chapter AGC	775-329-6116	<a href="mailto:johnm@nevadaagc.org">johnm@nevadaagc.org</a>
Jeanette Belz	JK Belz	775-232-1662	<a href="mailto:jb@jkbels.com">jb@jkbels.com</a>
Bill Hoffman <b>Co-Chair</b>	NDOT-Deputy Director	775-888-7440	<a href="mailto:whoffman@dot.state.nv.us">whoffman@dot.state.nv.us</a>

5

**NDOT/RTC/Industry Liaison Meeting  
12:00 p.m., Thursday, January 30, 2014  
RTC Rm. 108, 600 S. Grand Central Ave., Las Vegas**

1. Purpose/Background of Meeting
  - a. Mission
2. Self Introductions
3. Charter
4. Choose Co-chairs (1 from Industry, 1 from NDOT/RTC – serve 1 year)
5. Funding Update:
  - a. Federal Funding/NDOT Transportation Program/ Funding
  - b. RTC Funding /Bonding
6. Update on Major Projects (RTC/NDOT e.g. BCB, NEON, etc)
7. Contract compliance/DBE concerns
  - a. Disparity Report – DBE program goals
  - b. Single Audit Response – Weekly Certified Payroll/Attainment of DBE goals
  - c. Good Faith Efforts/Administrative Review
8. NDOT Construction Reports (Rick)
  - a. CWG – follow-up report
  - b. Report on Partnering
  - c. Project Closeouts
9. Open Discussion
10. Proposed AGC sponsored Industry/NDOT/RTC Luncheon Meetings in southern Nevada
11. Set Meeting Dates
  - a. April/July/Oct/Jan.
12. Adjourn

# **Construction Industry/NDOT/RTC Liaison Committee**

## **MISSION STATEMENT**

***“To be good stewards of tax payer’s dollars by Partnering to deliver cost efficient and value added transportation projects to the citizens of Nevada”.***

## **Charter**

The Construction Industry/RTC/NDOT Liaison Committee meets quarterly to further the Committee’s goal of.....

- NDOT members will consist of executive management staff.
- Industry membership on this Committee is established by special nomination and appointment by currently active Industry members.
- Industry members will represent Heavy Highway construction firms with geographical representation of the entire state.
- The Committee is co-chaired by an Industry representative and either the NDOT Director (or designee) or the RTC General Manager (or designee). Chairs are elected by a vote of the Committee for a one year period.
- Committee Members commit to attend a minimum of three out of the four meetings per year with no substitution.
- Meetings will be held to discuss such items as Department policy, legislation, construction administration, partnering, specifications, bidding requirements, selection criteria, etc.
- Task Force groups may be formed to work on specific issues that are of statewide importance.



# SIGN IN SHEET

**Meeting: NDOT/RTC/INDUSTRY LIAISON MEETING    Date: January 30, 2014**

<u>Name (Please Print)</u>	<u>Organization</u>	<u>Address</u>	<u>Phone #</u>	<u>E-mail Address</u>
X Ron Riddels Jr.	Las Vegas Electric	3305 Meade Ave LV, NV	702-362-6060	RRiddelsjr@LVElectricInc
X Shae Haysok	Meadow Valley	4416 N Lamb LV, NV	702-643-9472	shae@meadowvalley.com
X Sean Stewart	AGC/NECA	150 W Dunge Suite 108	702- <del>296-8484</del> 296-8484	sean@agcnev.org
✓ Cf Cheatham	RTC			cheathamc@rtcnev.gov
X Rick Nelson	NDOT		775-888-7440	Rnelson@DOT.STATE.NV.US
X John Terry	NDOT		775-888-7440	jterry@dot.state.nv.us
X Rudy Malfabon	NDOT		775 888 7440	rmalfabon@dot.state.nv.us
X Fred O'Hene	RTC		(702) 676-1725	ohene@rtcnev.gov
X TRACY LARKIN	NDOT		702 385.6506	tlarkin@dotstate.nv.us
X Tina Rigby	RTC			
X Larry Hanson	TransCore		410/732-9596	Larry.Hanson@transcore.com



# SIGN IN SHEET

**Meeting: NDOT/RTC/INDUSTRY LIAISON MEETING    Date: January 30, 2014**

<b>Name (Please Print)</b>	<b>Organization</b>	<b>Address</b>	<b>Phone #</b>	<b>E-mail Address</b>
✓ MIKE HAND	RTC SUV	600 S. Grand Central	(702) 706-1612	handm@rtcnev.com
✓ TIM SOUDER	TRANS CORP	697 CONSTITUTIONAL WAY	702-873-3249	Tim.Souder@TRANSORP.COM
✓ Bill Wellman				
✓ Trent Scarlett	Wellr Cargo			
✓ Paddy Murphy	Applegate			
Angela Castro				

## NDOT/RTC/INDUSTRY LIAISON MEETING

RTC Conference Room 108  
Wednesday, January 30, 2014

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### **Attendees:**

Rudy Malfabon, NDOT  
Tracy Larkin-Thomason, NDOT  
Rick Nelson, NDOT  
John Terry, NDOT  
CJ Cheatham, RTCSNV  
Fred Ohene, RTCSNV  
Tina Quigley, RTCSNV  
Mike Hand, RTCSNV  
Angela Castro, RTCSNV  
Ron Riddles Jr., Las Vegas Electric, Inc.

Billy Wellman, Las Vegas Paving  
Shane Haycock, Meadow Valley  
Sean Stewart, Associated General  
Contractors & Nevada Contractors  
Association  
Larry Henson, TransCore  
Tim Souder, TransCore  
Trent Scarlett, Wells Cargo  
Paddy Murphy, Aggregate Industries

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Meeting was called to order at 12:10 p.m. by Tracy Larkin-Thomason, NDOT.

### **Purpose/Background of Meeting**

Tracy Larkin-Thomason explained that several years ago, NDOT's former director, Susan Martinovich created a meeting with industry and AGC. The meeting met about four times a year in Northern Nevada. It would include industry managers who conducted a lot of work with NDOT and also the front office of NDOT. The purpose of the meeting was to go over any issues that would come up during the course of business, such as specifications, etc.

### **Self-Introductions**

Those present introduced themselves, which included, Rudy Malfabon, NDOT, Tracy Larkin-Thomason, NDOT, Rick Nelson, NDOT, John Terry, NDOT, CJ Cheatham, RTCSNV, Fred Ohene, RTCSNV, Tina Quigley, RTCSNV, Mike Hand, RTCSNV, Angela Castro, RTCSNV, Ron Riddles Jr., Las Vegas Electric, Inc., Billy Wellman, Las Vegas Paving, Shane Haycock, Meadow Valley, Sean Stewart, Associated General Contractors & Nevada Contractors Association, Larry Henson, TransCore, Tim Souder, TransCore, Trent Scarlett, Wells Cargo, and Paddy Murphy, Aggregate Industries

### **Charter**

NDOT: Rudy Malfabon, Director, Tracy Larkin-Thomason, Deputy Director (south), Bill Hoffman, Deputy Director (north), Rick Nelson and John Terry.

RTC: Tina Quigley, General Manager, Fred Ohene, Assistant General Manager and Mike Hand, Director of Engineering Services.

INDUSTRY: Billy Wellman, Las Vegas Paving, Shane Haycock, Meadow Valley, Sean Stewart, Associated General Contractors & Nevada Contractors Association, Larry Henson, TransCore, Tim Souder, TransCore, Trent Scarlett, Wells Cargo, Paddy Murphy, Aggregate Industries, Kyle Larkin, Granite.

### **Co-Chairs**

At this time, Tracy Larkin stated that two co-chairs would need to be identified. She requested that the same person be in this role for the rest of the year as it helps with the continuity, conversation and the overall flow of the information. It was identified that Tracy Larkin, NDOT, and Bill Wellman, LV Paving, would be the co-chairs for the rest of the year.

### **Federal Funding/NDOT Transportation Program/Funding**

Rudy Malfabon stated NDOT is anticipating 244 million dollars in federal funds, 55 percent of which are anticipated to take place in Clark County and 13.6 percent in Washoe County.

He explained that a big issue for NDOT is the transportation bill that comes due at the end of September. NDOT's core program is federal funds from that bill. This year, the highway trust fund at the federal level is based on 18 ½ cents of federal gas tax a person pays every time they fill up the tank. That revenue is not enough to sustain what has been given to the state DOT's as their spending allocations each year.

Rudy went on to state that there is 167 million available in the state highway fund. That is pretty good considering about a year and a few months ago we were down to about 30 million.

At this time, NDOT is also working on project neon. They were approved by the legislature to receive and extend 100 million dollars of additional revenue as bond revenue.

In addition, there has been a lot of road widening on Interstate 95.

### **RTC Funding/Bonding**

Fred Ohene stated that sales tax has risen 7 % year by year. Gas tax on the other hand hasn't been as much, only rising 1.4% year by year. The RTC is in the process of bonding. The first set of bonds is at 100 million dollars. Mike Hand added that the RTC does not anticipate any more bonding on the existing revenues because they are pretty much fully leveraged.

Tina Quigley stated that 40% of RTC's projects are going to be out by spring.

### **Update on Major Projects (RTC/NDOT e.g. BCB, NEON, etc.)**

John Terry stated that NDOT has a five year plan of projects. They have made a big effort to shift things around to get our Boulder City/I-11 package done, to correspond with RTC.

In addition, Clark County is putting out the airport connector. The next phase of it is about 60 million dollars. NDOT, through negotiations with the Governor's office, has 35 million dollars of federal funds that going towards that project.

They just awarded a US-95 north contract. The next one extends further up and we will be putting out another one to start on the inner-change there at 215, early next year.

Next, there is project neon. The project schedule is out there and meetings with the teams are happening. NDOT is spending quite a bit of money right now just on the engineering and procurement, but especially the right of way. Project Neon is the key project in implementing the HOV plan of southern Nevada.

Lastly, the 3R program is still on-going. Unfortunately, the program has moved to some of the arterials in Las Vegas that NDOT owns and they are struggling to deliver those because of the federal requirements that have to include the ADA improvements within those.

### **Contract Compliance/DBE concerns**

Tracy Larkin stated that NDOT completed a disparity report with a base number of 4.1% with some adjustments made. There was a recommended statewide goal on federal funds that would be 6.98%. It still needs to be approved by FHWA and it will probably be lowered. Rudy stated that they are looking at lowering it to 5.98%.

Rudy stated that this goal is more of a three year program goal. The goals that are set on a project level basis. Until NDOT completes their assessments, they have to ratchet back on the aggressive goals they had during a short time and try to be reasonable.

In regards to the list of DBE firms, Tina Quigley stated that it is not completely accurate. Rudy suggested that NDOT review the list and to make sure that it is accurate.

Issues that were discussed; apprenticeship and training hours, unachievable DBE goals, the bid documents being hard to change once being put out, the non-attainment of DBE goal, achievement tracking, the process on bid day for contractors, Good Faith Effort and incomplete list of DBE firms.

Rudy suggested bringing these issues to a smaller group of contractors, NDOT and RTC for a discussion of DBE specifics, such as good faith effort, etc. Some key things to discuss would be specification changes or implementation of the program, as well as where contractors have struggled bidding the jobs.

Tina Quigley stated that she would like to move forward with scheduling the task force group to discuss these issues, considering the 185 projects that the RTC has coming forward. That would include NDOT, RTC, AGC, FHWA and Industry. This task force would review the DBE process from start to finish, making sure everyone is clear on the expectations and process.

### **NDOT CWG and Partnering**

Next, Rick Nelson discussed NDOT's Construction Working Group (CWG). This is a task force that discusses projects and any issues relating to close outs of those projects.

He also explained NDOT's partnering plan, which allows NDOT to dissolve disputes early on in the course of a contract.

**Future Meeting Dates**

1. April 16<sup>th</sup>, July 23<sup>rd</sup> and October 13<sup>th</sup> were identified as future dates to hold the next three meetings for the rest of the year.

The meeting adjourned at 1:30 PM.

**Next Meeting is scheduled for April 16, 2014 at RTCSNV.**

DRAFT

**NDOT/RTC/Industry Liaison Meeting**  
**11:00a.m., Wednesday, April 16, 2014**  
**RTC Rm. 108, 600 S. Grand Central, Las Vegas**

1. Introductions
2. Review Minutes – January 30, 2014
3. Overview of Associated Meetings
  - a. AGC/Industry – north – April 2, 2014
  - b. DBE Meeting – March 24, 2014
  - c. DBE – Denver - WIN ??
4. Funding Update:
  - a. Federal Funding/NDOT Transportation Program/ Funding
  - b. RTC Funding /Bonding
5. Update on Major Projects (RTC/NDOT e.g. BCB, NEON, etc)
6. Contract compliance/DBE concerns
7. NDOT Construction Reports (Rick)
  - a. CWG – follow-up report
  - b. Report on Partnering
  - c. Project Closeouts
8. Open Discussion
9. Set date for AGC sponsored Industry/NDOT/RTC Meetings in southern Nevada
10. Confirm Meeting Dates
  - a. July23, 2014
  - b. Oct. 15, 2014
  - c. Jan. ?????
11. Adjourn

**AGC/NDOT COMMITTEE**

Item # 7 Attachment C5

**12:00 p.m., Friday, May 16, 2014**

**AGC NAM Training Room-5400 Mill Street**

**AGENDA**

1. Self-Introductions
2. Review minutes of previous meeting dated Friday, November 1, 2013
3. Introduction of Lisa Schettler – NDOT Partnering Program Manager
4. Project List – Jeff Shapiro
5. Closeout – Jeff Shapiro
6. Materials Update – Reid Kaiser
7. 2015 NDOT Legislative Priorities – Rudy Malfabon
8. NDOT Freight Program
9. Financial Update – Rudy Malfabon
  - a. Federal Grant
  - b. Highway Fund
  - c. Fuel Tax Revenues
10. DBE Goals and Program – Rudy Malfabon
  - a. Compliance Issues
  - b. Tracking During Construction
11. Dispute Resolution Update – Jeff Shapiro
12. E-Docs
13. Silver Book Update – Paul Frost
14. Personnel Changes and Updates
15. Upcoming AGC Events
  - a. AGC Membership Mixer – 4:30 p.m., Thursday, June 5, 2014 – High Caliber Glass
  - b. AGCPAC Golf Tournament – 7:30 a.m., Friday, June 13, 2014 – Washoe Golf Course
  - c. AGC Safety Awards/Membership Lunch – 11: 30 a.m., Friday, June 27, 2014 – Nugget
16. Other
17. Next meeting tentatively scheduled for 12:00 noon, Friday, August 22, 2014

cc: Craig Holt, President  
Will Hellickson, Chair  
Chris Spross, Vice Chair  
Mike Brown  
Ross Brown  
Chris Burke  
Jack Byrom  
Jim Cain  
Daniel Caldwell  
Mark Casey  
Matt Cates  
Jason Clack  
Fred Courierier  
Marty Crew  
Randy Cunningham  
Bill Darnell

Jon Del Santo  
Michele Denis  
Jim Dodson  
Ruedy Edgington  
Jeff Freeman  
Jason Fritz  
Robert Gelu  
Maverick Gibbons  
Louis Ginocchio  
Shane Glenn  
Matt Gotta  
Mike Grock  
Kevin Hamilton  
Buzz Harris  
Tom Herschbach  
George Jordy

Kyle Larkin  
Dan LeBlanc  
Verdie Legg  
Kevin Linderman  
Tom Massaro  
Barry McKeegan  
Royal Mortier  
Doug Olsen  
Jonathan Pease  
Robert Perrine  
Dan Peterson  
Pam Pierce  
Taylor Polan  
Cale Pressey  
Randi Reed  
Mike Robinson

Brian Roll  
Mike Rooley  
Jeff Shapiro  
Paul Shogren  
Randi Shover  
Lee Smithson  
Art Sperber  
Shawn St. Jacques  
Jesse Steverman  
Rich Stoltz  
Gregg Sutton  
Ray Taft  
Brian Wacker  
Dean Weitzel

**AGC/NDOT COMMITTEE**  
**12:00 p.m., Friday, November 1, 2013**  
**AGC NAM Training Room-5400 Mill Street**

**DRAFT MINUTES**

1. Meeting was called to order at 12:15 p.m. by Committee Chair Kevin Linderman and members present were asked to introduce themselves.
2. Minutes from the previous meeting dated Friday, July 12, 2013 were reviewed and accepted as presented.
3. Jeff Freeman of NDOT provided a list of projects.
4. Jeff Shapiro reviewed project closeouts. It was reported that there was not a lot of news to report.
5. Reid Kaiser provided a materials update. It was reported that there would be an asphalt suppliers meeting December 12, 2013. It was reported that terminal blend would be allowed beginning in 2014.
6. Tracy Larkin provided an update on the new NDOT-Board makeup.
  - a. It was reported that the Attorney General would be stepping down following legislation that changed the makeup of the NDOT board. It was reported that Tom Skanke would take the Attorney General's place on the board in January of 2014.
  - b. Fuel indexing in Southern Nevada and statewide was discussed. It was reported that statewide indexing would begin January 1, 2017 if approved by voters in 2016. NDOT reported the need to have discussions with the rural counties who are currently neutral on the issue at best.
  - c. It was reported that new guidelines and regulations would be online soon, including for CMAR.
7. New DBE goals were discussed.
  - a. It was reported that the proposed goal for 2014, 2015 and 2016 would be 7 percent and that the public was invited to comment on NDOT's disparity study and the proposed goal.
  - b. What constitutes a "good faith effort" to achieve goals was discussed. NDOT provided a handout of 49 CFR Section 26.55, which explains how DBE participation is counted toward goals.
  - c. Committee members questioned NDOT on why end of year jobs had higher DBE goals. NDOT reported that goals were unique to each job and several factors, including geography and number of DBE's available determined goal.
  - d. NDOT reported that tracking the use of DBE's at the third tier and below subcontractor level was very difficult.
  - e. The committee asked how AB151, which establishes a qualification process and goals for Small Business Enterprises (SBE) would count toward DBE goals. NDOT reported that SBE's and DBE's were a separate classification in terms of goals and would be counted differently.
8. Sharon Foerschler provided an update to the issue of Bi-Weekly vs. Monthly Payments to contractors.
  - a. It was reported that 47 individuals submitted comments to NDOT and 92 percent did not want NDOT to begin paying once per month. It was reported that 57 percent of states pay more than monthly. It was reported that several respondents cited cash flow as an anticipated hardship associated with monthly payments, particularly among those who buy large amounts of oil for asphalt.

- b. It was reported that the move to monthly payments would help NDOT's cash flow. The committee and NDOT stressed the importance of contractors showing up to the NDOT meeting and voicing their opinion to monthly payments. It was reported that the issue would be discussed at meeting to be held December 9, 2013 and that the Construction Working Group would meet after the board meeting.
9. E-Docs – Jeff Shapiro reported that NDOT is beta testing and iPad version of DocuSign. Change orders online are now in use. Mobile versions of E-Docs are coming in Spring 2014.
10. Silver Book Update – John Terry reported that the new Silver Book should be finished by Jan/Feb 2014.
11. Personnel Changes and Updates– Tracy Larkin-Thomason/Bill Hoffman – There were no recent personal changes to report.
12. The following upcoming AGC Events were briefly discussed:
- a. AGC Hard Hat Drive – Monday, October 28, 2013 to Thursday, November 14, 2013
  - b. AGC Decompression Mixer – 4:30 p.m.- 6:30 p.m., Tuesday, November 12, 2013
    - i. Sierra Contractors Source – 860 Maestro Drive
  - c. AGC Christmas Party– 6:00 p.m., Friday, December 13, 2013 – Atlantis Casino
13. There being no further business, the next meeting was tentatively scheduled for early February 2014.

cc: Scott Hiatt, President  
Kevin Linderman, Chair  
Will Hellickson, Vice  
Chair  
Jerry Aaron  
Mark Beadleston  
Jackie Borman  
Mike Brown  
Jack Byrom  
Jim Cain  
Daniel Caldwell  
Mark Casey  
Matt Cates  
Jason Clack  
Fred Courier  
Marty Crew  
Bill Darnell

Jon Del Santo  
Jim Dodson  
Ruedy Edgington  
Erik Eigenman  
Matt Frazer  
Jeff Freeman  
Jason Fritz  
Robert Gelu  
Louis Ginocchio  
Shane Glenn  
Matt Gotta  
Brian Graham  
Bob Gustafson  
Kevin Hamilton  
Buzz Harris  
Tom Herschbach  
George Jordy

Sybil Kidder  
Verdie Legg  
Tom Massaro  
Barry McKeegan  
Doug Olsen  
Lowell Patton  
Jonathan Pease  
Robert Perrine  
Dan Peterson  
Roger Philippi  
Pam Pierce  
Taylor Polan  
Toni Powell  
Brant Powers  
Cale Pressey  
Randi Reed  
Kevin Robertson

Mike Robinson  
Brian Roll  
Mike Rooley  
Jesse Ruzicka  
Paul Schneider  
Jeff Shapiro  
Paul Shogren  
Randi Shover  
Lee Smithson  
Art Sperber  
Ray Taft  
Josh Thomson  
Brian Wacker  
Dean Weitzel

Also Present:  
Al Pews  
Michele Dennis  
David Olivera  
Michael Grock  
Bill Hoffman  
Rick Bosch  
Sharon Forschler  
Brian Reeder  
Reid Kaiser  
Tracy Larkin Thomason  
Royal Mortier  
Lolene Terry

N = Need  
 S = Submitted (HQ reviewing)  
 A = Approved

Department of Transportation  
 Construction Contract Closeout Status  
 May 7, 2014

Cont. No.	DIST	Crew	Contractor - Resident Engineer	Description	Contract Bid Price	Retent Held	EEO	LAB	AB	CP	LE	ATSS	WC	Constr. Compl.	Cleanup Finalized	Plant Estab (Exp. Date)	District Accept	Director Accept	Pick Up Comp.	R P U	Comments	Change Orders # Needed
3392	1	922	WILLIAMS BROS.-CHRISTIANSEN MELISSA	VARIOUS INTERSECTIONS IN THE CITY OF LAS VEGAS AND VARIOUS INTERSECTIONS IN CLARK COUNTY.	\$944,304.33	\$47,215.22	A	A	A	A	A	A		9/29/11	11/1/2011	N/A	3/6/12	4/2/12	6/22/12		Pending Litigation	
3409	1	926	CAPRIATI - (ASST. RE) SULAHRIA MELISSA	US 95 FROM RAINBOW/SUMMERLIN INTERCHG. TO RANCHO/ANN RD. & DURANGO DR. (PKG. 1)	\$68,761,909.90	\$50,000.00	N	A	N	A	N	A	Y	12/1/12	2/15/13	12/16/13	3/7/14	3/12/14		- Y	Jeff Shapiro addressing claims. Books are submitted for review on 2/12/14.	Address CO#9, &12. Paid on prior #11.
3421	1	916	LAS VEGAS PAVING -RUGULEISKI MELISSA	ON US 95AT SUMMERLIN PARKWAY	\$26,080,589.00	\$50,000.00	N	A	S	A	N	S		8/10/12						Y	HQ working on closeout, approx 90% complete. Target completion mid-May.	
3442	1	901	ROAD & HIGHWAY- MELISSA ALHWAYEK	US 95 FROM 3.131 MILES NORTH OF CHINA WASH TO 0.796 MILES SOUTH OF DRY WASH.	\$10,171,171.00	\$50,000.00	A	A	A	A	A	A		11/22/11			1/9/12	11/6/12		Y	FINAL PAYMENT 4/9/2014	
3453	1	901	FISHER - MELISSA ALHWAYEK	ON US 93 FROM BUCHANAN TO HOOVER INTERCHANGE.	\$15,858,585.85	\$50,000.00	A	A	A	A	A	A		11/19/12			12/5/12	1/23/13	3/25/14	Y	Final Qty's sent to contractor on 4/15/2014, possible payoff on 5/15/2014	
3454	1	916	FISHER - MELISSA RUGULEISKI	ON I-15 FROM TROPICANA AVENUE TO US 95 (SPAGHETTI BOWL)	\$5,995,000.00	\$50,000.00	S	A	A	A	A	A	Y	3/23/12			4/20/12	5/21/12	9/4/12	Y	Contractor has Title 6 complaint against It which is holding EEO. Waiting for Contract Compliance to resolve EEO before processing Final Payment. Final quantities approved by Contractor.	
3466	1	922	AGGREGATE INDUSTRIES - CHRISTIANSEN MATT	ON I-15 FROM THE SPEEDWAY / HOLLYWOOD INTERCHANGE TO 0.103 MILES NORTH OF THE DRY LAKES REST AREA	\$18,006,000.00	\$50,000.00	S	A	S	A	N	A		1/16/13	4/15/13?	N/A	1/24/2013	2/13/2013		Y	HQ working on closeout, approx 40% complete.	
3472	1	922	LAS VEGAS ELECTRIC.-CHRISTIANSEN MELISSA	ON MULTIPLE INTERSECTIONS IN DIST. 1 CLARK COUNTY	\$3,393,786.20	\$50,000.00	A	A	A	A	N	A		11/30/12	2/5/13	N/A	1/24/13	4/18/13	4/14/14	Y	Contractor accepted qty's. Will pay off when Final Payment DocuSign package Returns	
3474	1	906	LAS VEGAS ELECTRIC.-PETRENKO MELISSA	ON US 93 FROM RAILROAD PASS CROSSING TO THE I-215 / I-515 INTERCHANGE IN HENDERSON	\$6,647,492.75	\$50,000.00	A	A	S	A	N	A		4/10/13			7/18/13	7/29/13		Y	Pickup has been requested., 0% complete. Only 1 set of As-Builts has been submitted. Target completion mid-May	
3481	1	901	AGGREGATE INDUSTRIES - ALHWAYEK MELISSA	ON US 95 FROM 1.47 MI SOUTH OF THE AMAGOSA RIVER TO 6.46 MI NORTH OF THE TRAILING EDGE OF B-636	\$850,000.00	\$50,000.00	A	A	A	A	A	A		10/29/12			5/23/13	6/12/13	2/5/14	Y	Final qty's sent to contractor on 2/24/2014, possible payoff on 3/24/2014 Contractor disputed qty's on 3/21/14. RE and Contractor working on solution.	
3504	1	906	AGGREGATE INDUSTRIES - PETRENKO MELISSA	COLD MILL AND PLANTMIX WITH OPEN GRADE AND BRIDGE REHAB ON I707N, I711N, I713N, G662 NORTH AND SOUTH	\$14,200,000.00	\$50,000.00	A	A	S	A	N	N		12/6/12			1/7/13	1/10/13		Y	Pickup has been requested, 0% complete.	
3519	1	915	LAS VEGAS PAVING CORP.- MELISSA STRGANAC	I-515 AT THE INTERCHANGE OF FLAMINGO RD. CONSTRUCT LANDSCAPE AND AESTHETIC TREATMENTS	\$2,144,539.61	\$32,660.43	A	A	A	A	A	A		5/24/13		4/1/14	4/4/14	5/2/14	4/1/14	Y	Pick-up complete.HQ reviewing qty's before sending out to contractor. Anticipate pavoff mid-June	
3526	1	915	TRANSCORE - MELISSA STRGANAC	CONSTRUCT ITS ELEMENTS FROM CRAIG ROAD TO SPEEDWAY	\$4,850,856.00	\$50,000.00	N	A	N	A	A	N		10/24/13			4/10/14	4/18/14		N	Construction ongoing.	
3527	1	901	LAS VEGAS PAVING CORP. ALHWAYEK MELISSA	INSTALL TEMP. & PERM. TORTOISE FENCE AROUND PERIMETER OF BOULDER CITY BYPASS & PLANT SALVAGING ACTIVITIES.	\$1,327,000.00	\$50,000.00	A	A	A	A	A	A		7/19/13			7/23/13	7/23/13	2/20/14	Y	FINAL PAYMENT 4/3/2014	
3531	1	903	LAS VEGAS PAVING - MELISSA VOIGT	REMOVE AND REPLACE EXPANSION JOINTS ON I-15	\$308,500.00	\$15,425.00	A	A	N	N	N	A		5/20/13			4/11/14	4/18/14		N	No pickup request to date.	
3535	1	922	INTERMOUNTAIN SLURRY - CHRISTIANSEN MELISSA	US 6, SR 361, SR 375, AND SR 160 CHIP SEAL OF EXISTING ROADWAY	\$3,966,996.00	\$50,000.00	N	N	N	N	N	N								N	Construction ongoing.	
3553	1	915	AGGREGATE INDUSTRIES - MELISSA STRGANAC	EMERGENCY RECONSTRUCTION OF WASHED OUT PORTION OF SR 164 NIPTON RD WITH HYDRAULIC IMPROVEMENTS	\$54,000.00	\$27,000.01	N	N	N	A	N	N		2/6/14			4/8/14	4/8/14		N	No pickup request to date.	
3292	2	905	FISHER - ROB/MATT DURSKI	FROM 395 S. OF BOWERS MANSION CUTOFF NORTH TO MOUNT ROSE HWY.	\$393,393,393.00	\$50,000.00	N	A	N	N	N	N		11/19/12		2/28/15				N	HQ working on closeout. Partial Relief of Maintenance on 2/14/2014	pd on priors #648,69 are priors. Need 31,76A,78A
3327	2	907	ROAD & HIGHWAY - LANI ROB/MATT	US 395, CARSON CITY FREEWAY FROM FAIRVIEW DR. TO US 50 E.-PHASE 2	\$44,968,149.00	\$50,000.00	A	A	A	A	A	A		10/8/09			7/21/11	8/23/11		Y	HQ working with crew on closeout. Wage Complaint resolved	
3377*	2	911	PEEK CONST.- ROB/MATT ANGEL	SR 207, KINGSBURY GRADE, FROM THE JUNCTION WITH HIGHWAY 50 TO THE SUMMIT AT DAGGETT PASS	\$6,852,746.00	\$50,000.00	N	N	N	N	N	N								N	Pending Litigation	
3389 ARRA	2	913	MEADOW VALLEY CONT.- COCKING DEENA	I-580 AT MEADOWOOD MALL EXCHANGE	\$21,860,638.63	\$50,000.00	N	N	N	N	N	N		7/10/13		11/1/13				N	Working on LOA's. Working with contractor to resolve issues. Construction ongoing.	crew working on 3, 20. District has 6. Contractor has 10, 11, 17a, 23
3400	2	907	Q & D CONST.- MATT LANI	ON US 395, THE CARSON CITY FREEWAY, FROM CLEARVIEW DRIVE TO FAIRVIEW DRIVE. PACKAGE 2B-1.	\$7,548,315.70	\$50,000.00	A	A	A	A	N	A		11/30/11		11/30/12	12/10/12	12/21/12		N	No pickup request to date.	

EEO=Contract Compliance Clearance  
 LAB=clearance from Materials  
 AB=As-Built

CPFR=Contractors Past Performance  
 LE=Letter of Explanation  
 ATSS=Acceptance Test Summary Sheet

WC=Wage Complaint  
 CA=Contractors Acceptance  
 \*= Internal

Department of Transportation  
 Construction Contract Closeout Status  
 May 7, 2014

Cont. No.	DIST	Crew	Contractor - Resident Engineer	Description	Contract Bid Price	Retent Held	EEO	LAB	AB	CP	PR	LE	AT	WC	Constr. Compl.	Cleanup Finalized	Plant Estab (Exp. Date)	District Accept	Director Accept	Pick Up Comp.	R P U	Comments	Change Orders # Needed	
3401	2	913	GRANITE CONSTRUCTION CO - COCKING ROB / DEENA	US 395 FROM MOANA TO I 80	\$31,495,495.00	\$50,000.00	N	A	N	A	N	N			9/10/12		4/3/13	4/22/13	5/9/13		N	No pickup request to date.		
3433	2	911	GRANITE CONSTRUCTION CO. - ANGEL DEENA	US 50, FROM CAVE ROCK TO SR 28	\$3,661,661.00	\$50,000.00	S	A	A	S	A	A	Y		12/12/12		11/20/15				N	Pick up pending 3471 close out.		
3440	2	911	ANGEL Q&D CONST MATT	ON SR 28 FROM JUNCTION WITH ST 432 TO CALIFORNIA/NEVADA STATE LINE	\$5,613,054.00	\$50,000.00	A	A	A	S	A	A			10/20/12		10/19/13				N	No pickup request to date.		
3465	2	904	SIERRA NEVADA CONST - DEENA BOGE	SR 341 VIRGINIA CITY FROM STOREY/WASHOE CO. LINE TO THE JUNCTION OF TOLL RD. & SR 341 VIRGINIA CITY FROM .02 MILES S. D ST.	\$6,969,007.00	\$50,000.00	N	A	N	N	N	N			10/4/12	3/27/13	Done				N	No pickup request to date.	CO#1 & 4 are prior	
3471	2	911	Q & D CONSTRUCTION - DEENA ANGEL	SR 28 AT THE INTERSECTION OF MT. ROSE HWY & SR 431	\$2,414,236.00	\$50,000.00	N	A	N	S	A	A			8/17/12		10/12/13				N	No pickup request to date.		
3501	2	911	Q & D CONSTRUCTION - DEENA ANGEL	ON SR 431, MT. ROSE HWY, FROM THE JUNCTION WITH SR 28 TO INCLINE LAKE RD.	\$5,318,188.00	\$50,000.00	N	A	N	S	A	A					10/17/13				N	Closeout pending closeout of 3471.		
3505	2	907	GRANITE - DEENA LANI	US 50, LYON COUNTY, CHAVES ROAD TO ROY'S ROAD	\$21,212,121.00	\$50,000.00	N	N	N	N	N	N			10/3/13		10/3/14				N	Construction ongoing; pending plant establishment	#6 is a prior 1-4 are missing no prior no Co	
3507	2	904	INTERMOUNTIAN SLURRY SEAL - BOGE DEENA	CHIP SEAL OF EXISTING ROADWAY MILEPOST CH-0.00 TO 26.95 AND LY-32	\$1,285,000.00	\$50,000.00	A	A	A	A	A	A			10/2/13			10/18/13	11/7/13	3/24/14	Y	FINAL PAYMENT 5/1/2014		
3510	2	907	SIERRA NEVADA CONST - LANI MATT	ON MULTIPLE ROUTES CC, CHURCHILL, LYON & WASHOE COUNTIES	\$1,772,007.00	\$50,000.00	A	A	N	N	N	S			8/16/13		N				N	No pickup request to date.		
3512	2	907	SIERRA NEVADA CONST. - LANI MATT	US 95A FR. 0.13 MILES N. OF JUNCT US 50 IN SILVER SPRINGS TO THE TRUCKEE RIVER CANAL	\$886,007.00	\$44,300.35	N	A	A	A	A	A			4/25/13	6/14/13	N	7/8/13	7/22/13	8/14/13	Y	Closeout complete, need EEO , qty's sent to contractor on 4/22/2014.		
3514	2	905	Q & D CONST - MATT LOMPA	BRIDGE REPAIR ON I 80 IN MULTIPLE LOCATIONS	\$1,693,000.00	\$50,000.00	A	A	A	A	A	A			9/25/13		N	3/10/14	3/18/14	2/24/14	Y	FINAL PAYMENT 4/24/2014		
3518	2	913	GRANITE CONSTRUCTION - COCKING MATT	I-580 ON THE MOANA INTERCHANGE	\$6,978,978.01	\$50,000.00	N	A	N	S	A	N			2/19/13		2/19/14				N	Construction ongoing		
3526	2	904	SIERRA NEVAD CONST. - BOGE MATT	SR 854 MP PED.00 TO 3.59; SR 396 MP PE 1.422 TO 7.70 CHIP SEAL OF EXISTING ROADWAY	\$369,007.00	\$18,450.35	N	A	N	N	N	N			8/15/13		N				N			
3541	2	911	Q & D CONSTRUCTION - DEENA ANGEL	CONSTRUCT PHASE 1 C MULTI USE TRAIL OF STATELINE TO STATELINE BIKEWAY PROJECT	\$1,424,013.00	\$50,000.00	N	A	N	S	A	N			10/15/13		10/15/14				N			
3542	2	905	Q & D CONSTRUCTION - LOMPA MATT	BRIDGE DECK WORK AND APPROACH SLABS ON I-80 AT STRUCTURES B-764/W & G765E/W	\$1,330,000.00	\$50,000.00	A	A	A	A	A	A			11/7/13		N	3/10/14	3/18/14	2/24/14	Y	FINAL PAYMENT 5/1/2014		
3544	2	905	SIERRA NEVADA CONST. - LOMPA MATT	WATER LINE & BACKFLOW UPGRADES FOR WEST SIDE OF DISTRICT II YARD	\$623,007.00	\$31,150.35	A	A	A	A	A	A			1/20/14		N	4/9/14	4/9/14	4/22/14	Y	Final Qty's sent to contractor on 4/22/104, possible pavoff 5/22/2014.		
3555	2	910	DIVERSIFIED STRIPING SYST. - DURSKI MATT	INSTALL INTERSECTIO SAFETY IMPROVEMENTS INCL SOLAR FLASHING STOP BEACONS	\$479,629.79	\$23,981.49	N	N	N	N	N	N											Construction ongoing	
3407	3	908	PEEK CONST - MOURITSEN (ACTING RE) ROB	US 93 AT HD SUMMIT	\$3,156,345.49	\$50,000.00	A	S	S	S	S	S			11/19/10			7/18/11	9/23/11		Y	Pending Litigation	pd on prior #4,6,7,B Shapiro has CO's	
3435	3	908	RHB (AGG.INDUSTRIES) - MOURITSEN (ACTING RE) MATT	I-80 FROM 0.26 MILES EAST OF THE HALLECK/RUBY VALLEY INTERCHANGE TO 0.60 MI EAST OF THE GREY'S CREEK GRADE SEPARATION	\$33,699,999.00	\$50,000.00	N	A	N	A	A	A			11/21/12	8/22/13	N	8/28/13	9/30/13		Y	Pickup Scheduled for 5/12/2014		
3451	3	ATKINS	RHB (AGG. INDUSTRIES) - MOURITSEN (ACTING RE) DEENA	US 50 FROM 3.38 MI. OF HICKSON SUMMIT TO THE LANDER / EUREKA COUNTY LINE .	\$10,799,999.00	\$50,000.00	N	A	A	S	A	A			1/24/12		1/25/14			11/5/12	Y	Will need final p/r letter and acpt following Plant Estab period to begin Dir. Acpt. and complete closeout.		
3456	3	918	RHB (AGG. INDUSTRIES) KELLY MATT	US 93 SCHELLBOURNE REST AREA	\$1,832,222.00	\$50,000.00	S	A	A	A	A	A			9/10/12	1/15/13	5/27/13	7/29/13	8/19/13	2/28/13	Y	Field Pickup completed. Need EEO qty's sent to contractor on 4/22/2014.		
3461	3	918	FISHER - DEENA KELLY	I-80 EAST OF OASIS INTERCHANGE TO WEST PF PILOT PEAK INTERCHANGE	\$30,999,999.00	\$50,000.00	N	N	N	N	N	N			11/15/13		11/1/14				N	Construction ongoing	Co #4 & 7 routing, CO #5,6,10 & 11 in progress	
3468	3	912	Q & D CONSTRUCTION - SIMMONS MATT	ON I-80 AT THE WEST CARLIN INTERCHANGE AND ON SR 766 AT THE CENTRAL CARLIN INTERCHANGE	\$7,263,806.50	\$50,000.00	S	A	A	A	A	A			7/17/13	7/22/13	N	8/1/13	8/1/13	10/28/13	Y	Pickup Complete. Waiting on EEO quantities sent to contractor on 4/22/2014.		
3506	3	963	VALLEY SLURRY SEAL - RATUFF MATT	CHIP SEAL ON EXISTING ROAD WAY ON SR 225 EL -112.90 TO 127.50 AND SR 226 EL - 0.00 TO 20.00 IN ELKO CNTY	\$1,129,336.00	\$50,000.00	S	A	A	A	A	A			9/3/13		N	10/29/13	11/15/13	2/4/14	Y	Pickup Complete. Waiting on EEO, Contractor accepted qty's on 4/27/2014.		
3537	3	908	Q & D CONSTRUCTION - SENRUD DEENA	COLDMILLING AND PLACING PLANTMIX SURFACE, PAVING CROSSOVER SAND PURCHASING LIGHTING FIXTURES	\$2,818,944.00	\$50,000.00	N	N	N	N	N	N									N	Construction ongoing. Closeout with Cont 3540		
3538	3	908	GERBER CONST. - SENRUD MATT	REPLACE SUBSTANDARD OFF SYSTEM BRIDGE B-1662	\$273,563.10	\$13,663.18	A	A	A	A	A	A			10/29/13		N	10/30/13	11/15/13	3/4/14	Y	FINAL PAYMENT 4/9/2014		

EEO=Contract Compliance Clearance  
 LAB=clearance from Materials  
 AB=As-Built

CPFR=Contractors Past Performance  
 LE=Letter of Explanation  
 ATSS=Acceptance Test Summary Sheet

WC=Wage Complaint  
 CA=Contractors Acceptance  
 \*= Internal

Item # 7 Attachment C5

# Upcoming NDOT Construction Projects

County	Location & Description	Contract Range and Cost
<b>May-14</b>		
CL	<b>Location:</b> SR 574 CHEYENNE AVE, CL 7.04-7.37, AT I 15 CL 46.45; SR 593 TROPICANA AVE AT I 15, CL 37.38; AND SR 592 FLAMINGO RD AT I 15, CL 38.40 <b>Description:</b> COLD MILL AND REPAVE SR 574 CHEYENNE AVE BETWEEN CIVIC CENTER DR AND LOSSE RD,	R20 \$1,850,000.01 to \$2,200,000
EL	<b>Location:</b> US 93 CURRIE TO JCT 232 CLOVER VALLEY RD. MP EL 11.79 TO EL 54.46. PACKAGE 2. <b>Description:</b> ADD 6' SHOULDERS, ADD PASSING LANES, FLATTEN SLOPES, AND EXTEND DRAINAGE FACILITIES.	R28 \$7,950,000.01 to \$9,550,000
WA	<b>Location:</b> I 580 FROM MOANA LANE TO THE TRUCKEE RIVER MP WA 22.58 TO 25.34 <b>Description:</b> CRACK SEALING, SPALL REPAIR, AND DIAMOND GRINDING. RECONSTRUCT SOUTHBOUND FROM MOANA LN TO THE TRUCKEE RIVER GRADE. SEISMIC RETROFIT AND REHABILITATION OF STRUCTURES I-1773 (WA 23.57) AND I-1774 (WA 23.36) SEPARATION.	R31 \$13,500,000.01 to \$16,500,000
<b>Jul-14</b>		
CL	<b>Location:</b> US 93 BOULDER CITY BYPASS PART 1, PACKAGE 3 FROM SILVERLINE TO FOOTHILLS RD. CL 16.35 to CL 14.72 <b>Description:</b> CONSTRUCTION NECESSARY FOR PKG 3TO CONSTRUCT REALIGNED US 95/US 93 MAINLINE FROM SILVERLINE TO FOOTHILLS RD TO INCLUDE THE NEW INTERCHANGE AT RAILROAD PASS AND BIKE PATH.	R39 \$59,000,000.01 to \$71,000,000
CL	<b>Location:</b> SR 158 DEER CREEK ROAD MP CL 0.00-CL 8.88 <b>Description:</b> CONSTRUCTION NECESSARY TO ADD 2" COLD MILL 2" PLANTMIX BITUMINOUS SURFACE	R20 \$1,850,000.01 to \$2,200,000
XS	<b>Location:</b> US 95 FROM 1.2 MILES NORTH OF FRCL 34 TO 0.9 MILES NORTH OF THE TRAILING EDGE OF I-1075. MP CL 120.68 TO NY 6.86 <b>Description:</b> 3" COLD MILL, 3" PLANTMIX BITUMINOUS SURFACE WITH A 3/4" OPEN GRADED WEARING COURSE AND SLOPE FLATTENING	R33 \$20,000,000.01 to \$23,500,000
CL	<b>Location:</b> SR 147 FROM 2 MILES EAST OF EUL OF NORTH LAS VEGAS CL 9.67 TO APPROX. BOUNDARY LAKE MEAD NRA MP CL 14.23 PHASE 1 ONLY <b>Description:</b> CONSTRUCTION NECESSARY TO MAKE SAFETY IMPROVEMENTS, FLATTEN SLOPES, WIDEN SHOULDERS, AND DRAINAGE WORK	R25 \$4,600,000.01 to \$5,500,000
<b>Sep-14</b>		
CH	<b>Location:</b> SR 115 HARRIGAN RD AT L LINE CANAL. MP CH 4.03 <b>Description:</b> REPLACE EXISTING OFF-SYSTEM STRUCTURE B-100.	R16 \$890,000.01 to \$1,050,000
<b>Oct-14</b>		
CL	<b>Location:</b> I 15 NORTH PART 2 PACKAGE E IN LAS VEGAS FROM SOUTH OF SPEEDWAY BLVD TO APEX. MP CL <b>Description:</b> CONSTRUCT ITS ELEMENTS	R21 \$2,200,000.01 to \$2,650,000
CL	<b>Location:</b> I 15 CLARK COUNTY FROM SPEEDWAY TO UTAH STATE LINE, MP 53.00 TO MP 123.00 (FAST PKG H) <b>Description:</b> INSTALL ITS INFRASTRUCTURE, FAST PKG H	R31 \$13,500,000.01 to \$16,500,000

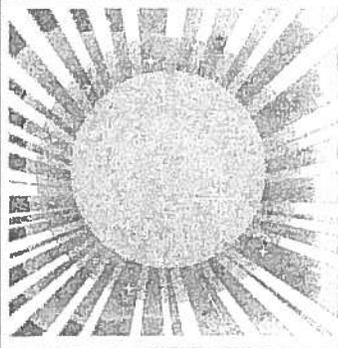
# Upcoming NDOT Construction Projects

County	Location & Description	Contract Range and Cost
Nov-14		
WA	<p><b>Location:</b> I 580 AT SO VIRGINIA, MP WA 15.91; AT DAMONTE RANCH PKWY, MP WA 16.98; AT SOUTH MEADOWS INTERCHANGE, MP WA 18.33; AT SO VIRGINIA ST/PATRIOT BLVD, MP WA 19.30; AND AT NEAL AVE, MP WA 20.72.</p> <p><b>Description:</b> CONSTRUCT LANDSCAPE AND AESTHETICS.</p>	R21 \$2,200,000.01 to \$2,650,000
WA	<p><b>Location:</b> I 580 FROM THE SOUTHBOUND OFF RAMP AT THE NO CARSON ST INTERCHANGE TO 0.86 MI SOUTH OF THE BOWERS INTERCHANGE. MP CC 8.49 TO 9.28 AND MP WA 0.00 TO WA 5.99</p> <p><b>Description:</b> ROADWAY REHABILITATION, WIDENING FOR AUXILIARY LANE AND SEISMIC RETROFIT. (I-812</p>	R32 \$16,500,000.01 to \$20,000,000
WA	<p><b>Location:</b> US 395 IN DOUGLAS COUNTY MP DO 29.42 TO DO 29.51</p> <p><b>Description:</b> SEISMIC RETROFIT, SCOUR COUNTERMEASURES AND REHABILITATION OF STRUCTURES I-1263 N/S (CRADLEBAUGH SLOUGH) B-1262 N/S (CARSON RIVER)</p>	R18 \$1,300,000.01 to \$1,550,000
WA	<p><b>Location:</b> SR 447 WASHOE COUNTY NEAR NIXON #B-1351 MP 15.49</p> <p><b>Description:</b> SCOUR MITIGATION</p>	R17 \$1,050,000.01 to \$1,300,000
ES	<p><b>Location:</b> US 95 SOUTH OF TONOPAH. MP ES 0.00 TO 44.20</p> <p><b>Description:</b> CONSTRUCTION NECESSARY TO WIDEN SHOULDERS AND FLATTEN SLOPES (EARTHWORK ONLY). CONSTRUCT TWO PASSING LANES. ALL WORK IS WITHIN EXISTING ROW</p>	R28 \$7,950,000.01 to \$9,550,000
ES	<p><b>Location:</b> US 95 0.796 MI SO OF DRY WASH B-1478 TO 1.198 MI SO OF THE ES/NY COUNTY LINE MP ES 32.880 TO 44.194 JCT SILVER PEAK RD. MP ES 23.479 JCT LIDA RD. MP ES 4.196</p> <p><b>Description:</b> 2.5" MILL 3" PBS WITH OG WIDEN SILVER PEAK FOR RIGHT TURN LANE AND LIDA FOR RIGHT AND LEFT TURN 16" BASE, 6" PBS WITH OPEN GRADE</p>	R28 \$7,950,000.01 to \$9,550,000
CL	<p><b>Location:</b> I 15 IN NORTH LAS VEGAS. MP CL 44.13 TO CL 48.43</p> <p><b>Description:</b> SEISMIC RETROFIT AND REHABILITATION OF STRUCTURES H-948 (OWENS), G-949 (UPRR), G-953 (CAREY/UPRR), AND I-956 (CRAIG).</p>	R20 \$1,850,000.01 to \$2,200,000
LY	<p><b>Location:</b> NORDYKE ROAD OVER THE EAST FORM OF THE WALKER RIVER IN LYON COUNTY - OFF SYSTEM</p> <p><b>Description:</b> REPLACE BRIDGE B-1610 (SUFFICIENCY RATING 38.9)</p>	R17 \$1,050,000.01 to \$1,300,000
Dec-14		
CL	<p><b>Location:</b> US 95 NW PHASE 3A; CC215 FROM US 95 TO TENAYA WAY, MP CL .88</p> <p><b>Description:</b> CONSTRUCTION NECESSARY TO CONSTRUCT THE N/E AND W/S RAMPS AND S/B COLLECTOR ROAD FOR THE US 95/CC 215 INTERCHANGE</p>	R37 \$41,000,000.01 to \$49,000,000
EL	<p><b>Location:</b> I 80 FROM THE TRAILING EDGE OF H-902 TO 0.93 MILES WEST OF OSINO INTERCHANGE. MP EL 26.61 TO 31.98</p> <p><b>Description:</b> COLDMILL FULL DEPTH, RUBBILIZE PCCP, PLACE 1.5" STRESS RELIEF COURSE, 5" PLANTMIX OVERLAY WITH OPEN GRADE.</p>	R27 \$6,600,000.01 to \$7,950,000
CL	<p><b>Location:</b> I 15 FROM SPRING MOUNTAIN. NEON PACKAGE 1 (CONSTRUCTION PORTION)</p> <p><b>Description:</b> WIDEN I 15, BUILD HOV DIRECT CONNECT, RECONSTRUCT CHARLESTON BLVD. NB RAMPS, AND LOCAL STREET IMPROVEMENTS.</p>	R48 \$305,000,000.01 to \$365,000,000

## Upcoming NDOT Construction Projects

County	Location & Description	Contract Range and Cost
<b>Jan-15</b>		
CH	<b>Location:</b> US 95 FROM THE JUNCTION OF SR 726 TO 0.822 MI SOUTH OF THE TRAILING EDGE OF B-680. MP CH 28.21 TO CH 57.00. <b>Description:</b> CONSTRUCT PASSING LANES AND SLOPE FLATTENING	R29 \$9,550,000.01 to \$11,500,000
CL	<b>Location:</b> SR 589 AND SR 147 VARIOUS INTERSECTIONS IN LAS VEGAS <b>Description:</b> RECONSTRUCT INTERSECTIONS AT SR589 AND SR612, SR589 AND SR604, AND SR147 AND SR604	R22 \$2,650,000.01 to \$3,200,000
CL	<b>Location:</b> I 215 FROM THE JUNCTION OF RAMP ONE AT US 95/I 515 TO I 15; SR171 FROM I 215 TO THE ENTRANCE OF THE AIRPORT TUNNEL. MP CL 0.00 TO CL 11.284; MP CL 0.00 TO CL 0.639. <b>Description:</b> PROFILE GRIND, SAW AND SEAL JOINTS.	R23 \$3,200,000.01 to \$3,850,000
<b>Feb-15</b>		
CC	<b>Location:</b> US 50 CARSON CITY LOWER AND CENTRAL CLEAR CREEK WATERSHED STORM DRAIN PROJECT FROM THE CLEAR CREEK INTERCHANGE TO THE JCT OF US 395. MP CC 3.00 - CC 7.60 <b>Description:</b> CONSTRUCT MULTIPLE STORM DRAINS, DROP INLETS, TRENCH DRAINS, SLOPE FLATTENING, GRADING, CONCRETE CURB AND GUTTERS, AND CHANNEL WORK.	R26 \$5,500,000.01 to \$6,600,000
CC	<b>Location:</b> US 395, CARSON CITY FREEWAY, FROM SOUTH CARSON STREET (SR 529) TO FAIRVIEW DRIVE PACKAGE 2B-3. CC 0.05 TO CC 3.65 <b>Description:</b> CONSTRUCT FOUR LANE CONTROLLED ACCESS FREEWAY TO INCLUDE SIGNS, LIGHTING, SOUND WALLS AND L&A.	R37 \$41,000,000.01 to \$49,000,000
<b>Mar-15</b>		
XS	<b>Location:</b> DISTRICT III VARIOUS RURAL LOCATIONS - PKG A <b>Description:</b> INSTALL ITS SMART ZONES	R20 \$1,850,000.01 to \$2,200,000
CL	<b>Location:</b> I 15 AT HARDY WAY IN MESQUITE. CL 118.00 <b>Description:</b> CONSTRUCT A NEW INTERCHANGE.	R26 \$5,500,000.01 to \$6,600,000
CL	<b>Location:</b> SR 604, LAS VEGAS BLVD, FROM E. CAREY AVE TO 0.080 MI NORTH OF CRAIG RD MP CL 45.77 TO CL 50.40 <b>Description:</b> ROADWAY REHABILITATION AND CONCRETE BUS LANES	R30 \$11,500,000.01 to \$13,500,000

8



# AGC Summer Mixer

Hosted By:

**HIGH CALIBER GLASS**

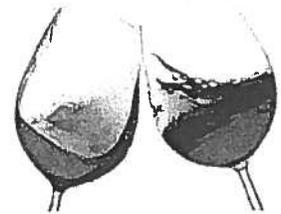
&

**Nevada Chapter AGC**

**4:30 p.m.-6:00 p.m.  
Thursday, June 5, 2014**

**High Caliber Glass  
1220 E. Greg Street #6  
Sparks, NV 89431**

Plan on an evening to mix and mingle with industry leaders and AGC members. Take advantage of this ***free networking event!*** Join your peers at **High Caliber Glass** for appetizers, and the opportunity to mix and network with others in the construction industry!

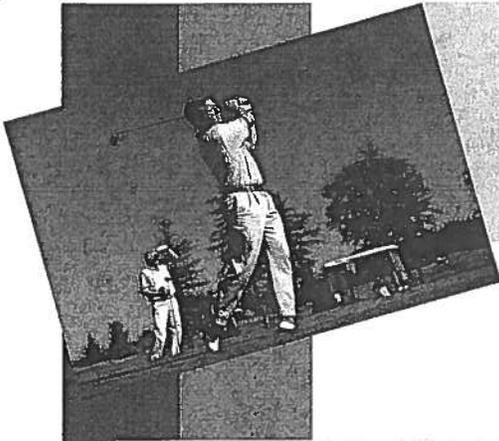


**AGC Membership Mixer RSVP Form:**

**First Name:** \_\_\_\_\_ **Last Name:** \_\_\_\_\_

**Company:** \_\_\_\_\_ **Phone:** \_\_\_\_\_

You may also RSVP by phone at (775)329-6116 or e-mail [ashleys@nevadaagc.org](mailto:ashleys@nevadaagc.org).



# Play Golf and Support the 2014 AGCPAC

AGC PAC Golf Tournament Fundraiser  
**Friday, June 13, 2014**  
7:30 a.m. Four-man Scramble - Shotgun Start  
Washoe Golf Course

**Friday, June 13, 2014**  
Open to members and non-members  
Four-man scramble format  
Registration: 6:45 a.m.  
Shotgun Start: 7:30 a.m.

**Included in your fee:**  
AGC PAC Towel & Hat  
Lunch  
Raffle Ticket  
Hole in One Prize  
Round of Golf

**Please Make Check Payable  
To: AGCPAC  
Raffle prize drawings will  
also be held!**

Sign up today! Fax to 329-6575 or email  
list of names to [AshleyS@nevadaagc.org](mailto:AshleyS@nevadaagc.org)



Please make the following reservations for the  
AGCPAC Golf Tournament at **\$150** Per Golfer:

NAMES:  
(Include first name)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



NAMES:  
(Include first name)

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Firm \_\_\_\_\_ Phone \_\_\_\_\_  
Email \_\_\_\_\_ Name \_\_\_\_\_

*Please include check for \$150 per golfer. We will bill AGC members.*

**Help AGCPAC raise funds to elect responsible individuals!**

Your business depends on sensible individuals to make responsible decisions for our city and state.

Be a part of the process.

This contribution is not deductible as a business expense.



# 2014 AGCPAC Golf Sponsorship Opportunities!

Closest to the Hole Sponsor	\$500	 MCDONALD · CARANO · WILSON
Drinks Sponsor	\$400 (2 Available)	
Hole in One Sponsor	\$375	
Longest Drive	\$500	
Lunch Sponsor	\$1000 (2 Available)	
Raffle Prize Sponsor	\$150 Unlimited!	
Golf Towel Sponsor	\$500	
Hat Sponsor	\$500	
Hole Sponsor	\$300 (15 Available)	  A Women-Owned Small Business
Tees Package Sponsor	\$150	
Golf Balls Sponsor	\$250	
Sign Sponsor		

- Sponsors will receive:
- Pre-event publicity via AGC Newsletter and Sierra Contractor's Source.
  - On-site signage display
  - Opportunity to mix with contractors and other AGC members.
  - Awards ceremony recognition.
  - Knowing you are helping to elect responsible individuals in our state.



Please Fax to 329-6575 or email [AshleyS@nevadaagc.org](mailto:AshleyS@nevadaagc.org)

\_\_\_\_\_ Yes, I would like to sponsor (item) \_\_\_\_\_ valued at \$ \_\_\_\_\_

Firm \_\_\_\_\_ Phone \_\_\_\_\_  
Email \_\_\_\_\_ Name \_\_\_\_\_

**Help AGCPAC raise funds to elect responsible individuals!**

Your business depends on sensible individuals to make responsible decisions for our city and state. Be a part of the process. This contribution is not deductible as a business expense.





AGC will present the 2013 Safety Awards and the prestigious Golden Hard Hat Award.

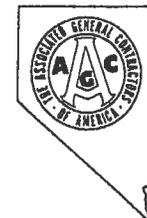


The Safety Awards will include:

- General Contractor-Building
- General Contractor-Engineering
- Specialty Contractor
- Supplier

*Please plan to attend the AGC Safety Awards Luncheon. This is our opportunity to recognize the hard work of AGC members who promote a safe working environment in the construction industry. By utilizing best safety practices, these firms are more productive and employ a safer work force. We hope that you will join us in honoring these exceptional AGC members.*

# AGC Safety Awards & Membership Luncheon



11:30 a.m., Friday, June 27, 2014  
John Ascuaga's Nugget  
Poolside Terrace

**Guest Speaker:**  
**Astronaut Mike Mullane**



**“From combat reconnaissance missions over the skies of Vietnam, to Space Shuttle missions, to climbing some of the highest peaks across the globe, Mike Mullane knows what *safety, teamwork and leadership* are all about. His programs on these topics have educated, inspired and motivated tens of thousands of people from every walk of business and government.”**

Mullane was selected as a Mission Specialist in 1978 in the first group of Space Shuttle Astronauts. He completed three space missions aboard the Shuttles *Discovery* (STS-41D) and *Atlantis* (STS-27 & 36) before retiring from NASA and the Air Force in 1990.

Colonel Mullane has established himself as an acclaimed professional speaker on the topics of *safety, teamwork, and leadership*. He has educated, entertained, inspired and thrilled tens of thousands of people from every walk of business and government with his incredibly unique programs.

**\$30 AGC Members, \$40 Prospective Members**  
Please fill out this form and fax to AGC at 775-329-6575  
or email to [AshleyS@NevadaAGC.org](mailto:AshleyS@NevadaAGC.org).

Names:


Company \_\_\_\_\_ Phone \_\_\_\_\_

NOTE: Because the AGC must be protected from losses on events, participants are responsible for the cost of their advance reservations whether they attend or not, unless notice of cancellation is received by the AGC no later than 48 hours prior to the event.



# Nevada Chapter AGC and Hosts Invite You to Support

4:30 p.m.-6:00 p.m.

Wednesday, May 21, 2014

Sierra Gold

680 S. Meadows Pkwy-Reno, NV 89521



Bob Lucey

Washoe County Commission  
Candidate, District 2

Aaron West

Reno City Council  
Candidate, Ward 2



Co-Host

\$250

Attend:

\$100

Please Make Checks Payable To AGCPAC

RSVP to Brian Reeder at the AGC (775)329-6116  
or [BrianR@nevadaagc.org](mailto:BrianR@nevadaagc.org)

NDOT'S INTERNAL RESOURCE FIVE YEAR PLAN  
(Not Fiscally Constrained)

March 24, 2014

PROGRAM PRIORITY	PIN/PCEMS	MAJOR/CAPACITY PROJECTS (over \$500k)	FY2014	FY2015	FY2016	FY2017	FY2018	NOTES
High	73652	NEON - R/W AC	\$ 20,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	
	60566	Airport Connector	\$ 35,000,000					Clark County Project - State Settlement
Med	2-03254/60617	Boulder City Bypass - Phase 1 Pkg 3	\$ 50,100,000					May move to 2015 - Includes RR Bridge (pkg 5) and Ped Bridge for COH; \$10 M RTC funds over and above \$50 M and \$2 M CMAQ for COH bridge.
	73824	SR 593 Tropicana Avenue (Escalators)	\$ 20,000,000					LVCVA Funding
Med	2-03250/60638	US 95 NW Phase 3A; CC215 from US 95 to Tenaya Way - N/E & W/S Ramps and S/B collector road	\$ 35,200,000					Backup project if Boulder City goes in 2015 STIP needs to be updated - \$6.5 M RTC over and above \$35.2 M
Med	73307	Boulder City Bypass - Utility Work		\$ 13,425,300				Utility work removed from 2B
Med	60604	Carson City Freeway - Phase 2B-3		\$ 42,000,000				At grade intersection alternative
Low	73395/60633	SR 160 Phase 1, East end beginning at SR 159		\$ 30,330,000				Backup Project
Med	1-03352 Const2A	I 15 North - Part 2 Pkg A			\$ 19,000,000			Advertise with Const2C & Const2D
Med	1-03352 Const2C	I 15 North - Part 2 Pkg C (Bridges)			\$ 3,500,000			Advertise with Const2A & Const2D
Med	1-03352 Const2D	I 15 North - Part 2 Pkg D (Capacity Imp.)			\$ 29,400,000			Advertise with Const2A & Const2C
	Not Scheduled	SR 160 E Pahrump FM Rainbow Ave to Calvada Blvd - Widening			\$ 4,200,000			
	Not Scheduled	I 515 - Operational Improvements				\$ 40,000,000		Scope and Budget TBD
	Not Scheduled	I 15 at SR 593 Tropicana - Operational Improvements				\$ 40,000,000		Scope and Budget TBD
Low	2-03250 CONSTPKG2B	US 95 North - Phase 2B (Durango Drive to Kyle Canyon Rd)			\$ 36,353,000	\$ -36,353,000		Backup Project
Med	6-03145/73536	I 15 North - Phase 4 ("A Phase" of the I-15/CC-215 Interchange)					\$ 40,000,000	Phase Scope and Budget TBD
	Not Scheduled	I 580 Operational Improvements					\$ 40,000,000	Scope and Budget TBD
Low	4-03389 /160PH2	SR 160 Phase 2, West end ending at Mtn. Springs					\$ 60,330,000	
Med	2-19073	US 50, Roy's Road to US-95A - Pkg 2					\$ 36,000,000	

MAJOR/CAPACITY PROJECTS (over \$500k)	\$ 160,300,000	\$ 115,755,300	\$ 122,453,000	\$ 110,000,000	\$ 206,330,000
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PROGRAM PRIORITY	PIN/PCEMS	ROADWAY (3R) PROJECTS	FY2014	FY2015	FY2016	FY2017	FY2018	NOTES
3R - 3	73651/60577	I 80 - 0.95 MW of Golconda Intg to 0.89 ME of Pumpnickel Valley Intch; FRHU05 on S side of the Golconda Intch to S cattleguard; FRHU05 on N side of the Golconda Intch to the Jct with SR 789	\$ 16,000,000					
3R - 4	73788	I 580 from Moana Lane to Glendale Ave	\$ 16,000,000					
3R - 7	73638/60552	SR 431 from 0.106 miles East of Mt Rose Summit to US 395	\$ 14,180,000					
3R - 8	73643/60590	SR 207, Kingsbury Grade, from US 50 to 3.76 miles East of US 50	\$ 16,500,000					
3R - 11	73645/60609	US 50 from 0.343 ME of Deer Run Rd to 0.499 ME of SR 341	\$ 8,079,000					
3R - 14	73556/60553	US 95 from 1.189 MN of FRCL34 to 1.688 MS of Jackass Flat Road	\$ 22,000,000					Backup project if Boulder City slips to 2015
	73666	I 80 FM 1.776 ME of Humboldt Intch to 0.516 MW of Dun Glenn Intch MP PE 51.38 to PE 62.49	\$ 16,100,000		\$ -16,100,000			State Funded 3R
	73639	US 95A, LY Co, FM US 50 Jct in Silver Springs to SR 427 MP LY 44.254 to 58.39	\$ 10,900,000					State Funded 3R
3R - 10	73781	SR 604, Las Vegas Blvd, from Tonopah Ave to 0.08 MN of Craig Rd		\$ 12,000,000				
3R - 13	73637/60616	I 580 FM S/B Off Ramp at the N Carson St Intch to 0.86 MS of the Bowers Intc		\$ 17,500,000				
3R - 15	73784	US 95 from 0.796 MS of Dry Wash B-1478, to the ES/NY Co Ln		\$ 8,000,000				
3R - 12	73780	SR 592, Flamingo Road, from Paradise to Boulder Highway		\$ 17,300,000				Contingent on Road Transfer
	73644	US 93 FM FRCL08 on the S side of Garnet Intch to 15.887 mi N of FRCL07 at Garnet Intch MP CL 48.63 TO CL 64.52		\$ 24,400,000			\$ -22,000,000	State Funded 3R Advertise with Safety project 73644
	60573	I 80 FM 1.065 MW of HU/LA Co Ln to HU/LA Co Ln; I 80 FM HU/LA Ln to 0.93 ME of E Battle Mtn Intch MP HU 60.31 to HU 61.38 and LA 0.0 to LA 9.05		\$ 17,400,000				State Funded 3R
	73787	I 80 FM the trailing edge of H-902 to 0.93 MW of Osino Intch MP EL 26.61 to 31.98		\$ 13,100,000			\$ -13,100,000	State Funded 3R
	60539	US 50 FM CH/LA Co Ln to 0.565 ME of SR 305 to 1.030 ME of SR 305 MP LA 0.00 to LA 24.00		\$ 10,900,000				State Funded 3R Advertise with Safety project 60539
3R - 9	73779	SR 593, Tropicana Ave, from Dean Martin to Boulder Highway			\$ 24,600,000			Advertise with ADA project
	Not Scheduled	I 15 and US 95 Various Ramps in Las Vegas UL			\$ 10,000,000			Pending 3R Prog Approval
	Not Scheduled	I 580 and I 80 Various Ramps in Reno/Sparks UL			\$ 10,000,000			Pending 3R Prog Approval
	Not Scheduled	US 50 LY/CH Co Ln to E of Sherman St in Fallon			\$ 13,000,000			Pending 3R Prog Approval
	Not Scheduled	US 93 Cattle Pass to SR 229 - MP EL 30.76 to 43.07			\$ 9,000,000			Pending 3R Prog Approval
	Not Scheduled	US 93 N of McGill, Success Summit Rd - MP WP 66.99 to 75.99			\$ 6,900,000			Pending 3R Prog Approval
3R - 16	73549	SR 648 Glendale Ave, FM Kietzke Ln to McCarran Blvd				\$ 15,000,000		
	Not Scheduled	I 580 Carson City, US 50/Williams St to CC/WA Co Ln				\$ 4,900,000		Pending 3R Prog Approval
	73668	I 80 Grays Creek to Moor Intch - MP EL 62.11 to 83.26				\$ 22,000,000		Pending 3R Prog Approval - On the Shelf in PSAMS for MP 74.86 to 83.26
	73789	I 80 West Strip Grade Sep to East Winnemucca Intch				\$ 8,600,000		Pending 3R Prog Approval
	73650	US 50 Ely, Ruth/Kimberly Rd to US 6 - MP WP 61.79 to 68.43				\$ 18,200,000		Pending 3R Prog Approval - On Hold in PSAMS
	Not Scheduled	SR 596 Jones Blvd, Tropicana Ave to Smoke Ranch Rd					\$ 7,000,000	Pending 3R Prog Approval
	Not Scheduled	SR 157 and SR 156 Kyle and Lee Canyon Roads					\$ 13,200,000	Pending 3R Prog Approval
	Not Scheduled	I 580 NB Moana to Mill Partial Reconstruction					\$ 15,000,000	Pending 3R Prog Approval
	Not Scheduled	US 50 Fallon, LY/CH Co Ln to Soda Lake Rd & Maine St to Sherman St					\$ 8,500,000	Pending 3R Prog Approval
	Not Scheduled	SR 28 Incline to NV/CA Stalene					\$ 3,100,000	Pending 3R Prog Approval
	Not Scheduled	I 80 Pumpernickel Valley Intch to Stonehouse Intch - MP HU 42.42 to 54.86					\$ 8,900,000	Pending 3R Prog Approval
	Not Scheduled	SR 227 Lamoille Rd, FM N of Spring Creek to Crossroads Lane					\$ 6,600,000	Pending 3R Prog Approval

ROADWAY (3R) PROJECTS	\$ 119,759,000	\$ 120,600,000	\$ 73,500,000	\$ 68,700,000	\$ 62,300,000
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PROGRAM PRIORITY	PIN/PCEMS	BRIDGE/STRUCTURES PROJECTS (over \$500k)	FY2014	FY2015	FY2016	FY2017	FY2018	NOTES
Bridge - 1		Bridge Inventory/Inspection Program	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000		Annual Program
Bridge - 2	73813	B-178 (Virginia St) Bridge Replacement	\$ 10,000,000					City of Reno Project
Bridge - 3	73548	FR EU 02 near Dunphy at the UPRR and at the Humboldt River	\$ 9,500,000					
Bridge - 6	73760	I 580 at Airport Ramps in WA Co Seismic Retrofit and Rehab of Structures I-1773 and I-1774	\$ 1,520,000					Advertise with 73788 (3R-4)
Bridge - 18	73753	FR PE 01, G-29 Structure Removal	\$ 1,400,000					
Bridge - 7	73701	Eden Valley Rd at Humboldt River Replace off-system structure B-1658		\$ -7,000,000	\$ 7,000,000			R/W acquisition needed
Bridge - 8	Not Scheduled	I 515 at Flamingo Interchange, MSE Wall Rehab		\$ 2,500,000				
Bridge - 4	73762	Bridge B-1610 Nordyke Rd over the East Fork of the Walker River in LY		\$ 1,100,000				
Bridge - 5	73797	I 515 at LV Downtown Viaduct - Rehab/Retrofit G-947, I-947R & I-947M		\$ 6,000,000				
Bridge - 9	73750	SR 447 Washoe County Near Nixon B-1351 MP 15.49		\$ 1,092,500				
Bridge - 12	73796	I 15 North Las Vegas - Rehab/Retrofit H-948, G-949, G-953 & I-956		\$ 1,500,000				
Bridge - 13	73801	US 395, WA & DO Co - Rehab/Retrofit I-1261, B-821 N/S, B-1262 N/S & B-1263 N/S		\$ 2,500,000				
Bridge - 14	73798	SR 115, Harrigan Rd, at L Line Canal Replace Structure B-100		\$ 1,000,000				
Bridge - 20	73799	I 80 at Truckee River and UPRR near Verdi Address Scour B-764 E/W & G-772 E/W			\$ 3,500,000			
Bridge - 11	73800	SR 757, Muller Lane at Carson River Replace B-474			\$ 1,200,000			
Bridge - 15	Not Scheduled	I 80 at Fernley/Wadsworth - Rehab/Retrofit I-717 E/W, I-740 E/W, H-844 E/W, I-700 E/W & B-716 E/W			\$ 6,000,000			
Bridge - 16	Not Scheduled	I 515 at Boulder and Sahara - Rehab/Retrofit I-1449 & H-1446			\$ 750,000			
Bridge - 19	Not Scheduled	SR 605, Paradise Rd, at Tropicana Wash Replace B-1344			\$ 1,500,000			
Bridge - 21	Not Scheduled	I 15 at Muddy River - Rehab/Retrofit B-781 N/S			\$ 2,000,000			
Bridge - 22	Not Scheduled	SR 589, Sahara Ave, at UPRR Rehab/Retrofit G-1064			\$ 1,400,000			
Bridge - 23	Not Scheduled	US 50 at Carson River West of Fallon Address Scour B-1557			\$ 600,000			
Bridge - 24	Not Scheduled	SR 206, Genoa Lane, at Carson River Address Scour B-1239			\$ 300,000			
Bridge - 17	73803	SR 163 at Colorado River in Laughlin Replace or Rehab Structure B-1847				\$ 10,000,000		Scope & Budget TBD
Bridge - 25	Not Scheduled	SR 88 in Douglas County - Rehab/Retrofit B-553, B-575, B-580, B-576 & B-627				\$ 4,000,000		

BRIDGE/STRUCTURES PROJECTS (over \$500k)	\$ 24,420,000	\$ 17,692,500	\$ 26,250,000	\$ 16,000,000	\$ -
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**NDOT'S INTERNAL RESOURCE FIVE YEAR PLAN**  
(Not Fiscally Constrained)

March 24, 2014

PROGRAM PRIORITY	PIN/PCEMS	SAFETY PROJECTS (over \$500k)	FY2014	FY2015	FY2016	FY2017	FY2018	NOTES
	73857	Strategic Highway Safety Plan	\$ 950,000	\$ 950,000	\$ 950,000	\$ 950,000	\$ 950,000	Annual Program
		Traffic Incident Management		\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	Annual Program
Safety - 2	60584	US 93, pkg 2 MP EL 12.00 to EL 54.47 - Shoulder widening & slope flattening	\$ 9,100,000					Carried over from FY13-pkg 3 work being added
Safety - 14	8-03126/60624	Multiple Intersections in Dist. 1 (CNLV) pkg 2-Replace Signal/Ped Heads	\$ 885,000					
Safety - 15	8-03128/60625	Multiple Intersections in Dist. 1 (CLV) pkg 2 - Replace Signal/Ped Heads	\$ 1,780,000					
Safety - 17	60630	SR 147, Lake Mead Blvd, pkg 1 - CL 9.67 - CL 14.23	\$ 6,500,000					Pkg 1 no R/W
	73856	SR 160 at Buffalo, Cimarron, & Durango - Signal and Ped Access	\$ 1,270,000					
	73807	SR 318 - Enhanced Milepost Markers	\$ 760,000					
	2-05116/60631	US 395 South of Gardnerville at the Indian Colony DO 17.89	\$ 1,200,000					
	Not Scheduled	SR 431 Truck Escape Ramp		\$ 4,000,000				
Safety - 20	60632	US 95 MP ES 20.00 to ES 44.13 - Shoulder widening and slope flattening	\$ 5,000,000					
Safety - 19	60632	US 95 MP ES 0.00 to ES 20.00 - Shoulder widening and slope flattening	\$ 5,000,000					
Safety - 5	73616	US 95 from 0.16 MS of the Junction with SR 726 to 0.822 MS of the Trailing Edge of B-680, CH 28.00 to CH 57.00	\$ 10,000,000					
	Not Scheduled	US 93 CL 48.63 to CL 64.52 - Shoulder widening and slope flattening	\$ 5,800,000			\$ 5,450,000		Advertise with 3R 73644
	Not Scheduled	US 50 MP LA 0.00 to LA 25.00 - Shoulder widening and slope flattening	\$ 10,350,000			\$ 10,350,000		Advertise with 3R 60539
	73837	SR 372 at Blagg Roundabout			\$ 674,500			
	73841	SR 372 at Pahrump Valley Roundabout			\$ 1,092,250			
Safety - 8	Not Scheduled	SR 147, Lake Mead Blvd from Civic Center to Pecos - Safety Improvements			\$ 4,500,000			
Safety - 12	2-23065/73715	US 95 MP NY 60.00 to NY 80.00 - Shoulder widening			\$ 4,500,000			
	73862	US 395 at Airport, Johnson Lane and Stephanie Lane			\$ 750,000			
Safety - 21	73715	US 95 MP NY 80.00 to NY 107.24 - Shoulder widening and slope flattening			\$ 5,000,000			
Safety - 27	2-23064	US 95 NY 7.00 to NY 30.00 - Shoulder widening and slope flattening				\$ 4,500,000		
	Not Scheduled	US 6 MP ES 18.81 to ES 38.00 - Shoulder widening and slope flattening				\$ 9,400,000		
	Not Scheduled	US 6 MP ES 38.00 to ES 57.74 - Shoulder widening and slope flattening					\$ 9,400,000	
Safety - 25	Not Scheduled	US 93 MP CL 64.52 to CL 86.58 - Shoulder widening and slope flattening					\$ 10,350,000	
Safety - 7	Not Scheduled	SR 667, Kietzke Lane, Safety Improvements - pkg 1					\$ 3,700,000	Project scope, limits and estimate TBD
Safety - 17	Not Scheduled	SR 147, Lake Mead Blvd, pkg 2 - CL 7.56 - CL 9.67						Cost TBD - Pkg 2 needs R/W

**SAFETY PROJECTS (over \$500k)**      \$ 22,445,000    \$ 41,700,000    \$ 18,066,750    \$ 15,450,000    \$ 25,000,000

PROGRAM PRIORITY	PIN/PCEMS	TRAFFIC OPERATIONS PROJECTS (over \$500k)	FY2014	FY2015	FY2016	FY2017	FY2018	NOTES
Ops - 1A	1-31205	Freeway Service Patrol - Incident Response Vehicle - Las Vegas	\$ 775,000	\$ 775,000	\$ 775,000	\$ 775,000	\$ 775,000	Annual Program
Ops - 1B	1-03325	Freeway Service Patrol - Reno	\$ 365,000	\$ 365,000	\$ 365,000	\$ 365,000	\$ 365,000	Annual Program
Ops - 1C	1-03325	Freeway Service Patrol - Las Vegas	\$ 1,842,000	\$ 1,842,000	\$ 1,842,000	\$ 1,842,000	\$ 1,842,000	Annual Program
Ops - 4	1-03369/73844	I 15 from AZ State Line to Speedway - Install ITS infrastructure FAST Pkg H	\$ 15,000,000					
Ops - 2	8-25014/73860	Washoe Valley Wind Warning System	\$ 4,200,000					Funding Not Identified - State Funds?
Ops - 3	1-03376	Replace DMS signs, I 15 at Sahara, Tropicana, Summerlin		\$ 600,000				
	Not Scheduled	Replace Faulty High Mast Lowering Systems along I-15, Phase 1		\$ 3,000,000				
	2-03276/73840	US 95 from Bypass to Laughlin - Install ITS infrastructure, FAST Pkg K		\$ 8,000,000				
Ops - 6	1-31220	I 580 from Neil Road to Moana - Install ITS infrastructure, TM Pkg 1			\$ 2,000,000			
	Not Scheduled	Replace High Mast HPS Lighting with LED Lighting			\$ 1,500,000			
Ops - 11	3-03176	SR 160 from Pahrump to I 15 - Install ITS devices FAST Pkg J			\$ 8,000,000			
Ops - 5	8-00250	District 3 - Install Rural ITS Smart Zones Pkg A				\$ 2,000,000		
	1-31221	Install Electronic Check Station Signage, I 80 at Garson Road				\$ 200,000		Ready in 2016
Ops - 14	1-31219	I 580 from Mt. Rose to Neil Road - Install ITS infrastructure, TM Pkg 2				\$ 10,000,000		
Ops - 7	8-00249	District 1 - Install Rural ITS Smart Zones Pkg A					\$ 2,000,000	
Ops - 12	Not Scheduled	I 580 from Mt. Rose to College Parkway - Install ITS infrastructure, WC Pkg 1					\$ 12,000,000	

**TRAFFIC OPERATIONS PROJECTS (over \$500k)**      \$ 22,182,000    \$ 14,582,000    \$ 14,482,000    \$ 15,182,000    \$ 16,982,000

PROGRAM PRIORITY	PIN/PCEMS	HYDRAULICS/TAHOE PROJECTS	FY2014	FY2015	FY2016	FY2017	FY2018	NOTES
Hyd -	73208	Clear Creek Erosion Control Program	\$ 500,000	\$ 500,000	\$ 400,000	\$ 400,000	\$ 400,000	
Hyd -		Burke-Rabe Meadow Coop	\$ 50,000	\$ 250,000	\$ 300,000			
Hyd -		Zephyr Cove Coop	\$ 50,000	\$ 250,000				
Hyd - 1	73414	Master Plan Water Quality & Erosion Control Improvements - SR 28 from 0.13 Miles East of CC/WA Line to Sand Harbor		\$ 2,000,000				Decreased from \$5.5 M
Hyd - 2	73673	US 50 Central Clear Creek Watershed Storm Drain Project		\$ 3,000,000				
Hyd - 3	73675	US 50 Lower Clear Creek Watershed Storm Drain Project		\$ 3,000,000				
Hyd -		Incline Green Streets Project Coop		\$ 80,000				
Hyd -	Not Scheduled	SR 88 Cottonwood Slough		\$ 350,000				
Hyd -		Lake Tahoe Stormwater Project Coop		\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	
Hyd - 4	73653	US 50 Slope Stability, Water Quality, and Erosion Control Imp. - US 50 from Cave Rock to SR 28 Spooner Junction			\$ 5,000,000			Decreased from \$6 M
Hyd -	Not Scheduled	US 395 Martin Slough			\$ 250,000			
Hyd - 5	73676	US 50 Upper Clear Creek Watershed Storm Drain Project				\$ 4,200,000		
Hyd - 6	73674	US 50 Spooner Summit Storm Drain Project				\$ 2,000,000		

**HYDRAULICS/TAHOE PROJECTS**      \$ 600,000    \$ 10,030,000    \$ 6,550,000    \$ 7,200,000    \$ 1,000,000

PROGRAM PRIORITY	PIN/PCEMS	LANDSCAPE & AESTHETICS PROJECTS	FY2014	FY2015	FY2016	FY2017	FY2018	NOTES
	73812	US 395, SR 431, SR 341 Interchange - Sierra Summit		\$ 2,000,000				
	Not Scheduled	US 395, SR 88 - Minden Gateway		\$ 200,000				
	Not Scheduled	I 15 Flamingo Interchange		\$ 2,500,000				
	Not Scheduled	US 93 Hoover Dam - US Route State Gateway		\$ 150,000				
	Not Scheduled	US 93 Jackpot - US Route State Gateway		\$ 150,000				
	Not Scheduled	Veterans Parkway Roundabout aesthetic improvements			\$ 200,000			
	Not Scheduled	Hidden Gem Highway - Info kiosks/pull-outs (4 locations)			\$ 160,000			
	Not Scheduled	Russell Road and I 515			\$ 2,000,000			
	Not Scheduled	I 15 Spring Mountain			\$ 1,000,000			
	Not Scheduled	US 395 Damonte Ranch Interchange			\$ 2,000,000			
	Not Scheduled	SR 28 Crystal Bay - US Route State Gateway				\$ 150,000		
	Not Scheduled	Charleston at I-515				\$ 2,500,000		
	Not Scheduled	US 395 N. Bordertown - US Route State Gateway				\$ 150,000		
	Not Scheduled	I 80 Winnemucca Structures				\$ 1,000,000		
	Not Scheduled	Community Gateway to Winnemucca/Recreational to Black Rock Desert				\$ 50,000		
	Not Scheduled	US 50 Stateline S Lake Tahoe - State Route Gateway				\$ 150,000		
	Not Scheduled	US 395 South Meadows Interchange				\$ 1,250,000		
	Not Scheduled	US 395 Neil Road Interchange					\$ 750,000	
	Not Scheduled	Boulder Highway/ I 515					\$ 2,500,000	
	Not Scheduled	I 580 Spaghetti Bowl to Moana West Side					\$ 2,500,000	
	Not Scheduled	I 15 Lake Mead Blvd.					\$ 1,500,000	

**LANDSCAPE & AESTHETICS PROJECTS**      \$ -    \$ 5,000,000    \$ 5,360,000    \$ 5,250,000    \$ 7,250,000

PROGRAM PRIORITY	PIN/PCEMS	ADA PROJECTS	FY2014	FY2015	FY2016	FY2017	FY2018	NOTES
	Not Scheduled	SR 653 E. Plumb Ln. ADA Improvements FM Kietzke Ln to Harvard Way		\$ 50,000				
	73779	SR 593, Tropicana Ave, from Dean Martin to Boulder Highway			\$ 1,400,000			Advertise with 3R Project 73779

**ADA PROJECTS**      \$ -    \$ -    \$ 1,400,000    \$ -    \$ -

PROGRAM PRIORITY	PIN/PCEMS	MISCELLANEOUS PROJECTS (over \$500k)	FY2014	FY2015	FY2016	FY2017	FY2018	NOTES
	73827	5 Schools in Washoe County SRTS		\$ 650,000				
	73825	I 80 at 4th, Rock, and Pyramid Interchanges, Sparks	\$ 595,000					
	73821	East Lake Blvd	\$ 2,743,600					Washoe Co Project - State Settlement
	6-31209	Village Parkway Improvement	\$ 542,000					Washoe Co Project - State Settlement
	6-31210	Ventana Parkway Improvement	\$ 1,213,025					Washoe Co Project - State Settlement
	Not Scheduled	Washoe County Settlement (TBD)	\$ 1,395,450					Washoe Co Project - State Settlement
Design--	73725	Reconstruct Intersections at SR 589/SR 612, SR 589/SR 604, and SR 147/SR 604		\$ 3,000,000				Shifted from FY14 - Funding Not Identified - Moved to Betterment Projects
Design -	73624	US 95 In Goldfield From 1st Street To 2nd Street. ES 19.29 TO ES 19.35		\$ 741,000				Verify Right of Way issue - May be Canceled

**MISCELLANEOUS PROJECTS (over \$500k)**      \$ 6,489,075    \$ 4,391,000    \$ -    \$ -    \$ -

**NDOT'S INTERNAL RESOURCE FIVE YEAR PLAN**  
(Not Fiscally Constrained)

March 24, 2014

**Qualifiers/Disclaimers**

This list is not fiscally constrained. It is preliminary and subject to revision based on funding, resources and priorities.  
The primary intent of this list is help NDOT determine priority of NDOT construction projects from a funding and resource allocation perspective.  
The initial emphasis was placed on the first two years of the list. Additional projects for later years will be added as those are identified.

The list of projects shows those projects which NDOT has identified as being funded or potentially funded with money controlled by NDOT, such as STP Statewide, NHPP, Safety, state funds , etc.  
The list does not show Local Public Agency (LPA) projects which do not have NDOT controlled funds included in the project or an agreement to have NDOT controlled funds in them.

The dollar amounts may not be the total project cost but rather the amount of NDOT controlled funds in the project. It does not include any funding from federal earmarks or local/Developer funds.  
The dollar amounts show the federal fiscal year in which it is anticipated the funds may be obligated. It does not represent the year that the funds will be expended.  
The dollar amounts shown are for the construction phase only and does not reflect design or right of way costs.

Backup projects may be used in the year shown. If not used, backup projects will be used the following year.  
Contingency projects may be used to replace any planned project in a year that experiences issues . If not used, contingency projects are reevaluated for use in future years.  
Projects whose funding has not yet been identified may not be obligated in the year shown. There are not current commitments to actual fund those projects but staff recommends them.

Not Scheduled - indicates that the project is not currently scheduled in NDOT's Project Scheduling and Management System (PSAMS)

**CHANGES FROM THE 2-18-14 VERSION OF THE FIVE YEAR PLAN ARE SHOWN IN BOLD AND BLUE**

N = Need  
S = Submitted (HQ reviewing)  
A = Approved

Department of Transportation Construction Contract Closeout Status May 15, 2014																						
Cont. No.	DIST	Crew	Contractor - Resident Engineer	Description	Contract Bid Price	Retent Held	EEO	LAB	AB	CP	LE	ATSS	WC	Constr. Compl.	Cleanup Finalized	Plant Estab (Exp. Date)	District Accept	Director Accept	Pick Up Comp.	RPU	Comments	Change Orders # Needed
3392	1	922	WILLIAMS BROS. - CHRISTIANSEN MELISSA	VARIOUS INTERSECTIONS IN THE CITY OF LAS VEGAS AND VARIOUS INTERSECTIONS IN CLARK COUNTY.	\$944,304.33	\$47,215.22	A	A	A	A	A	A		9/29/11	11/1/2011	N/A	3/6/12	4/2/12	6/22/12		Pending Litigation	
3409	1	926	CAPRIATI - SULAHRIA (ASST. RE) MELISSA	US 95 FROM RAINBOW/SUMMERLIN INTERCHG. TO RANCHO/ANN RD. & DURANGO DR. (PKG. 1)	\$68,761,909.90	\$50,000.00	N	A	N	A	N	A	Y	12/1/12	2/15/13	12/16/13	3/7/14	3/12/14		Y	Jeff addressing claims. Books are submitted for review on 2/12/14, still waiting on final and CM19).	Address CO#9, &12. Paid on prior #11.
3421	1	916	LAS VEGAS PAVING -RUGULEISKI MELISSA	ON US 95AT SUMMERLIN PARKWAY	\$26,080,589.00	\$50,000.00	N	A	S	A	N	S		8/10/12						Y	HQ working on closeout, approx 90% complete. Target completion mid-May.	
3453	1	901	FISHER - ALHWAYEK MELISSA	ON US 93 FROM BUCHANAN TO HOOVER INTERCHANGE.	\$15,858,585.85	\$50,000.00	A	A	A	A	A	A		11/19/12			12/5/12	1/23/13	3/25/14	Y	Final Qty's sent to contractor on 4/15/2014. Target payoff end May.	
3454	1	916	FISHER - RUGULEISKI MELISSA	ON I-15 FROM TROPICANA AVENUE TO US 95 ( SPAGHETTI BOWL)	\$5,995,000.00	\$50,000.00	S	A	A	A	A	A	Y	3/23/12			4/20/12	5/21/12	9/4/12	Y	Contractor has Title 6 complaint against it which is holding EEO. Waiting for Contract Compliance to resolve EEO before processing Final Payment. Final quantities approved by Contractor.	
3466	1	922	AGGREGATE INDUSTRIES - CHRISTIANSEN MATT	ON I-15 FROM THE SPEEDWAY / HOLLYWOOD INTERCHANGE TO 0.103 MILES NORTH OF THE DRY LAKES REST AREA	\$18,006,000.00	\$50,000.00	S	A	S	A	N	A		1/16/13	4/15/13?	N/A	1/24/2013	2/13/2013		Y	HQ working on closeout, approx 40% complete.	
3472	1	922	LAS VEGAS ELECTRIC.- CHRISTIANSEN MELISSA	ON MUTIPLE INTERSECTIONS IN DIST. 1 CLARK COUNTY	\$3,393,786.20	\$50,000.00	A	A	A	A	N	A		11/30/12	2/5/13	N/A	1/24/13	4/18/13	4/14/14	Y	Final Qty's accepted by contractor. Target payoff 5/20/14.	
3474	1	906	LAS VEGAS ELECTRIC.-PETRENKO MELISSA	ON US 93 FROM RAILROAD PASS CROSSING TO THE I-215 / I-515 INTERCHANGE IN HENDERSON	\$6,647,492.75	\$50,000.00	A	A	S	A	N	A		4/10/13			7/18/13	7/29/13		Y	Closeout 99% complete. Working with crew to finalize. Target completion end May	
3481	1	901	AGGREGATE INDUSTRIES - ALHWAYEK MELISSA	ON US 95 FROM 1.47 MI SOUTH OF THE AMAGOSA RIVER TO 6.46 MI NORTH OF THE TRAILING EDGE OF B-636	\$850,000.00	\$50,000.00	A	A	A	A	A	A		10/29/12			5/23/13	6/12/13	2/5/14	Y	Final qty's sent to contractor on 2/24/2014. Contractor disputed qty's on 3/21/14. RE and Contractor working on solution.	
3504	1	906	AGGREGATE INDUSTRIES - PETRENKO MELISSA	COLD MILL AND PLANTMIX WITH OPEN GRADE AND BRIDGE REHAB ON I707N, I711N, I713N, G662 NORTH AND SOUTH	\$14,200,000.00	\$50,000.00	A	A	S	A	N	N		12/6/12			1/7/13	1/10/13		Y	Pickup has been requested, 0% complete.	
3519	1	915	LAS VEGAS PAVING CORP.- STRGANAC MELISSA	I-515 AT THE INTERCHANGE OF FLAMINGO RD. CONSTRUCT LANDSCAPE AND AESTHETIC TREATMENTS	\$2,144,539.61	\$32,660.43	A	A	A	A	A	A		5/24/13		4/1/14	4/4/14	5/2/14	4/1/14	Y	Pick-up complete.HQ reviewing qty's before sending out to contractor. Anticipate pavoff mid-June	
3526	1	915	TRANSCORE - STRGANAC MELISSA	CONSTRUCT ITS ELEMENTS FROM CRAIG ROAD TO SPEEDWAY	\$4,850,856.00	\$50,000.00	N	A	S	A	A	N		10/24/13			4/10/14	4/18/14		Y	Pick-up has been requested. 0% complete	
3531	1	903	LAS VEGAS PAVING - VOIGT MELISSA	REMOVE AND REPLACE EXPANSION JOINTS ON I-15	\$308,500.00	\$15,425.00	A	A	N	N	N	A		5/20/13			4/11/14	4/18/14		N	No pickup request to date.	
3535	1	922	INTERMOUNTAIN SLURRY - CHRISTIANSEN MELISSA	US 6, SR 361, SR 375, AND SR 160 CHIP SEAL OF EXISTING ROADWAY	\$3,966,996.00	\$50,000.00	N	N	N	N	N	N								N	Construction ongoing.	
3553	1	915	AGGREGATE INDUSTRIES - STRGANAC MELISSA	EMERGENCY RECONSTRUCTION OF WASHED OUT PORTION OF SR 164 NIPTON RD WITH HYDRAULIC IMPROVEMENTS	\$54,000.00	\$27,000.01	N	N	N	A	N	N		2/6/14			4/8/14	4/8/14		Y	Pick-up has been requested. 0% complete	
3292	2	905	FISHER - DURSKI ROB/MATT	FROM 395 S. OF BOWERS MANSION CUTOFF NORTH TO MOUNT ROSE HWY.	\$393,393,393.00	\$50,000.00	N	A	N	N	N	N		11/19/12		2/28/15				N	HQ working on closeout. Partial Relief of Maintanance on 2/14/2014	pd on priors #64&69 are priors. Need 31,76A,78A
3327	2	907	ROAD & HIGHWAY - LANI ROB/MATT	US 395, CARSON CITY FREEWAY FROM FAIRVIEW DR. TO US 50 E.-PHASE 2	\$44,968,149.00	\$50,000.00	A	A	A	A	N	A		10/8/09			7/21/11	8/23/11		Y	HQ working with crew on closeout. Wage Complaint resolved	
3377*	2	911	PEEK CONST.- ANGEL ROB/MATT	SR 207, KINGSBURY GRADE, FROM THE JUNCTION WITH HIGHWAY 50 TO THE SUMMIT AT DAGGETT PASS	\$6,852,746.00	\$50,000.00	N	N	N	N	N	N								N	Pending litigation	
3389 ARRA	2	913	MEADOW VALLEY CONT.- COCKING DEENA	I-580 AT MEADOWOOD MALL EXCHANGE	\$21,860,638.63	\$50,000.00	N	N	N	N	N	N		7/10/13		11/1/13				N	Working on LOA's. Working with contractor to resolve issues. Construction ongoing.	crew working on 3, 20. District has 6. Contractor has 10, 11, 12a, 23

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WC=Wage Complaint  
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\*= Internal

N = Need  
 S = Submitted (HQ reviewing)  
 A = Approved

Department of Transportation Construction Contract Closeout Status May 15, 2014																							
Cont. No.	DIST	Crew	Contractor - Resident Engineer	Description	Contract Bid Price	Retent Held	EEO	LAB	AB	CP	LE	ATSS	WC	Constr. Compl.	Cleanup Finalized	Plant Estab (Exp. Date)	District Accept	Director Accept	Pick Up Comp.	RPU	Comments	Change Orders # Needed	
3400	2	907	Q & D CONST.- LANI MATT	ON US 395, THE CARSON CITY FREEWAY, FROM CLEARVIEW DRIVE TO FAIRVIEW DRIVE. PACKAGE 2B-1.	\$7,548,315.70	\$50,000.00	A	A	A	A	N	A		11/30/11		11/30/12	12/10/12	12/21/12	N		No pickup request to date.		
3401	2	913	GRANITE CONSTRUCTION CO - COCKING ROB / DEENA	US 395 FROM MOANA TO I 80	\$31,495,495.00	\$50,000.00	N	A	N	A	N	N		9/10/12		4/3/13	4/22/13	5/9/13	N		No pickup request to date.		
3433	2	911	GRANITE CONSTRUCTION CO.- ANGEL DEENA	US 50, FROM CAVE ROCK TO SR 28	\$3,661,661.00	\$50,000.00	S	A	A	S	A	A	Y	12/12/12		11/20/15			N		Pick up pending 3471 close out.		
3440	2	911	Q&D CONST ANGEL MATT	ON SR 28 FROM JUNCTION WITH ST 432 TO CALIFORNIA/NEVADA STATE LINE	\$5,613,054.00	\$50,000.00	A	A	A	S	A	A		10/20/12		10/19/13			N		No pickup request to date.		
3465	2	904	SIERRA NEVADA CONST - BOGE DEENA	SR 341 VIRGINIA CITY FROM STOREY/WASHOE CO. LINE TO THE JUNCTION OF TOLL RD. & SR 341 VIRGINIA CITY FROM .02 MILES S. D ST.	\$6,969,007.00	\$50,000.00	N	A	N	N	N	N		10/4/12	3/27/13	Done			N		No pickup request to date.	CO#1 & 4 are prior	
3471	2	911	Q & D CONSTRUCTION - ANGEL DEENA	SR 28 AT THE INTERSECTION OF MT. ROSE HWY & SR 431	\$2,414,236.00	\$50,000.00	N	A	N	S	A	A		8/17/12		10/12/13			N		No pickup request to date.		
3501	2	911	Q & D CONSTRUCTION - ANGEL DEENA	ON SR 431, MT. ROSE HWY, FROM THE JUNCTION WITH SR 28 TO INCLINE LAKE RD.	\$5,318,188.00	\$50,000.00	N	A	N	S	A	A				10/17/13			N		Closeout pending closeout of 3471.		
3505	2	907	GRANITE - LANI DEENA	US 50, LYON COUNTY, CHAVES ROAD TO ROY'S ROAD	\$21,212,121.00	\$50,000.00	N	N	N	N	N	N		10/3/13		10/3/14			N		Construction ongoing; pending plant establishment	#6 is a prior 1-4 are missing no prior no Co	
3510	2	907	SIERRA NEVADA CONST- LANI MATT	ON MULTIPLE ROUTES CC, CHURCHILL, LYON & WASHOE COUNTIES	\$1,772,007.00	\$50,000.00	A	A	N	N	N	S		8/16/13		N			N		No pickup request to date.		
3512	2	907	SIERRA NEVADA CONST. - LANI MATT	US 95A FR. 0.13 MILES N. of JUNCT US 50 IN SILVER SPRINGS TO THE TRUCKEE RIVER CANAL	\$886,007.00	\$44,300.35	N	A	A	A	A	A		4/25/13	6/14/13	N	7/8/13	7/22/13	8/14/13	Y		Closeout complete, need EEO , qty's sent to contractor on 4/22/2014.	
3518	2	913	GRANITECONSTRUCTION - COCKING MATT	I-580 ON THE MOANA INTERCHANGE	\$6,978,978.01	\$50,000.00	N	A	N	S	A	N		2/19/13		2/19/14			N		Construction ongoing		
3536	2	904	SIERRA NEVAD CONST. - BOGE MATT	SR 854 MP PE0.00 TO 3.59; SR 396 MP PE 1.422 TO 7.70 CHIP SEAL OF EXISTING ROADWAY	\$369,007.00	\$18,450.35	N	A	N	N	N	N		8/15/13		N			N				
3541	2	911	Q & D CONSTRUCTION - ANGEL DEENA	CONSTRUCT PHASE 1 C MULTI USE TRAIL OF STATELINE TO STATELINE BIKEWAY PROJECT	\$1,424,013.00	\$50,000.00	N	A	N	S	A	N		10/15/13		10/15/14			N				
3544	2	905	SIERRA NEVADA CONST. - LOMPA MATT	WATER LINE & BACKFLOW UPGRADES FOR WEST SIDE OF DISTRICT II YARD	\$623,007.00	\$31,150.35	A	A	A	A	A	A		1/20/14		N	4/9/14	4/9/14	4/22/14	Y		Final Qty's sent to contractor on 4/22/104, possible payoff 5/22/2014.	
3555	2	910	DIVERSIFIED STRIPING SYST. - DURSKI MATT	INSTALL INTERSECTIO SAFETY IMPROVEMENTS INCL SOLAR FLASHING STOP BEACONS	\$479,629.79	\$23,981.49	N	N	N	N	N	N										Construction ongoing	
3407	3	908	PEEK CONST- MOURITSEN (ACTING RE) ROB	US 93 AT HD SUMMIT	\$3,156,345.49	\$50,000.00	A	S	S	S	S	S		11/19/10			7/18/11	9/23/11	Y		Pending Litigation	pd on prior #4,6,7,8 Shapiro has CO's	
3435	3	908	RHB (AGG. INDUSTRIES) - MOURITSEN (ACTING RE) DEENA	I-80 FROM 0.26 MILES EAST OF THE HALLECK/RUBY VALLEY INTERCHANGE TO 0.60 MI EAST OF THE GREY'S CREEK GRADE SEPARATION	\$33,699,999.00	\$50,000.00	N	A	N	A	A	A		11/21/12	8/22/13	N	8/28/13	9/30/13	Y		Pickup Scheduled for 5/12/2014		
3451	3	ATKINS	RHB (AGG. INDUSTRIES) - MOURITSEN (ACTING RE) DEENA	US 50 FROM 3.38 MI. OF HICKSON SUMMIT TO THE LANDER / EUREKA COUNTY LINE .	\$10,799,999.00	\$50,000.00	N	A	A	S	A	A		1/24/12		1/25/14			Y		Will need final p/r letter and acctpt following Plant Estab period to begin Dir. Accot. and complete closeout.		
3456	3	918	RHB (AGG. INDUSTRIES) KELLY MATT	US 93 SCHELLBOURNE REST AREA	\$1,832,222.00	\$50,000.00	S	A	A	A	A	A		9/10/12	1/15/13	5/27/13	7/29/13	8/19/13	2/28/13	Y		Field Pickup completed. Need EEO qty's sent to contractor on 4/22/2014.	
3461	3	918	FISHER - KELLY DEENA	I-80 EAST OF OASIS INTERCHANGE TO WEST PF PILOT PEAK INTERCHANGE	\$30,999,999.00	\$50,000.00	N	N	N	N	N	N		11/15/13		11/1/14			N		Construction ongoing	Co #4 & 7 routing, CO #5,6,10 & 11 in progress	
3468	3	912	Q & D CONSTRUCTION - SIMMONS MATT	ON I-80 AT THE WEST CARLIN INTERCHANGE AND ON SR 766 AT THE CENTRAL CARLIN INTERCHANGE	\$7,263,806.50	\$50,000.00	S	A	A	A	A	A		7/17/13	7/22/13	N	8/1/13	8/1/13	10/28/13	Y		Pickup Complete. Waiting on EEO quantitys sent to contractor on 4/22/2014.	

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N = Need  
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Department of Transportation Construction Contract Closeout Status May 15, 2014																						
Cont. No.	DIST	Crew	Contractor - Resident Engineer	Description	Contract Bid Price	Retent Held	EEO	LAB	AB	CPPR	LE	ATSS	WC	Constr. Compl.	Cleanup Finalized	Plant Estab (Exp. Date)	District Accept	Director Accept	Pick Up Comp.	RPU	Comments	Change Orders # Needed
3506	3	963	VALLEY SLURRY SEAL - RATLIFF MATT	CHIP SEAL ON EXISTING ROAD WAY ON SR 225 EL -112.90 TO 127.50 AND SR 226 EL - 0.00 TO 20.00 IN ELKO CNTY	\$1,129,336.00	\$50,000.00	S	A	A	A	A	A		9/3/13		N	10/29/13	11/15/13	2/4/14	Y	Pickup Complete. Waiting on EEO, Contractor accepted qty's on 4/27/2014.	
3537	3	908	Q & D CONSTRUCTION - SENRUD DEENA	COLDMILLING AND PLACING PLANTMIX SURFACE, PAVING CROSSOVER SAND PURCHASING LIGHTING FIXTURES	\$2,818,944.00	\$50,000.00	N	N	N	N	N	N								N	Construction ongoing. Closeout with Cont 3540	

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NDOT Construction Contracts Closed Out  
March 2014 thru April 2014

Item #9 Attachment B

Contract	Description	Contractor	Resident Engineer	NDOT/Consultant	Original Bid	CCO Amount	% CCO	Qty Adjustments (Tot Pd - [Bid+CCO])	% Adjustments	Total Paid	Total Amount Over/Under Bid Amount	% of Bid Amount	Agreement Estimate (Budget)	Total Amount Over/Under Budgeted Amount	% of Budget
3515	CHURCHILL COUNTY, REPLACE OFF-SYSTEM BRIDGE	GRANITE CONSTRUCTION CO	Crew 904 - Boge	MAXWELL, KEVIN	\$ 384,384.00	\$ -	0.0%	\$ 13,328.58	3.5%	\$ 397,712.58	\$ 13,328.58	103%	\$ 452,246.00	\$ 452,246.00	88%
3442	US 95, N. CHINA WASH, ES COUNTY	ROAD & HIGHWAY BUILDERS LLC	Crew 901 - Alhwayek	RAGAN, JAMES/HDR	\$ 10,171,171.00	\$ 1,337,775.50	13.2%	\$ 1,447,100.36	14.2%	\$ 12,956,046.86	\$ 2,784,875.86	127%	\$ 10,705,018.00	\$ 2,251,028.86	121%
3503	SR 443, COLDMILL & STRESS RELIEF C.	GRANITE CONSTRUCTION CO	Crew 913 - Cocking	FINNERTY, J./MANHARD	\$ 4,192,192.00	\$ -	0.0%	\$ 106,209.80	2.5%	\$ 4,298,401.80	\$ 106,209.80	103%	\$ 4,492,334.00	\$ (193,932.20)	96%
3513	SR 306, MILL AND ROADBED MOD.	SIERRA NEVADA CONSTRUCTION INC	Crew 963 - Ratliff	MINDRUM, GREGORY	\$ 7,477,007.00	\$ (35,999.74)	-0.5%	\$ (40,663.30)	-0.5%	\$ 7,400,343.96	\$ (76,663.04)	99%	\$ 8,756,151.00	\$ (1,355,807.04)	85%
3514	I 80, BRIDGE DECK REPAIRS	Q&D CONSTRUCTION INC	Crew -905	FROMM, DOUGLAS	\$ 1,693,000.00	\$ 132,289.10	7.8%	\$ 65,353.35	3.9%	\$ 1,890,642.45	\$ 197,642.45	112%	\$ 1,862,300.00	\$ 28,342.45	102%
3522	US 93, RR CROSS, ADV. WARN. SIGNALS	TITAN ELECTRICAL CONTRACTING	Crew 963 - Ratliff	CERAGIOLI, JIM	\$ 249,301.00	\$ -	0.0%	\$ 31,825.00	12.8%	\$ 281,126.00	\$ 31,825.00	113%	\$ 306,753.00	\$ (25,627.00)	92%
3527	US 93, BOULD. CITY BYPASS, TORT FENCE	LAS VEGAS PAVING CORPORATION	Crew 901 - Alhwayek	LORENZI, ANTHONY	\$ 1,327,000.00	\$ -	0.0%	\$ 66,010.05	5.0%	\$ 1,393,010.05	\$ 66,010.05	105%	\$ 1,459,890.00	\$ (66,879.95)	95%
3538R	OFF SYSTEM, DEETH BRIDGE	GERBER CONSTRUCTION INC	Crew 963 - Ratliff	PETERS, VICTOR	\$ 273,563.10	\$ (299.54)	-0.1%	\$ (4,501.61)	-1.6%	\$ 268,761.95	\$ (4,801.15)	98%	\$ 312,713.00	\$ (43,951.05)	86%
Totals					\$ 25,383,234.10	\$ 1,433,765.32	6%	\$ 1,671,333.65	7%	\$ 28,488,333.07	\$ 3,105,098.97	112%	\$ 27,895,159.00	\$ 593,174.07	102%
											Projects Over Budget	2	Projects Under Budget	5	

**Contract No.:** 3442**NDOT Project No.:** 73559**FHWA Project No.:** SPF-095-3(014)**County:** Esmeralda**Length:** 21 miles**Location:** On US 95 from 3.131 miles north of Chine Wash to 0.796 miles south of Dry Wash**Work Description:** Coldmill and Pave**Advertised Date:** December 16, 2010**Bid Opening:** February, 17, 2011**Contract Awarded:** March 17, 2011**Notice to Proceed:** April 18, 2011**Work Completed:** November 22, 2011**Work Accepted:** December 6, 2012**Final Payment:** April 9, 2014**Contractor:** Road & Highway Builders**Resident Engineer:** Sami Alhwayek**Project Performance:**

<b>Engineers Estimate:</b>	\$10,168,182.30
<b>Bid Price:</b>	\$10,171,171.00
<b>Adjusted Bid Contract Amount:</b>	\$11,508,946.50
<b>Agreement Estimate (Budget):</b>	\$10,705,018.00
<b>Final Contract Amount:</b>	\$12,956,046.86
<b>Percent of Budget:</b>	121%
<b>Total Change Orders:</b>	\$1,337,775.50
<b>Percent Change Orders:</b>	13.2%
<b>Settlements/Claims:</b>	none
<b>Original Working Days:</b>	135
<b>Updated Working Days:</b>	145
<b>Charged Working Days:</b>	145
<b>Liquidated Damages:</b>	\$0.00

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	\$660,283.50 (5.09%)
<b>Right of Way:</b>	\$4,233.96
<b>Construction Engineering:</b>	\$358,444.34 (2.76%)
<b>Construction Final Contract Amount:</b>	\$12,956,046.86
<b>Total Project Cost:</b>	\$13,979,008.66

**Contract No.** 3503**NDOT Project No.:** 60534**FHWA Project No.:** SPSR-0443(001)**County:** Washoe**Length:** 3 miles**Location:** SR 443 Clear Acre Lane from North of US 395 to 7th Street**Work Description:** Coldmill and place stress relief course and place plantmix**Advertised Date:** February 9, 2012**Bid Opening:** March 1, 2012**Notice to Proceed:** May 7, 2012**Work Completed:** October 26, 2012**Work Accepted:** January 4, 2013**Final Payment:** March 3, 2014**Contractor:** Granite Construction Company**Resident Engineer:** Shane Cocking**Project Performance:**

<b>Engineers Estimate:</b>	\$5,221,490.51
<b>Bid Price:</b>	\$4,192,192.00
<b>Adjusted Bid Contract Amount:</b>	\$4,192,192.00
<b>Agreement Estimate (Budget):</b>	\$4,492,334.00
<b>Final Contract Amount:</b>	\$4,298,401.80
<b>Percent of Budget:</b>	96%
<b>Total Change Orders:</b>	\$0.00
<b>Percent Change Orders:</b>	0.0%
<b>Settlements/Claims:</b>	none
<b>Original Working Days:</b>	100
<b>Updated Working Days:</b>	100
<b>Charged Working Days:</b>	88
<b>Liquidated Damages:</b>	\$2,000.00

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	n/a
<b>Right of Way:</b>	n/a
<b>Construction Engineering:</b>	\$157,479.37(25.94%)
<b>Construction Final Contract Amount:</b>	\$4,298,401.80
<b>Total Project Cost:</b>	\$4,455,881.17

**Contract No.** 3513**NDOT Project No:** 60530**FHWA Project No.:** SPSR-306(007)**County:** Eureka**Length:** 14.3miles**Location:** SR 306 from 0.48 Miles North of Lander/Eureka County Line to South of Beowawe**Work Description:** Roadbed Modification with 4" Plantmix Bituminous Overlay with Chip Seal and 3" Cold Milling with 3" Plantmix Bituminous Overlay with Chip Seal**Advertised Date:** June 15, 2012**Bid Opening:** July 2, 2012**Contract Awarded:** July 25, 2012**Notice to Proceed:** August 14, 2012**Work Completed:** July 19, 2013**Work Accepted:** August 19, 2013**Final Payment:** March 6, 2014**Contractor:** Sierra Nevada Construction, Inc.**Resident Engineer:** Boyd Ratliff**Project Performance:**

<b>Engineers Estimate:</b>	\$7,732,062.36
<b>Bid Price:</b>	\$7,477,007.00
<b>Adjusted Bid Contract Amount:</b>	\$7,441,007.26
<b>Agreement Estimate (Budget):</b>	\$8,756,151.00
<b>Final Contract Amount:</b>	\$7,400,343.96
<b>Percent of Budget:</b>	85%
<b>Total Change Orders:</b>	-\$35,999.74
<b>Percent Change Orders:</b>	-0.5%
<b>Settlements/Claims:</b>	none
<b>Original Working Days:</b>	90
<b>Updated Working Days:</b>	90
<b>Charged Working Days:</b>	89
<b>Liquidated Damages:</b>	\$0.00

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	n/a
<b>Right of Way:</b>	n/a
<b>Construction Engineering:</b>	\$1,919,974.15 (25.94%)
<b>Construction Final Contract Amount:</b>	\$7,400,343.96
<b>Total Project Cost:</b>	\$9,320,318.11

**Contract No.** 3514  
**NDOT Project No.:** 60522  
**FHWA Project No.:** SPI-080-1(070)  
**County:** Washoe  
**Length:** 6.89  
**Location:** I-80 Multiple Locations  
**Work Description:** Bridge repairs  
**Advertised Date:** June 27, 2012  
**Bid Opening:** July 19, 2012 1:30 PM  
**Contract Awarded:** August 15, 2012  
**Notice to Proceed:** September 17, 2012  
**Work Completed:** September 25, 2013  
**Work Accepted:** March 10, 2014  
**Final Payment:** April 24, 2014

**Contractor:** Q & D Construction, Inc.  
**Resident Engineer:** Sam Lompa

**Project Performance:**

<b>Engineers Estimate:</b>	\$2,019,334.50
<b>Bid Price:</b>	\$1,693,000.00
<b>Adjusted Bid Contract Amount:</b>	\$1,825,289.10
<b>Agreement Estimate (Budget):</b>	\$1,862,300.00
<b>Final Contract Amount:</b>	\$1,890,642.45
<b>Percent of Budget:</b>	102%
<b>Total Change Orders:</b>	\$132,289.10
<b>Percent Change Orders:</b>	7.8%
<b>Settlements/Claims:</b>	none
<b>Original Working Days:</b>	90
<b>Updated Working Days:</b>	90
<b>Charged Working Days:</b>	90
<b>Liquidated Damages:</b>	\$6,000.00

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	n/a
<b>Right of Way:</b>	n/a
<b>Construction Engineering:</b>	\$127,053.96 (6.72%)
<b>Construction Final Contract Amount:</b>	\$1,890,642.45
<b>Total Project Cost:</b>	\$2,017,696.41

**Contract No.** 3522**NDOT Project No.:** 73729**FHWA Project No.:** SI-0032(107)**Counties:** Churchill and Elko**Length:** 0**Location:** 3 Railroad Crossings – US 93 South of Wells at Milepost EL-66.43; Montello Road at Milepost EL-21.82 and US 95 Lovelock Cutoff at Milepost CH-55.66**Work Description:** Installation of Advanced Warning Signals**Advertised Date:** September 12, 2012**Bid Opening:** October 4, 2012 2:00 PM**Contract Awarded:** October 31, 2012**Notice to Proceed:** December 3, 2012**Work Completed:** November 4, 2013**Work Accepted:** November 25, 2013**Final Payment:** March 6, 2014**Contractor:** Titan Electrical Contracting, Inc.**Resident Engineer:** Boyd Ratliff**Project Performance:**

<b>Engineers Estimate:</b>	\$260,602.50
<b>Bid Price:</b>	\$249,301.00
<b>Adjusted Bid Contract Amount:</b>	\$249,301.00
<b>Agreement Estimate (Budget):</b>	\$306,753.00
<b>Final Contract Amount:</b>	\$281,126.00
<b>Percent of Budget:</b>	92%
<b>Total Change Orders:</b>	\$0.00
<b>Percent Change Orders:</b>	0.0%
<b>Settlements/Claims:</b>	none
<b>Original Working Days:</b>	30
<b>Updated Working Days:</b>	30
<b>Charged Working Days:</b>	21
<b>Liquidated Damages:</b>	\$0.00

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	\$17,175.95 (6.1%)
<b>Right of Way:</b>	\$1,634.07
<b>Construction Engineering:</b>	\$43,381.76 (15.43%)
<b>Construction Final Contract Amount:</b>	\$281,126.00
<b>Total Project Cost:</b>	\$343,317.78

**Contract No.** 3527**NDOT Project No.:** 60564**FHWA Project No.:** NH-0003(163)**County:** Clark**Length:** 12.2 miles**Location:** US 93 from 1 Mile South of the Junction of US 95 and US 93 to Foothills Road**Work Description:** Install temporary/permanent tortoise fencing around perimeter of the Boulder City Bypass (Part 1) and perform plant salvaging activities for construction of US 93/US 95 mainline from 1 mile south of the Junction of US 95/US 93 to Foothills Road**Advertised Date:** September 19, 2012**Bid Opening:** November 1, 2012 3:00 PM**Contract Awarded:** November 20, 2012**Notice to Proceed:** January 7, 2013**Work Completed:** July 19, 2013**Work Accepted:** July 23, 2013**Final Payment:** April 3, 2014**Contractor:** Las Vegas Paving Corporation**Resident Engineer:** Samih Alhwayek**Project Performance:**

<b>Engineers Estimate:</b>	\$2,292,538.13
<b>Bid Price:</b>	\$1,327,000.00
<b>Adjusted Bid Contract Amount:</b>	\$1,327,000.00
<b>Agreement Estimate (Budget):</b>	\$1,459,890.00
<b>Final Contract Amount:</b>	\$1,393,010.05
<b>Percent of Budget:</b>	95%
<b>Total Change Orders:</b>	\$0.00
<b>Percent Change Orders:</b>	0.0%
<b>Settlements/Claims:</b>	none
<b>Original Working Days:</b>	140
<b>Updated Working Days:</b>	140
<b>Charged Working Days:</b>	134
<b>Liquidated Damages:</b>	\$0.00

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	n/a
<b>Right of Way:</b>	n/a
<b>Construction Engineering:</b>	\$280,826.13 (20.15%)
<b>Construction Final Contract Amount:</b>	\$1,393,010.05
<b>Total Project Cost:</b>	\$1,673,836.18

**Contract No.** 3538R**NDOT Project No.:** 73688**FHWA Project No.:** BR-0007(036)**County:** Elko**Length:** n/a**Location:** Deeth Bridge on CR701B, at Mary's River**Work Description:** Replace Substandard Off System Bridge B-1662**Advertised Date:** May 23, 2013**Bid Opening:** June 13, 2013 1:30 PM**Contract Awarded:** July 1, 2013**Notice to Proceed:** August 19, 2013**Work Completed:** October 29, 2013**Work Accepted:** October 30, 2013**Final Payment:** April 9, 2014**Contractor:** Gerber Construction, Inc.**Resident Engineer:** Boyd Ratliff**Project Performance:**

<b>Engineers Estimate:</b>	\$278,197.65
<b>Bid Price:</b>	\$273,563.10
<b>Adjusted Bid Contract Amount:</b>	\$273,263.56
<b>Agreement Estimate (Budget):</b>	\$312,713.00
<b>Final Contract Amount:</b>	\$268,761.95
<b>Percent of Budget:</b>	86%
<b>Total Change Orders:</b>	-\$299.54
<b>Percent Change Orders:</b>	-0.1%
<b>Settlements/Claims:</b>	none
<b>Original Working Days:</b>	60
<b>Updated Working Days:</b>	60
<b>Charged Working Days:</b>	41
<b>Liquidated Damages:</b>	\$0.00

**Project Cost Breakdown:**

<b>Preliminary Engineering:</b>	\$127,697.58 (47.51%)
<b>Right of Way:</b>	\$2,851.18
<b>Construction Engineering:</b>	\$39,771.06 (14.79%)
<b>Construction Final Contract Amount:</b>	\$268,761.95
<b>Total Project Cost:</b>	\$439,081.77

CONTRACT	DESCRIPTION	AGREEMENT ESTIMATE (BUDGET)	BID CONTRACT AMOUNT	ADJUSTED BID CONTRACT AMOUNT	TOTAL PAID TO DATE	1 % Budget	2 % Time	CONTRACTOR	PROJECT MANAGER NDOT/CONSULTANT	DESCRIPTION
3292	I-580 FREEWAY EXTENSION	\$405,824,356.00	\$393,393,393.00	\$428,082,817.97	\$446,741,979.47	110%	104%	FISHER SAND & GRAVEL CO	MONTGOMERY, T./CH2M HILL	Change Site Conditions and 8% Changes, \$4.2M REA for concrete paving, temporary arch remaining in place and testing submitted 5/2014
3327	US 395 CC FREEWAY (2A)	\$46,613,794.00	\$44,968,149.00	\$47,121,133.12	\$48,535,502.71	104%	100%	ROAD & HIGHWAY BUILDERS LLC	GALLEGOS, J./LOUIS BERGER	5% Changes and Quantity Increases
3377	SR 207 KINGSBURY	\$7,311,743.00	\$6,852,746.00	\$7,466,646.94	\$8,665,120.10	119%	110%	PEAK CONSTRUCTION COMPANY DBA	NUSSBAUMER, M./WOOD R.	In Litigation
3389	I-580 MEADOWOOD MALL	\$22,845,305.00	\$21,827,613.92	\$22,034,774.33	\$22,409,292.46	98%	137%	MEADOW VALLEY CONTRACTORS INC	MONTGOMERY, T./CH2M HILL	\$4.8M REA for Plan Errors & Omissions
3392	SIGNAL MOD. CL COUNTY	\$1,042,602.00	\$944,304.33	\$1,317,907.91	\$1,020,101.22	98%	100%	WILLIAMS BROTHER INC	CERAGIOLI, JIM,	
3400	US 395, CC FRWY (2B)	\$8,140,151.00	\$7,548,315.70	\$7,556,670.70	\$7,424,612.18	91%	100%	Q&D CONSTRUCTION INC	GALLEGOS, J./LOUIS BERGER	
3401	US 395 WIDENING	\$35,127,922.00	\$31,495,495.00	\$33,694,939.39	\$36,498,561.17	104%	94%	GRANITE CONSTRUCTION CO DBA	GALLEGOS, J./ATKINS	Change Site Conditions and Landscape Changes
3407	OVERPASS SAFETY CROSSING	\$3,385,702.00	\$3,156,345.49	\$3,236,393.34	\$3,466,362.60	102%	114%	PEAK CONSTRUCTION COMPANY DBA	BRADSHAW, JOHN,	In Litigation
3409	US 95 WIDENING PCKG 1	\$71,947,575.00	\$68,761,909.90	\$73,194,970.93	\$73,190,466.46	102%	100%	CAPRIATI CONSTRUCTION CORP INC	JOHNSON, NICHOLAS,	Drilled Shaft Delay, \$4.7M REA Electrical
3421	US 95 SUMMERLIN PKWY HOV	\$27,325,505.00	\$26,080,589.00	\$26,163,667.91	\$27,077,321.69	99%	100%	LAS VEGAS PAVING CORPORATION	TERRY, JOHN/ATKINS	
3433	US 50, CAVE ROCK TO SPOONER	\$4,113,346.00	\$3,661,661.00	\$6,156,657.90	\$6,452,083.76	157%	92%	GRANITE CONSTRUCTION CO DBA	NUSSBAUMER, M./WOOD R.	Change Site Conditions
3435	I-80 WEST OF OSINO, ELKO	\$35,482,218.00	\$33,699,999.00	\$34,024,631.66	\$35,968,072.97	101%	100%	ROAD & HIGHWAY BUILDERS LLC	BIRD, STEVE,	Plantmix Quantity Increases
3440	SR 28, JCT SR 431 TO STATELINE	\$5,989,778.00	\$5,613,054.00	\$5,856,913.86	\$5,843,005.95	98%	100%	Q&D CONSTRUCTION INC	NUSSBAUMER, M./WOOD R.	
3451	US 50, CIR LA/EU COUNTY	\$11,562,099.00	\$10,799,999.00	\$10,738,346.93	\$10,873,788.68	94%	100%	ROAD & HIGHWAY BUILDERS LLC	PETERS, VICTOR,	
3453	US 93, BUCHANAN TO HOOVER INT	\$17,765,944.00	\$15,858,585.85	\$17,366,010.30	\$18,352,674.98	103%	0%	FISHER SAND & GRAVEL CO	LORENZI, A./CH2M HILL	Roadway Ex and Blasting, 9% Changes
3454	I-15, TROPICANA TO US 95	\$7,422,149.00	\$5,995,000.00	\$5,995,000.00	\$7,017,507.53	95%	0%	FISHER SAND & GRAVEL CO	GARAY, LUIS,	
3456	US 93 WP, REST AREA	\$2,015,478.00	\$1,832,222.00	\$1,832,221.60	\$1,800,339.54	89%	100%	ROAD & HIGHWAY BUILDERS LLC	BIRD, STEVE,	
3461	I-80, E.OASIS TO PILOT PK, CIR	\$32,539,538.00	\$31,000,000.00	\$31,423,060.45	\$32,569,163.81	100%	100%	FISHER SAND & GRAVEL CO	BRADSHAW, JOHN,	Earthwork, Base and Bridge Deck Repair Quantity Increases
3465	SR 341, COLDMILLING, WA & ST	\$7,339,877.00	\$6,969,007.00	\$7,254,409.32	\$8,100,272.86	110%	86%	SIERRA NEVADA CONSTRUCTION INC	MAXWELL, KEVIN,	Plantmix Quantity Increases
3466	I-15, SPEEDWAY/ HOLLYWOOD INT.	\$19,343,626.00	\$18,006,000.00	\$17,489,195.72	\$17,888,137.09	92%	108%	AGGREGATE INDUSTRIES SWR INC	PETERSEN, CHRISTOPHER,	
3468	I-80,DIAMOND INT,W. CARLIN	\$7,791,069.00	\$7,263,806.50	\$7,584,915.34	\$7,467,154.22	96%	93%	Q&D CONSTRUCTION INC	PETERS, VICTOR,	
3471	SR 28, ROUNDABOUT	\$2,647,363.00	\$2,414,236.00	\$2,824,910.37	\$2,763,370.48	104%	0%	Q&D CONSTRUCTION INC	BIRD, STEVE,	Utility Delay(Paiute Pipeline). 17% Changes
3472	VAR. CLARK, SIG. SYS. MOD	\$3,671,352.00	\$3,393,786.20	\$3,225,008.08	\$3,449,064.33	94%	100%	LAS VEGAS ELECTRIC INC	CERAGIOLI, JIM,	
3474	I-515, ITS	\$7,046,367.00	\$6,647,492.75	\$6,647,492.75	\$6,550,831.77	93%	100%	LAS VEGAS ELECTRIC INC	DICKINSON, J./KH & ASSOC.	
3481	US 95, COLDMILL & RDBED MOD, NY	\$8,938,028.00	\$8,500,000.00	\$8,592,695.54	\$9,045,989.08	101%	100%	AGGREGATE INDUSTRIES SWR INC	BRADSHAW, JOHN,	Plantmix Quantity Increases. Bridge Repairs
3501	SR 431, WATER QLTY & EROSION C.	\$5,703,141.00	\$5,318,188.00	\$5,563,700.44	\$5,139,513.36	90%	105%	Q&D CONSTRUCTION INC	NUSSBAUMER, M./WOOD R.	
3504	I-15, STATELINE TO SLOAN INT	\$15,305,662.00	\$14,200,000.00	\$14,200,000.00	\$14,576,064.07	95%	75%	LAS VEGAS PAVING CORPORATION	PETERSEN, CHRISTOPHER,	
3505	US 50, WIDEN & DRAINAGE IMP.	\$22,256,347.00	\$21,212,121.00	\$21,201,767.48	\$23,367,709.19	105%	100%	GRANITE CONSTRUCTION CO DBA	BIRD, STEVE,	Plantmix Quantity Increases
3506	SR 225 & SR 226, CHIP SEAL	\$1,208,389.00	\$1,129,336.00	\$1,129,336.00	\$1,175,348.22	97%	90%	VALLEY SLURRY SEAL CO INC	BUSH, ANITA	
3509	SR 116 & SR 860, CIR & CHIP SEAL	\$2,331,480.00	\$2,094,000.00	\$2,094,000.00	\$-	0%	0%	A&K EARTH MOVERS INC	BUSH, ANITA	
3510	MULT. ROUTES, MICROSURFACING	\$1,896,048.00	\$1,772,007.00	\$1,772,007.00	\$1,796,366.51	95%	91%	SIERRA NEVADA CONSTRUCTION INC	BUSH, ANITA	
3512	LY & CH, 20 MILES CONST. FENCING	\$988,027.00	\$886,007.00	\$886,007.00	\$987,039.10	100%	68%	SIERRA NEVADA CONSTRUCTION INC	PETERS, VICTOR,	
3516	US 395, CC FRWY (2B-2)	\$9,958,381.00	\$9,545,454.00	\$9,545,454.00	\$8,102,720.09	81%	97%	GRANITE CONSTRUCTION CO	JOHNSON NICK/ LOUIS BERGER	Utility Delay (NV Energy). Est. \$200K
3518	I 580, MOANA INTCH. DDI	\$6,978,978.00	\$6,978,978.01	\$6,978,978.01	\$6,924,807.81	99%	0%	GRANITE CONSTRUCTION CO	SEARCY, ADAM	
3519	I 515, FLAMINGO INTER, L & AESTHETICS	\$2,356,103.00	\$2,144,539.61	\$2,167,402.61	\$2,238,123.29	95%	97%	LAS VEGAS PAVING CORPORATION	JOYCE, LUCY/ STANTEC	
3524	I 80, RUBBLIZE, PBS AND OG	\$34,221,117.00	\$32,106,106.01	\$32,110,764.01	\$25,354,283.31	74%	72%	GRANITE CONSTRUCTION CO	BRADSHAW, JOHN,	
3525	I 80, NEAR DUNPHY, MULT STRUCTURES	\$15,187,265.00	\$14,222,222.00	\$14,222,222.00	\$10,856,644.83	71%	58%	ROAD & HIGHWAY BUILDERS LLC	BRADSHAW, JOHN,	Utility Delay (Fiber Optic)
3526	I 15 N.,PART 2 PCKG 2, ITS FAST PCKG D	\$6,764,790.00	\$4,850,856.00	\$4,731,019.00	\$4,736,291.26	70%	95%	TRANSCORE HOLDINGS INC DBA	GARAY, LUIS/KIMLEY-HORN & ASSOC.	
3529	MULT. INTER. SIGNAL SYTEM MOD	\$2,074,259.00	\$1,753,671.20	\$1,758,464.72	\$1,134,743.51	55%	100%	TRANSCORE HOLDINGS INC DBA	BRADSHAW, JOHN,	
3530	I 15, CACTUS INTERCHANGE	\$40,534,954.00	\$38,900,000.00	\$39,163,477.00	\$29,319,989.00	72%	65%	LAS VEGAS PAVING CORPORATION	MIRANDA EDUARDO/ LOUIS BERGER G.	
3531	SR 593, REPAIR/REPLACE EXP. JOINTS	\$397,860.00	\$308,500.00	\$450,447.44	\$427,062.05	107%	43%	LAS VEGAS PAVING CORPORATION	MANUBAY, JENNIFER	Bridge Deck Repair Quantity Increases
3532	I 15, REOPEN F STREET	\$14,201,021.00	\$13,600,000.00	\$13,600,000.00	\$7,512,541.85	53%	64%	LAS VEGAS PAVING CORPORATION	FINNERTY, JENICA	
3533	I 80, W. EMIGRANT PASS, OVERLAY	\$15,357,027.00	\$14,283,000.01	\$14,227,710.36	\$11,711,968.05	76%	98%	Q&D CONSTRUCTION INC	MAXWELL, KEVIN,	
3534	US 93, JNCT AT CURRIE, PASSING LANES	\$10,592,452.00	\$9,886,886.00	\$9,929,318.00	\$2,842,927.99	27%	48%	GRANITE CONSTRUCTION CO	CERAGIOLI, JIM,	
3535	US 6, SR 361, SR 375 & SR 160, CHIP SEAL	\$6,790,358.00	\$4,484,856.00	\$3,810,508.10	\$3,595,922.35	80%	77%	INTERMOUNTAIN SLURRY SEAL INC	CERAGIOLI, JIM,	
3536	SR 854 & SR 396, CHIP SEAL	\$394,837.00	\$369,007.00	\$369,007.00	\$390,719.36	99%	0%	SIERRA NEVADA CONSTRUCTION INC	BUSH, ANITA	
3537	I 80, CARLIN TUNNELS PCKG 1, CMAR	\$2,847,133.00	\$2,818,944.00	\$2,818,944.00	\$2,777,678.14	98%	80%	Q&D CONSTRUCTION INC	KELLER, DALE	
3539	US 95, N. WINN., SLOPE FLATTENING	\$8,157,766.00	\$7,616,616.00	\$7,616,616.00	\$2,162,701.59	27%	38%	GRANITE CONSTRUCTION CO	BIRD, STEVE,	
3540	I 80, CARLIN TUNNELS PCKG 2, CMAR	\$28,339,999.00	\$28,340,000.13	\$28,340,000.13	\$14,890,610.69	53%	71%	Q&D CONSTRUCTION INC	KELLER, DALE	
3541	US 50, MULTI USE TRAIL, CMAR	\$1,424,013.00	\$1,424,013.00	\$1,424,013.00	\$1,242,280.17	87%	0%	Q&D CONSTRUCTION INC	RODRIGUEZ, PEDRO	
3543	I 580 RAMPS, COLDMILL, PBS & OG	\$1,659,849.00	\$1,496,496.00	\$1,496,496.00	\$1,086,925.03	65%	32%	GRANITE CONSTRUCTION CO	BUSH, ANITA	
3544	DIST II, MAINTENANCE YARD	\$669,237.00	\$623,007.00	\$628,750.32	\$616,652.23	92%	100%	SIERRA NEVADA CONSTRUCTION INC	BUSH, ANITA	
3545	I 80, REM. BRDG DECK & OVERLAY	\$879,631.00	\$792,459.75	\$792,459.75	\$-	0%	0%	ROAD & HIGHWAY BUILDERS LLC	FROMM, DOUGLAS	
3546	I 15, DRY LK. MILL, PBS & TRCK CLIMBING LN	\$37,235,208.00	\$35,650,000.00	\$35,650,000.00	\$7,507,081.79	20%	26%	LAS VEGAS PAVING CORPORATION	PETERS, VICTOR,	

CONTRACT	DESCRIPTION	AGREEMENT ESTIMATE (BUDGET)	BID CONTRACT AMOUNT	ADJUSTED BID CONTRACT AMOUNT	TOTAL PAID TO DATE	1 % Budget	2 % Time	CONTRACTOR	PROJECT MANAGER NDOT/CONSULTANT	DESCRIPTION
3547	US 95, CHIP SEAL	\$607,648.00	\$558,007.00	\$558,007.00	\$-	0%	0%	SIERRA NEVADA CONSTRUCTION INC	BUSH, ANITA	
3548	SR 319, CHIP SEAL	\$1,277,928.00	\$1,174,007.00	\$1,174,007.00	\$251,772.00	20%	0%	SIERRA NEVADA CONSTRUCTION INC	BUSH, ANITA	
3549	CLARK CO., SIG. SYSTEM MODIFICATIONS	\$963,013.00	\$870,935.40	\$857,884.61	\$443,934.22	46%	60%	TRANSCORE ITS LLC DBA	CERAGIOLI, JIM,	
3550	SR 227, IDAHO ST, COLDMILL & PBS	\$20,616,055.00	\$19,656,656.00	\$19,656,656.00	\$1,606,483.95	8%	12%	ROAD & HIGHWAY BUILDERS LLC	BIRD, STEVE,	
3552	DIST I, SIG. SYSTEM MODIFICATIONS	\$508,269.00	\$441,763.58	\$441,763.58	\$-	0%	0%	NEVCAL INVESTORS INC	CERAGIOLI, JIM,	
3553	SR 164, NIPTON RD, EMER. RECONST.	\$623,200.00	\$540,000.01	\$540,000.01	\$545,601.46	88%	100%	AGGREGATE INDUSTRIES SWR INC	BUSH, ANITA	
3554	US 95, ANN RD TO DURANGO PCK 2A	\$37,306,043.00	\$35,700,000.01	\$35,700,000.01	\$370,781.11	1%	3%	LAS VEGAS PAVING CORPORATION	SOLTANI, AMIR	
3555	DIST II, INT. SAFETY IMPROVEMENTS	\$534,018.00	\$479,629.79	\$479,629.79	\$467,036.92	87%	74%	DIVERSIFIED STRIPING SYSTEMS	PETERSEN, CHRISTOPHER,	
3557	DUNPHY AT UPRR, OFF-SYST STRCT	\$8,383,676.00	\$7,835,211.70	\$7,835,211.70	\$-	0%	0%	Q&D CONSTRUCTION INC	BRADSHAW, JOHN,	
3564	SR 207, KINGSBURY GRADE, CMAR	\$14,877,619.00	\$14,877,619.23	\$14,877,619.23	\$514,695.42	3%	0%	Q&D CONSTRUCTION INC	RODRIGUEZ, PEDRO	
<b>TOTAL</b>		<b>\$1,185,641,688.00</b>	<b>\$1,127,106,951.08</b>	<b>1,177,681,041</b>	<b>\$1,045,845,797.03</b>					

1 % BUDGET = Total Paid to Date / Agreement Estimate  
 2 % TIME = Charged Working Days to Date / Updated Working Days

