

**STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION**

**QUARTERLY REPORT FOR MAJOR PROJECTS  
For Quarter Ending A U f W " % z & \$ % \$**



**Jim Gibbons  
Governor**

**Susan Martinovich, PE  
Director**

**Nevada Department of Transportation**

**QUARTERLY REPORT FOR MAJOR PROJECTS**

October 2013

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## **1.0 INTRODUCTION**

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

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

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

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

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

Section 5 of this report briefly covers funding issues faced by the Department. The supplied graph contains estimates of various major uses of funds by the Department and expected revenue intended to pay for those major uses. The graph is a simple way to compare what is believed to be the best available information.

## 2.0 PROJECT STATUS SHEET EXPLANATION

The information contained on the project status sheet is centered on the Department's project development process. This process typically consists of the four major phases: planning, environmental clearance, final design and construction. Additional details of these phases are contained in Appendix A, which details the project development process utilized by the Department of Transportation. The project status sheets contain several items of information as follows:

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

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

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

**Schedule:** Provides the time ranges for the four primary phases of project development: planning, environmental clearance, final design, and construction. Generally the schedule, by state fiscal years, reveals the time range for starting or completing a phase. It indicates the starting range early in the development process and completion range latter in the process. Appendix B, Dealing with Project Risks, provides more details concerning the time ranges.

**Project Costs:** Project cost ranges are provided by activity: 1) engineering activities that includes planning, environmental clearance and final design costs, 2) right-of-way acquisition, and 3) construction. Costs are adjusted for inflation to the anticipated mid-point of completing a phase. Appendix B, Dealing with Project Risks, provides more detail on the range of project cost estimates.

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

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

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

### 3.0 MAJOR PROJECTS

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**I 15 North - Phase 1**

**I-15/US-95/I-515 Interchange to Craig Road**

**Design Build Project**

**Project Sponsor: NDOT**

**Project Manager: Jeff Hale, P. E.**

**(775) 888-7321**



**Project Description:**

- This is the first phase of the I-15 north corridor improvements between US 95 and Apex Interchange
- Widen I-15 from six lanes to ten lanes from US-95 to Lake Mead Boulevard, including re-alignment of on and off ramps for the US-95, Washington and D Street Interchanges.
- Widening of I-15 to eight lanes from Lake Mead Boulevard to Craig Road.
- Reconfigure the Lake Mead Boulevard Interchange.
- A new connection road linking D Street and F Street between I-15 and Bonanza Road.

**Schedule:**

**Planning:**

Complete

**Environmental Clearance:**

Complete

**Final Design:**

Complete

**Construction:**

2nd quarter 2010



**Project Cost Range:**

**(Construction phase estimates):**

**Engineering:**

\$5.1 million

**Right-of-Way:**

\$1.2 to \$5.1 million

**Construction:**

\$252 million

**Total Project Cost:**

\$258 - \$263 million

**Project Benefits:**

- Increase capacity to accommodate projected local and interstate traffic to year 2030.
- Decrease congestion.
- Reduce travel times.
- Improve access to areas planned for development in North Las Vegas.
- Improve freeway operations with full Freeway-to-Freeway connectivity.
- Improve safety.

**What's Changed Since Last Update?**

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

**Financial Fine Points(Key Assumptions):**

- Total Expended: \$234,404,542.00
- Funding Source Breakdown
- \$24 million State General Funds, \$156 million State Funds
- \$9 million STP
- \$22 million Minimum Guarantee
- \$25 million Federal Earmark
- \$11 million NHS, \$7 million Public Lands Highway Discretionary
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April , 2010



# I-15 North - Phase 2 Craig Road to Speedway Boulevard

**Project Sponsor: NDOT**

**Project Manager: Luis Garay, P. E.**

**(702) 671-8858**



## Project Description:

- Project EA 73563. Widen I-15 from 4 lanes to 6 lanes from Craig Road to Speedway Boulevard
- Improvements will be constructed within the existing I-15 Right-of-Way
- This is the second of four phases of improvements to the I-15 North Corridor between US 95 and Apex Interchange
- Project length: 4.8 miles

## Schedule:

**Planning:**  
Complete

**Environmental Phase:**  
Complete

**Final Design:**  
Start 2010 - 2014

**Construction:**  
Start 2013 - 2015



## Project Cost Range:

**Engineering:**  
\$5 - \$15 million

**Right-of-Way:**  
\$1 - \$2 million

**Construction:**  
\$99 - \$123 million

**Total Project Cost:**  
\$105 - \$140 million

## Project Benefits:

- Increase capacity to accommodate projected local and interstate traffic to year 2030
- Decrease congestion
- Reduce travel times
- Improve access to areas planned for development in North Las Vegas
- Improve freeway operations
- Improve safety

## What's Changed Since Last Update?

- Scope - No Change
- Schedule - No Change
- Cost - No Change

## Project risks:

- Uncertainty of future construction material and labor costs.
- Funding uncertainty for construction
- Elements of Phase 2 will be constructed within UPRR Right of Way

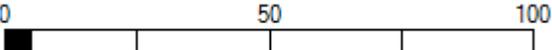
## Financial Fine Points(Key Assumptions):

- Total funding expended for phase 2: \$0 (design phase not started)
- Total funding expended for I 15 North Environmental phase: \$875,000
- Inflation escalation (4%) is to 2015 approximate midpoint of construction.
- Funding source for this project PE is AB 595 (State).



April , 2010



<p><b>I-15 North - Phase 3 Speedway Boulevard to Apex Interchange</b></p> <p><b>Project Sponsors: NDOT</b></p> <p><b>Project Manager: Luis Garay, P. E.</b></p> <p><b>(702) 671-8858</b></p>		
<p><b>Project Description:</b></p> <ul style="list-style-type: none"> <li>Widen I-15 from four lanes to six lanes from Speedway Boulevard to the Apex Interchange.</li> <li>This is the third phase of improvements to the I-15 North Corridor between US 95 and Apex Interchange.</li> <li>Project length: 4.6 miles</li> </ul>	<p><b>Schedule:</b></p> <p><b>Planning:</b> Complete</p> <p><b>Environmental Phase:</b> Complete</p> <p><b>Final Design:</b> Start 2012 - 2015</p> <p><b>Construction:</b> Start 2015 - 2017</p>	
	<p><b>Project Cost Range:</b></p> <p><b>Engineering:</b> \$5 - \$15 million</p> <p><b>Right-of-Way:</b> \$5 - \$10 million</p> <p><b>Construction:</b> \$105 - \$115 million</p> <p><b>Total Project Cost:</b> \$115 - \$140 million</p>	
<p><b>Project Benefits:</b></p> <ul style="list-style-type: none"> <li>Increase capacity to accommodate projected local and interstate traffic to year 2030</li> <li>Decrease congestion</li> <li>Reduce travel times</li> <li>Improve access to areas planned for development in North Las Vegas</li> <li>Improve freeway</li> <li>Improve safety</li> </ul>	<p><b>What's Changed Since Last Update?</b></p> <ul style="list-style-type: none"> <li>Scope - New interchange removed from this project. Will be done as a stand alone project</li> <li>Schedule - No Change</li> <li>Cost - No Change</li> </ul>	
<p><b>Project risks:</b></p> <ul style="list-style-type: none"> <li>Uncertainty of future Right-of-Way and construction costs.</li> <li>Uncertainty of proposed Sheep Mountain Parkway terminus.</li> </ul>	<p><b>Financial Fine Points(Key Assumptions):</b></p> <ul style="list-style-type: none"> <li>Total funding expended for phase 3: \$0 (design phase not started)</li> <li>Total funding expended for I 15 North Environmental phase: \$875,000</li> <li>Inflation escalation (4%) is to 2016 approximate midpoint of construction</li> <li>Funding source for this project has not yet been identified.</li> </ul>	
<p>Design complete </p>		<p>April , 2010</p>
		

# I-15 / CC-215 Northern Beltway Interchange

**Project Sponsor: Clark County**

**Project Manager: Cole Mortensen, P. E.**

**(775) 888-7742**



## Project Description:

- Construct new ramps to complete a system-to-system interchange configuration at the I-15 / CC-215 Las Vegas Beltway interchange.
- Improvements will be constructed within the existing I-15 and CC-215 Right-of-Way.
- This is the last of four phases of improvements to the I-15 North Corridor between US 95 and Apex Interchange (15 miles).

## Schedule:

- Planning:**  
Complete
- Environmental Clearance:**  
Complete
- Final Design:**  
Start 2013 - 2015
- Construction:**  
Start 2015 - 2017



## Project Cost Range:

- Engineering:**  
\$6 - \$15 million
- Right-of-Way:**  
\$1 - \$5 million
- Construction:**  
\$123 - \$140 million
- Total Project Cost:**  
\$130 - \$160 million

## Project Benefits:

- Increase capacity to accommodate projected local and interstate traffic to year 2030.
- Decrease congestion.
- Reduce travel times.
- Improve access to areas planned for development in North Las Vegas.
- Improve freeway operations with full freeway-to-freeway connectivity.
- Improve safety.

## What's Changed Since Last Update?

- Scope - No Change
- Schedule - No Change
- Cost - No Change

## Project risks:

- Uncertainty of future construction and labor costs.
- Potential funding shortfall.

## Financial Fine Points(Key Assumptions):

- Total funding expended: \$11,000
- Total funding expended for I-15 North Environmental phase: \$875,000
- Inflation escalation (4%) is to 2016 approximate midpoint of construction.
- Construction funding for this project has not yet been identified.

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April , 2010



# I 15 NEON

**Project Sponsor: NDOT**

**Senior Project Manager: Phil Slagel**

**(775) 888-7318**



## Project Description:

- HOV Direct Connector from US 95 to I-15 and I-15 widening improvements from Spaghetti Bowl to south of Sahara; Add/Drop lanes at Oakey/Wyoming
- I 15 Improvements include HOV Lanes, Auxillary Lanes, and Baided Ramps
- Local Access Improvements to Las Vegas Downtown Redevelopment
- Connecting Industrial Road and Martin Luther King over I-15
- HOV Direct Access Ramps at Wall Street
- New access to Alta
- Collector distributor roads
- I-15/Charleston Interchange Reconstruction
- Project Length: 4.83 miles

## Schedule:

**Planning:**  
Complete

**Environmental Clearance:**  
2nd Quarter 2010

**Final Design:**  
TBD

**Construction:**  
TBD



## Project Cost Range:

**(Environmental phase estimates):**

**Engineering:**  
\$79 - \$157 million

**Right-of-Way:**  
\$490 - \$616 million

**Construction:**  
\$886 - \$1.127 billion

**Total Project Cost:**  
\$1.455 - \$1.9 billion

## Project Benefits:

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

## What's Changed Since Last Update?

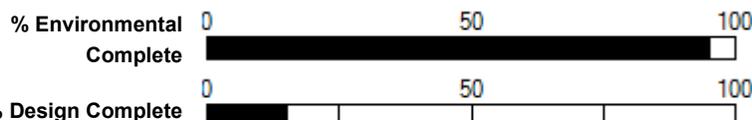
- Scope - No change
- Schedule - No Change
- Cost - No change

## Project risks:

- Complex construction in a high volume dense urban area
- Complexity in maintaining traffic during construction
- Complex right-of-way issues may impact schedule and cost
- Funding uncertainty

## Financial Fine Points(Key Assumptions):

- Total funding Expended: \$16,168,000
- Inflation escalation (4%) is to 2020 approximate midpoint of construction
- Additional Federal, State, Local and Regional Funding will be required



April , 2010



# I 15 Urban Resort Corridor Study

**Project Sponsor: NDOT**

**Project Manager: Cole Mortensen**

**(775) 888-7742**



## Project Description:

- The I-15 Urban Resort Corridor Study along I-15 from I-215 (Bruce Woodbury Beltway) to the south, to US 95 (Spaghetti Bowl) to the north.
- Enhance access and mobility within the resort corridor; develop a phased implementation strategy for future improvements to I-15 in the resort corridor area in addition to currently planned improvements.
- Prepare an early action plan for near-term improvements to enhance mobility and operations.

## Schedule:

### Planning:

Complete

### Environmental Clearance:

Estimated start 2010 - 2011

### Final Design:

TBD

### Construction:

TBD



## Project Cost Range:

### Engineering:

TBD

### Right-of-Way:

TBD

### Construction:

TBD

### Total Project Cost:

TBD

## Project Benefits:

- Improve capacity, operations, safety, access and mobility.
- Meet stakeholders/public expectations.
- Improve quality of life.
- Support economic development.
- Reduce trip times.

## What's Changed Since Last Update?

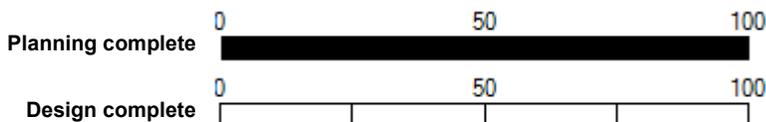
- Scope - No Change
- Schedule - Planning complete
- Cost - No Change

## Project risks:

- Consensus building among the resort owners.
- Funding uncertainty.
- Economic development along the corridor could require design changes affecting scope, schedule and budget.

## Financial Fine Points(Key Assumptions):

- Total funding expended: \$786,738



.....April , 2010



## I 15 SOUTH PHASE 1A

**From Blue Diamond Road to Tropicana Avenue**

**Project Sponsor: NDOT**

**Asst Chief Project Management: John Terry, P.E.**

**(775) 888-7321**



### Project Description:

- 1st Phase of the I 15 South Project, Silverado Ranch Road To Tropicana Avenue.
- Phase 1-A of the I 15 South, From Silverado Ranch Road to Tropicana Avenue Project (3.86 miles).
- Add collector-distributor lanes from Blue Diamond Road to Tropicana Avenue.
- Braid collector-distributor roads to eliminate weaves between I 215 and Tropicana Avenue.
- Construct Sunset Road Bridge over I 15 and reconstruct Warm Springs Bridge over I 15.
- Delivery and Procurement by Design-Build method.

### Schedule:

#### Planning:

Complete

#### Environmental:

Complete 2009

#### Final Design:

2009 - 2010

#### Construction:

2009 - 2012



### Project Cost Range:

#### Engineering:

\$11 - 12 million

#### Right-of-Way:

\$0

#### Total Estimated Project Cost:

\$290 - \$294 million

### Project Benefits:

- Provide additional capacity on I 15
- Reduce operational conflicts between Blue Diamond Road, I 215, Harmon Avenue and Tropicana Avenue
- Improve east-west access across I 15
- Reduce collisions
- Improve transportation system performance

### What's Changed Since Last Update?

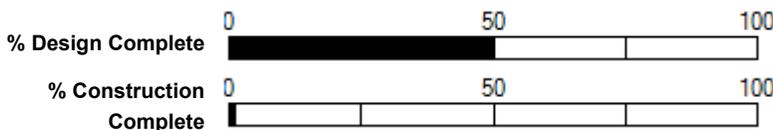
- Scope - No change
- Schedule: No Change
- Cost- No Change

### Project risks:

- Major Project Plan required
- New bridges over UPRR require close cooperation
- Tight Right of Way (ROW)
- Difficult schedule for Design-Build process
- Working within Clark Co. ROW
- Working within UPRR ROW

### Financial Fine Points(Key Assumptions):

- Total funding expended Environmental Study: \$3.5 million
- Total funding expended Phase 1A: \$26.5 million
- Project funding source: AB 595 (LVCVA via Bonding, Clark County, Federal, and State)



April , 2010



## I-15 South - Bermuda Road Interchange

**Project Sponsor: City of Henderson**

**Senior Project Manager: Eduardo P. Miranda, P.E.**

**(775) 888-7321**



### Project Description:

- I-15 South Project from Tropicana to Sloan has been broken into nine (9) Project elements to address funding and constructability opportunities.
- Construct new interchanges at Bermuda Road.

### Schedule:

**Planning:**  
Complete

**Environmental:**  
Complete

**Final Design:**  
TBD

**Construction:**  
TBD



### Project Cost Range:

(Environmental Phase Estimates)

**Engineering:**

\$16 - \$17.5 million

**Right-of-Way:**

\$3.5 - \$4 million

**Construction:**

\$128.5 - \$134.5 million

**Total Project Cost:**

\$148 - \$156 million

### Project Benefits:

- Interchanges on I-15 reduce congested traffic in main lines and other existing facilities.
- Connect Regional traffic.
- Improve origin destination time of travel.

### What's Changed Since Last Update?

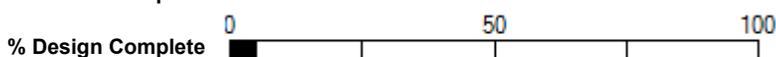
- Scope - No Change
- Schedule - No Change
- Cost - No Change

### Project risks:

- Unit price and property escalation may affect project cost.

### Financial Fine Points(Key Assumptions):

- Total funding expended for Bermuda Interchange: \$0 (phase not started)
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction.
- Funding Source: Q10 Extended (\$57.1M) and STP Clark County (\$60M).



April , 2010



## I-15 South - Pebble Road Overpass

**Project Sponsor: Clark County**

**Senior Project Manager: Eduardo P. Miranda, P.E.**

**(775) 888-7321**



### Project Description:

- I-15 South Project from Tropicana to Sloan has been broken into nine (9) Project elements to address funding and constructability opportunities.
- Construct overpass at Pebble Road and I-15

### Schedule:

#### Planning:

Complete 2009

#### Environmental:

Complete 2009

#### Final Design:

TBD

#### Construction:

TBD



### Project Cost Range:

(Environmental Phase Estimates)

#### Engineering:

\$6.5 - \$7 million

#### Right-of-Way:

\$8 - \$10 million

#### Construction:

\$51.5 - \$53 million

#### Total Project Cost:

\$66 - \$70 million

### Project Benefits:

- Interchanges on I-15 reduce congested traffic in main lines and other existing facilities.
- Connect regional traffic.
- Improve origin destination time of travel.

### What's Changed Since Last Update?

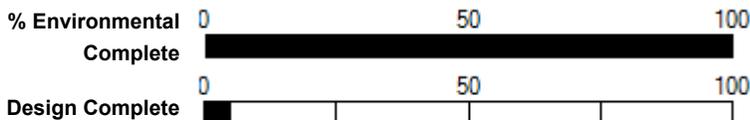
- Scope - No Change
- Schedule - No Change
- Cost - No Change

### Project risks:

- Unit price and property escalation may affect project cost.

### Financial Fine Points(Key Assumptions):

- Total funding expended for Pebble Road: \$0 (phase not started)
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction.
- Funding Source: Private Developers (\$30M)



April , 2010



## I-15 South - Starr Avenue Interchange

**Project Sponsor:** City of Henderson

**Project Manager:** Dan McMartin, P.E.

**Senior Project Manager:** Eduardo P. Miranda, P.E.

(775) 888-7321



### Project Description:

- I-15 South Project from Tropicana to Sloan has been broken into nine (9) Project elements to address funding and constructability opportunities.
- Construct new interchanges at Starr Avenue

### Schedule:

#### Planning:

Complete

#### Environmental:

Complete

#### Final Design:

TBD

#### Construction:

TBD



### Project Cost Range:

(Environmental Phase Estimates)

#### Engineering:

\$10 - \$11 million

#### Right-of-Way:

\$46 - \$51 million

#### Construction:

\$78 - \$83 million

#### Total Project Cost:

\$134 - \$145 million

### Project Benefits:

- Interchanges on I-15 reduce congested traffic in main lines and other existing facilities.
- Connect regional traffic.
- Improve origin destination time of travel.

### What's Changed Since Last Update?

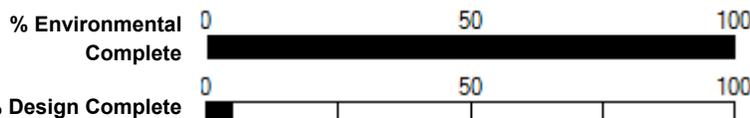
- Scope - No Change
- Schedule - No Change
- Cost - No Change

### Project risks:

- Unit price and properly escalation may affect project cost.

### Financial Fine Points(Key Assumptions):

- Total funding expended for Starr Interchange: \$0
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2024 approximate midpoint of construction.
- Funding Source: Q10 Extended(\$40.0M), STP Clark County(\$48M), Interstate Maintenance Discretionary(\$0.5M) and SAFETEA-LU Priority Projects(\$6.8M).



April , 2010



## I-15 South - Cactus Avenue Interchange

**Project Sponsor: Clark County**

**Senior Project Manager: Eduardo P. Miranda, P.E.**

**Project Manager: Erlinda E. Guiller, P.E.**

**(775)888-7321**



### Project Description:

- I-15 South Project from Tropicana to Sloan has been broken into nine (9) Project elements to address funding and constructability opportunities.
- Construct new interchanges at Cactus Avenue. Design by Clark County with NDOT oversight.

### Schedule:

#### Planning:

Complete

#### Environmental:

Complete

#### Final Design:

Intermediate Design-Sept 2010

#### Construction:

TBD



### Project Cost Range:

(Environmental Phase Estimates)

#### Engineering:

\$10 - \$10.5 million

#### Right-of-Way:

\$14 - \$15 million

#### Construction:

\$73 - \$74 million

#### Total Project Cost:

\$97 - \$99.5 million

### Project Benefits:

- Reduce congested traffic on I-15.
- Connect regional traffic.
- Improve origin destination time of travel.

### What's Changed Since Last Update?

- Scope - No Change
- Schedule - New Intermediate Design Submittal that include NDOT's standards on September 2010.
- Cost - Based on I-15 South Corridor Financial Plan

### Project risks:

- Unit price and property escalation may affect project cost

### Financial Fine Points(Key Assumptions):

- Total funding expended for Cactus Interchange: \$0 (phase not started)
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2016 approximate midpoint of construction
- Funding Source: FY04 Appropriations Act. S.115 (\$0.2M) Interstate Maintenance Discretionary (\$0.9M), Q10 High Speed Lane Miles Program (\$35.1M), SAFETEA-LU High Priority Projects (\$6.8M) and STP Clark County (\$35M).



April , 2010



# I-15 South Las Vegas Boulevard from St. Rose Parkway to Sunset Road

**Project Sponsor: Clark County**

**Senior Project Manager: Eduardo P. Miranda, P.E.**

**(702) 671-8856**



## Project Description:

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

## Schedule:

**Planning:**  
Complete

**Environmental Clearance:**  
Complete

**Final Design:**  
Package 1- Advertise  
1/28/10 , Package 2-  
70%

**Construction:**  
TBD



## Project Cost Range: (Environmental phase estimates):

**Engineering:**  
\$4 - \$4.5 million

**Right-of-Way:**  
\$0

**Construction:**  
\$31.5 - \$33 million

**Total Project Cost:**  
\$35.5 - \$37.5 million

## Project Benefits:

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

## What's Changed Since Last Update?

- Scope - No Change
- Schedule - No Change
- Cost - No Change

## Project risks:

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

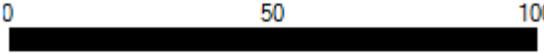
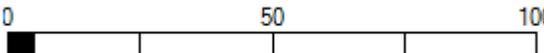
## Financial Fine Points(Key Assumptions):

- Total Funding Expended for I-15 South LV Blvd.: \$0
- Total funding expended for I-15 South Environmental studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2011 approximate midpoint of construction.
- Funding Source: STP Clark County (\$8.3M)



April , 2010



<p><b>I-15 South - Phase 1B From Blue Diamond (SR 160) to Tropicana Ave</b></p> <p><b>Project Sponsor: NDOT</b></p> <p><b>Senior Project Manager: Eduardo P. Miranda, P.E.</b></p> <p><b>(702) 671-8856</b></p>					
<p><b>Project Description:</b></p> <ul style="list-style-type: none"> <li>I-15 South Project from Tropicana to Sloan has been broken into nine (9) Project elements to address funding and constructability opportunities.</li> <li>Construct one lane in each direction in the median area.</li> <li>Project length: 3.8 miles</li> </ul>		<p><b>Schedule:</b></p> <p><b>Planning:</b> Complete</p> <p><b>Environmental:</b> Complete</p> <p><b>Final Design:</b> TBD</p> <p><b>Construction:</b> TBD</p>			
<p><b>Project Benefits:</b></p> <ul style="list-style-type: none"> <li>Increase capacity</li> <li>Improve safety</li> <li>Improve access</li> <li>Reduce trip times</li> <li>Reduce vehicle emissions</li> <li>Reduce idling</li> <li>Improve driver comfort</li> </ul>		<p><b>Project Cost Range:</b> (Environmental phase estimates):</p> <p><b>Engineering:</b> \$2.5 - \$3 million</p> <p><b>Right-of-Way:</b> \$0</p> <p><b>Construction:</b> \$19 - \$20 million</p> <p><b>Total Project Cost:</b> \$21.5 - \$23 million</p>		<p><b>What's Changed Since Last Update?</b></p> <ul style="list-style-type: none"> <li>Scope - No Change</li> <li>Schedule - No Change</li> <li>Cost - No Change</li> </ul>	
<p><b>Project risks:</b></p> <ul style="list-style-type: none"> <li>Complexity in maintaining traffic staging, relocating utilities and reducing impacts to traveling public.</li> </ul>		<p><b>Financial Fine Points(Key Assumptions):</b></p> <ul style="list-style-type: none"> <li>Total funding expended for Phase 1B: \$0 (phase not started)</li> <li>Total funding expended for I-15 South Environmental studies (all phases): \$3.5 million</li> <li>Inflation index distribution of 2% - 5% is to 2019 approximate midpoint of construction</li> <li>Funding source: Government Services Tax (\$450M)</li> </ul>			
<p>% Environmental Complete </p> <p>% Design Complete </p>		<p>April , 2010</p>			

<p><b>I-15 South - Phase 2</b></p> <p><b>Sloan Road to Blue Diamond (SR-160)</b></p> <p><b>Project Sponsor: NDOT</b></p> <p><b>Senior Project Manager: Eduardo P. Miranda, P.E.</b></p> <p><b>(775) 888-7321</b></p>	
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<p><b>Project Description:</b></p> <ul style="list-style-type: none"> <li>I-15 South project from Tropicana to Sloan has been broken into nine (9) project phases to address funding and constructability opportunities.</li> <li>Widen I-15 from Sloan Road to Blue Diamond Road from 6 to 10 lanes.</li> <li>Project Length: 8.2 miles</li> </ul>	<p><b>Schedule:</b></p> <p><b>Planning:</b> Complete</p> <p><b>Environmental:</b> Complete</p> <p><b>Final Design:</b> TBD</p> <p><b>Construction:</b> TBD</p>	
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<p><b>Project Benefits:</b></p> <ul style="list-style-type: none"> <li>Increase capacity</li> <li>Improve safety</li> <li>Improve access</li> <li>Reduce trip times</li> <li>Reduce vehicle emissions</li> <li>Reduce idling</li> <li>Improve driver comfort</li> </ul>	<p><b>Project Cost Range:</b> (Environmental Phase Estimates)</p> <p><b>Engineering:</b> \$47.5 - \$51 million</p> <p><b>Right-of-Way:</b> \$0</p> <p><b>Construction:</b> \$371 - \$392.5 million</p> <p><b>Total Project Cost:</b> \$418.5 - \$443.5 million</p>
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	<p><b>What's Changed Since Last Update?</b></p> <ul style="list-style-type: none"> <li>Scope - No Change</li> <li>Schedule - No Change</li> <li>Cost - No Change</li> </ul>
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<p><b>Project risks:</b></p> <ul style="list-style-type: none"> <li>Complexity in maintaining traffic staging, relocating utilities and reducing impacts to traveling public.</li> </ul>	<p><b>Financial Fine Points(Key Assumptions):</b></p> <ul style="list-style-type: none"> <li>Total funding expended for Phase 2: \$0</li> <li>Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million</li> <li>Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction.</li> <li>Funding source: Government Services Tax (\$80M) and AB 595 Bonded (\$240M).</li> </ul>
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<p>Environmental Complete <span style="display: inline-block; width: 100px; height: 10px; background: linear-gradient(to right, black 50%, white 50%);"></span> 0 50 100</p> <p>Design Complete <span style="display: inline-block; width: 100px; height: 10px; background: linear-gradient(to right, black 10%, white 10%);"></span> 0 50 100</p>	<p>April , 2010</p>	
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# I-15 South - Sloan Road Interchange

**Project Sponsor: City of Henderson**

**Senior Project Manager: Eduardo P. Miranda, P.E.**

**(775) 888-7321**



## Project Description:

- I-15 South Project from Tropicana to Sloan has been broken into nine (9) project elements to address funding and constructability opportunities.
- Reconstruct interchange at Sloan Road.

## Schedule:

### Planning:

Complete

### Environmental:

Complete

### Final Design:

TBD

### Construction:

TBD



## Project Cost Range:

(Environmental Phase Estimates)

### Engineering:

\$19.5 - \$21 million

### Right-of-Way:

\$35 - \$40 million

### Construction:

\$156.5 - \$162.5 million

### Total Project Cost:

\$211 - \$223.5 million

## Project Benefits:

- Interchanges on I-15 reduce congested traffic in main lines and other existing facilities.
- Connect Regional traffic
- Improve origin destination time of travel.

## What's Changed Since Last Update?

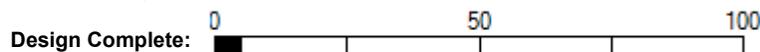
- Scope - No Change
- Schedule - No Change
- Cost - No Change

## Project risks:

- Unit price and property escalation may affect project cost.

## Financial Fine Points(Key Assumptions):

- Total funding expended for Sloan Road: \$0
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction
- Funding source: Q10 Extended (\$50.6M) and STP Clark County (\$65M)



April , 2010



**I 15 South Stateline to Sloan**

**Project Sponsor: NDOT**

**Project Manager: Ed Miranda, P. E.**

**(702) 671-8856**



**Project Description:**

- Improve operation efficiency, capacity and safety

**Schedule:**

**Planning:**

2010 - 2012

**Environmental:**

TBD

**Final Design:**

TBD

**Construction:**

TBD



**Project Cost Range:**

**Engineering:**

\$10 - \$12 million

**Right-of-Way:**

TBD

**Construction:**

\$100 - \$120 million

**Total Project Cost:**

\$110 - \$132 million

**Project Benefits:**

- Increase capacity to accommodate projected local and interstate traffic to year 2030.
- Decrease congestion.
- Reduce travel times.
- Widening to 8 lanes will increase capacity.
- Widen several bridges and a grade separation at UPRR.
- Improve on/off ramps at Primm and Sloan Interchanges.

**What's Changed Since Last Update?**

- Scope - No Change
- Schedule - No Change
- Cost - No Change

**Project risks:**

- Uncertainty of future construction materials and labor costs.
- Complex construction in a high volume rural area may affect schedule and costs.
- Funding uncertainty.

**Financial Fine Points(Key Assumptions):**

- Total funding expended: \$0
- No funding has been identified for this project.



April , 2010



## I 515 Freeway Improvements

I 15 to Horizon Drive

Project Sponsor: NDOT

Project Manager: Ed Miranda, P.E.

(702) 671-8856



### Project Description:

- I 515 from I 15 to Horizon Drive - Improve operational efficiency, capacity and safety.
- Project could be implemented in phases such as Phase 1 from I-15 to Maryland, and Phase 2 from Maryland to Horizon Drive.
- Reconstruct the Downtown Las Vegas viaduct
- Construct new interchanges at "F" Street, Pecos Road and Sahara Avenue.
- Construct Bonanza Road overcrossing of Las Vegas Boulevard.
- Realign Stewart Avenue and Sahara Avenue.
- Reconstruct and expand Pedestrian & Bicycle Facilities.

### Schedule:

#### Planning:

Complete

#### Environmental Clearance:

2009-2010

#### Final Design:

TBD

#### Construction:

TBD



### Project Cost Range:

(Planning phase estimates):

#### Engineering:

\$79 million - \$115 million

#### Right-of-Way:

\$356 million - \$448 million

#### Construction:

\$1,046 million - \$1,451 million

#### Total Project Costs:

\$1,481 million - \$2,014 million

### Project Benefits:

- Increase traffic volumes at acceptable operating speeds.
- Provides additional interchanges on I-515 to reduce traffic at congested interchanges.
- Reduces operational conflicts at ramps.
- Reduces collisions.
- Improves transportation system performance.

### What's Changed Since Last Update?

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

### Project risks:

- Environmental process under development - project scope, schedule and cost at a planning level
- Complex right-of-way/relocation and utilities issues

### Financial Fine Points(Key Assumptions):

- Total funding expended: \$7,320,000
- Inflation escalation (4%) is to 2015 in CLV and 2026 for remainder of project
- Funding for projects showing in the RTP 2009-2030 Appendix 1, Table 2 page 20 of 39 as NHS - \$4 million (NEPA); Government Service Taxes \$1.79 billion (I-15 to Charleston), and NDOT Bonded fund \$1.39 billion (Charleston to Foothills Grade Separation).

% Environmental Complete  0 50 100

April , 2010



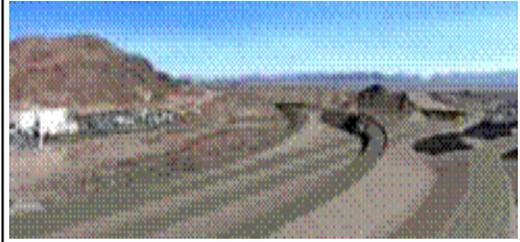
## US 93 / US 95 - Boulder City Bypass Phase 1

Foothill Drive to US 95

Project Sponsor: NDOT

Senior Project Manager : Tony Lorenzi, P.E.

(775) 888-7317



### Project Description:

- Realignment of US 93 / US 95 to create an access controlled facility from Foothill Drive to US 95.
- One new diamond interchange and one new half interchange along with one Frontage Road will be constructed.
- Direct Connector Ramps from the new facility to and from US 93 will be constructed.
- Direct Connector Ramps from US 95 to the new facility will be constructed.
- Existing access will be perpetuated.
- Project length: 3 miles.

### Schedule:

#### Planning:

Completed

#### Environmental Clearance:

Completed

#### Final Design:

2012 - 2013

#### Construction:

TBD



### Project Cost Range:

(Final Design Phase Estimates)

#### Engineering:

\$5 - \$8 million

#### Right-of-Way:

\$40 - \$50 million

#### Construction:

\$128 - \$156 million

#### Total Project Cost:

\$173 - \$214 million

### Project Benefits:

- Improves Safety by eliminating a signal at US 93 and Railroad Pass Casino.
- Improves Operations for Trucks from US 95 to US 93.
- Improves Operations for Peak trips from Boulder City to Las Vegas.
- Improves local circulation.
- Completes initial bypass phase.

### What's Changed Since Last Update?

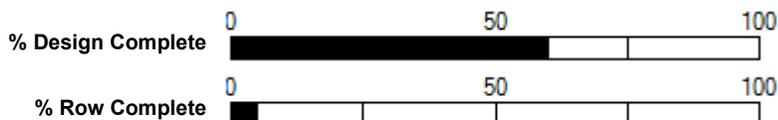
- Scope - No change
- Schedule - No change
- Cost - No change

### Project risks:

- Concurrent utility relocations may affect schedule.
- Unit price and property escalation may affect project cost.
- Construction is not funded
- Resource conflict with other on-going projects.

### Financial Fine Points(Key Assumptions):

- Total funding Expended for BC Bypass Environmental studies (all phases): \$5,199,679
- Inflation escalation (4%) is to 2013 approximate midpoint of construction
- Additional Federal, State, Local, and Regional Funding will be required



April , 2010



**I 515 / US 93 / US 95 - Boulder City Bypass Phase 2**

**US 95 to Hoover Dam Bypass**

**Project Sponsor: NDOT**

**Senior Project Manager: Tony Lorenzi, P.E.**

**(775) 888-7317**



**Project Description:**

- Provide extension of Phase I from US 95 to tie into the Hoover Dam Bypass at Nevada Interchange
- Provide limited access bypass to the south of Boulder City for US 93 traffic
- 4 lane divided highway facility
- Require several bridge structures over existing access roads and to provide wildlife access
- Project length: 12 miles

**Schedule:**

**Planning:**

Completed

**Environmental Clearance:**

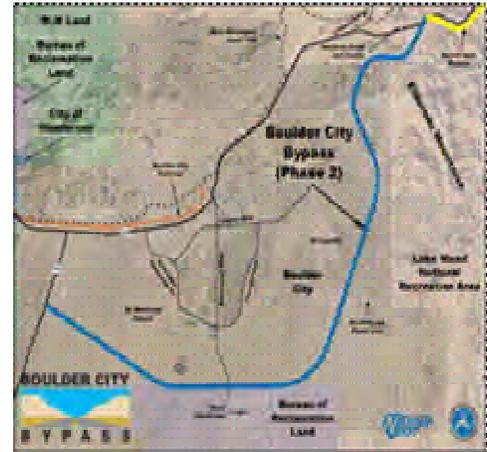
Completed

**Final Design:**

TBD

**Construction:**

TBD



**Project Cost Range:**

**(Planning phase estimates):**

**Engineering:**

\$15 - \$30 million

**Right-of-Way:**

\$2 - \$4 million

**Construction:**

\$335 - \$820 million

**Total Project Cost:**

\$352 - \$850 million

**Project Benefits:**

- Reduce congestion of US 93 through Boulder City
- Provide additional safety to existing US 93 within Boulder City
- Decrease travel time from Las Vegas to Nevada/Arizona border

**What's Changed Since Last Update?**

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

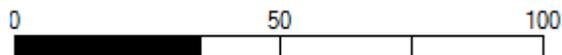
**Project risks:**

- Project unfunded - may delay schedule and increase costs.
- Unit price escalation may affect project cost.
- Difficult design & construction issues in a mountainous terrain may affect cost & schedule.
- Work on this project is currently on hold

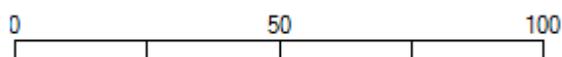
**Financial Fine Points(Key Assumptions):**

- Total funded Expended: \$3,033,900
- Total funding Expended for BC Bypass environmental studies (all phases): \$4,895,181
- Inflation escalation (4%) is to 2027 approximate midpoint of construction.
- Additional Federal, State, Local and Regional Funding will be required.

% Design Complete



% ROW Complete



April , 2010



## US 93 Hoover Dam

**Project Sponsor: FHWA / CFLHD**

**CFLHD Project Manager: F. Dave Zanetell, P. E.**

**NDOT Senior Project Manager: Tony Lorenzi**

**(775) 888-7321**



### Project Description:

- Realignment of US 93 to create a highway bypass around Hoover Dam tying into existing US 93.
- One new diamond interchange at AZ end of project and one new 3/4 diamond interchange at NV end will be constructed.
- Long-span bridge crossing the Colorado River approximately 1500 feet south of Hoover Dam.
- Pedestrian plaza and parking area constructed with access to the newly named Hoover Dam Access Road.
- Project Length: 2.38 miles.

### Schedule:

**Planning:**  
Complete

**Environmental Clearance :**  
Complete

**Final Design :**  
Complete

**Construction :**  
Complete 4th quarter 2010



### Project Cost Range:

**(Final design phase estimates):**

**Engineering:**  
\$23 - \$24 million

**Right-of-Way:**  
No Cost

**Construction:**  
\$215 - \$216 million

**Total Project Cost:**  
\$240 million

### Project Benefits:

- Improves Safety by removing trucks and through-traffic from Dam with tourists.
- Improves Operations for Trucks on US 93, tourists on Hoover Dam.
- Improves Operations for trips from Phoenix to Las Vegas.
- Improves Hoover Dam facility, worker and visitor operations.
- Protects waters of the Colorado River.

### What's Changed Since Last Update?

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

### Project risks:

- Unit price escalation for final surfacing project (mitigated due to interim surfacing).
- 

### Financial Fine Points(Key Assumptions):

- Total NDOT funding Expended: \$46,000,000
- Project remains on original \$240 M program
- Working with NPS and BOR to develop and complete pedestrian trail and parking facility. \$2.1 M external secured for this through application to SNLPA
- Total NDOT Funds - \$50,766,250



April , 2010



**US 95 Northwest - Phase 1 Rainbow Boulevard (SR 595) to Ann Road**

**Project Sponsor: NDOT**

**Project Manager: Jenica Finnerty, PE**

**(775) 888-7321**



**Project Description:**

- This is the first phase of the US 95 Northwest Project that extends from Washington Avenue to Kyle Canyon Road.
- Alleviate congestion within the corridor by increasing capacity.
- Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning
- Project length: 6.02 miles

**Schedule:**

- Planning:**  
Complete
- Environmental Clearance:**  
Complete
- Final Design:**  
Complete
- Advertise:**  
March 2010
- Construction:**  
Begin 2nd Quarter 2010;  
Complete 1st Quarter 2012



**Project Cost Range:**

**(Final Design Phase Estimates):**

- Engineering:**  
\$2 - 4 million
- Right-of-Way:**  
\$2 - \$3 million
- Construction:**  
\$105 - \$120 million
- Total Project Cost:**  
\$109 - \$127 million

**Project Benefits:**

- Increase capacity
- Improve safety
- Improve access
- Meet stakeholder/public expectations
- Reduce trip times
- Reduce vehicle emissions
- Reduce idling
- Beautify corridor
- Improve driver comfort

**What's Changed Since Last Update?**

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

**Project risks:**

- Potential lawsuit may increase costs

**Financial Fine Points(Key Assumptions):**

- Total funding Expended for Phase 1: \$4 million
- Total funding Expended for US 95 Northwest Environmental Studies (all phases): \$5 million
- Inflation escalation (4%) to midpoint of Construction in 2011
- Funding source:
  - \*\$60 million AB 595
  - \*\$42.5 million Federal
  - \*\$2.3 million State



April , 2010



<p align="center"><b>US 95 Northwest - Phase 2 Ann Road to Kyle Canyon Road (SR 157)</b></p> <p align="center"><b>Project Sponsor: NDOT</b></p> <p align="center"><b>Project Manager: Cole Mortensen, P.E.</b></p> <p align="center"><b>(775) 888-7321</b></p>	
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**Project Description:**

- This is the second phase of the US 95 Northwest Project that extends from Washington Avenue to Kyle Canyon Road
- Alleviate congestion within the corridor by increasing capacity
- Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning
- Project length: 5.55 miles

**Schedule:**

**Planning:**  
Complete

**Environmental Clearance:**  
Complete

**Final Design:**  
Start 2010-2012

**Construction:**  
TBD



**Project Cost Range: (Environmental Phase Estimates):**

**Engineering:**  
\$5.5 - \$6.5 million

**Right-of-Way:**  
\$12.5 - \$14 million

**Construction:**  
\$169 - \$194.5 million

**Total Project Cost:**  
\$187 - \$215 million

**Project Benefits:**

- Increase capacity
- Improve safety
- Improve access
- Meet stakeholder/public expectations
- Reduce trip times
- Reduce vehicle emissions
- Reduce idling
- Beautify corridor
- Improve driver comfort

**What's Changed Since Last Update?**

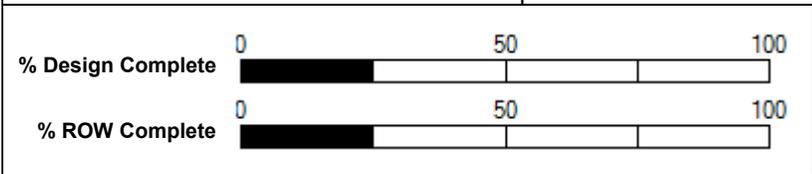
- Scope - No change
- Schedule - No change
- Cost - No change

**Project risks:**

- Unit price escalation may affect project cost
- Complex design issues may impact schedule and scope
- Complex right-of-way and utilities issues may impact schedule and cost

**Financial Fine Points(Key Assumptions):**

- Total funding Expended for Phase 2: \$0 (Design phase not yet started)
- Total funding Expended for US 95 Northwest Environmental Studies (all phases): \$5 million
- Inflation escalation (4%) to midpoint of construction in 2015
- Funding source:
  - \*\$230 million AB 595 - full funding not available until 2026
  - \*\$40 million State



April , 2010



# US 95 Northwest - Phase 3 Clark County 215 Interchange

**Project Sponsor: NDOT and Clark County**

**Senior Project Manager: Cole Mortensen, P. E.**

**(775) 888-7742**



## Project Description:

- This is the third phase of the US 95 Northwest project that extends from Washington Ave to Kyle Canyon Rd
- Alleviate congestion within the corridor by increasing capacity
- Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning
- Construct new interchange at CC 215

## Schedule:

### Planning:

Complete

### Environmental Clearance:

Complete

### Final Design:

2009 - 2011

### Construction:

TBD



## Project Cost Range:

**(Final Design Phase Estimates):**

### Engineering:

\$13.6 - \$14.3 million

### Right-of-Way:

\$0 - \$0.4 Million

### Construction:

\$219 - \$276 million

### Total Project Cost:

\$233 - \$290 million

## Project Benefits:

- Increase capacity
- Improve safety
- Improve access
- Meet stakeholder/public expectations
- Reduce trip times
- Reduce vehicle emissions
- Reduce idling
- Beautify corridor
- Improve driver comfort

## What's Changed Since Last Update?

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

## Project risks:

- Unit price escalation may affect project cost
- Complex design issues may impact schedule and scope
- Designing Ann Road on ramp/off ramp to function under projected traffic volumes.

## Financial Fine Points(Key Assumptions):

- Total funding Expended for Phase 3: \$407,000
- Total funding Expended for US 95 Northwest Environmental Studies (all phases): \$5 million
- Inflation escalation (4%) to midpoint of construction in 2012
- Funding source:
  - \*\$14.7 million State
  - \*\$216 million Local
  - \*\$3 - \$60 million unidentified



April , 2010



## US 95 Northwest - Phase 4 Horse Interchange

**Project Sponsor: City of Las Vegas and NDOT**

**City Project Manager: Randy McConnell, P.E.**

**NDOT Project Manager: Bill Glaser, P.E.**

**(775) 888-7603**



### Project Description:

- This is the fourth phase of the US 95 Northwest Project that extends from Washington Ave to Kyle Canyon Road.
- Construct a new interchange on US 95 at Horse Drive to increase capacity and improve safety in response to recent and planned development

### Schedule:

#### Planning:

Complete

#### Environmental Clearance:

Complete

#### Final Design:

Complete

#### Construction:

Complete 4th qtr. 2010



### Project Cost Range:

**(Final Design Phase Estimates):**

#### Engineering:

\$ 3 million

#### Right-of-Way:

\$13 million

#### Construction:

\$40 - \$50 million

#### Total Project Cost:

\$56 - \$66 million

### Project Benefits:

- Increase capacity
- Improve safety
- Meet stakeholder/public expectations
- Reduce trip times
- Improve driver comfort
- Improve access

### What's Changed Since Last Update?

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

### Project risks:

- Complex construction in a dense urban residential area

### Financial Fine Points(Key Assumptions):

- Total funding Expended by City of Las Vegas for Phase 4: \$51.4 million (\$11.3 M ROW; \$.3 M In-house engineering; \$2.4 M Consultant Engineering; \$26.5 M Construction) NDOT costs to date \$10.9 Million
- Total funding Expended for US 95 Northwest environmental studies (all phases): \$5 million
- \$4.1 million Federal SAFTEA-LU funds
- \$21 million RTC Clark County STP
- \$48 million City of Las Vegas



April , 2010



# US 95 Northwest - Phase 5 Kyle Canyon Road Interchange

**Project Sponsor: City of Las Vegas and NDOT**

**Senior Project Manager: Jenica K. Finnerty, P.E.**

**(775) 888-7321**



## Project Description:

- This is the fifth phase of the US 95 Northwest Project that extends from Washington Ave to Kyle Canyon Road.
- Alleviate congestion within the corridor by increasing capacity.
- Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning.
- Construct new interchange at Kyle Canyon Road.

## Schedule:

### Planning:

Complete

### Environmental Clearance:

Complete

### Final Design:

Start 2011 - 2013

### Construction:

TBD



## Project Cost Range:

### Engineering:

\$2.5 - \$3 million

### Right-of-Way:

\$1 - \$1.5 million

### Construction:

\$32 - \$36.5 million

### Total Project Cost:

\$35.5 - \$41 million

## Project Benefits:

- Increase capacity
- Improve safety
- Improve access
- Meet stakeholder/public expectations
- Reduce trip times
- Reduce vehicle emissions
- Reduce idling
- Beautify corridor
- Improve driver comfort

## What's Changed Since Last Update?

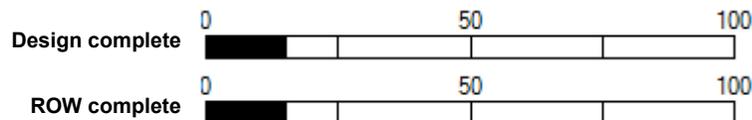
- Scope - No change
- Schedule - No change
- Cost - No change

## Project risks:

- Unit price escalation may affect project cost
- Complex design issues may impact schedule and scope

## Financial Fine Points(Key Assumptions):

- Total funding Expended for Phase 5: \$0 (Design phase not started)
- Total funding Expended for US 95 Northwest Environmental Studies (all phases): \$5 M
- Inflation escalation (4%) to midpoint of Construction in 2027
- Funding source:
  - \*11 million Federal
  - \*\$0.5 million State
  - \*\$6.5 million Local
  - \*\$18.5 million Private



April , 2010



**215 Beltway - Charleston Blvd to Summerlin Parkway**

**Summerlin Parkway Interchange**

**Project Sponsor: Clark County Public Works**

**Project Manager: Roy Davis, P.E.**

**NDOT Project Manager: James Ragan, P.E.**

**(702) 671-8854**



**Project Description:**

- Construct a portion of a system to system interchange at Summerlin Parkway.
- Construct approximately 1.4 miles of four lane access controlled freeway and widen 1.2 miles of freeway.
- Construct Interchange at Far Hills.
- Construct bridge structures at Summerlin Parkway Interchange.
- Construct drainage improvements including channel, box culverts and storm drain.
- Construct soundwalls in selected locations.

**Schedule:**

**Planning:**  
Complete

**Environmental Clearance:**  
Complete

**Final Design:**  
Complete

**Construction:**  
Complete



**Project Benefits:**

- Provides through lane connections on the Beltway mainlines north and south of Summerlin Parkway Interchange.
- Reduces traffic congestion at the Beltway/Summerlin Parkway junction.
- Improves efficiency of traffic patterns for interchange movements.
- Improves on-system drainage by increasing efficiency of drainage system.
- Mitigates traffic noise levels in warranted locations.

**Project Cost Range:**

**Engineering:**  
\$7 million

**Right-of-Way:**  
\$0

**Construction:**  
\$57 - \$63 million

**Total Project Cost:**  
\$64 - \$70 million

**What's Changed Since Last Update?**

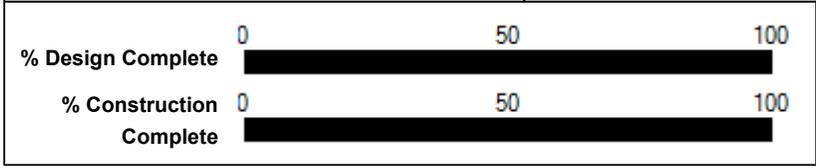
- Scope - No Change
- Schedule - No Change
- Cost - No Change

**Project risks:**

- Concurrent utility relocation may affect schedule and cost.
- Maintaining stormwater during construction.
- Maintaining traffic during multiple construction phases.

**Financial Fine Points(Key Assumptions):**

- Total funding expended: \$56,978,099
- Bid Awarded April 15, 2008: \$56,978,099
- Funding Source is Clark County



**NEVADA DOT**

April , 2010

**I-80 Robb to Vista**

**Project Sponsor: NDOT**

**Project Manager: Dan McMartin**

**(775) 888-7597**



**Project Description:**

- Make operational and capacity improvements to I-80 from Robb Drive to Vista Blvd.
- Make operational and capacity improvements to the I-80/I-580 interchange (Spaghetti Bowl)
- Early Action and Phase 1 projects from the Washoe County Freeway Corridor Study currently being scoped.
- Project Length: 10.4 miles

**Schedule:**

**Planning:**  
2008 - 2011

**Environmental Clearance:**  
TBD

**Final Design:**  
TBD

**Construction:**  
TBD



**Project Cost Range:**

(Planning Phase Estimates)

**Engineering:**  
\$85 - \$105 million

**Right-of-Way:**  
\$95 - \$125 million

**Construction:**  
\$900 - \$1.1 billion

**Total Project Cost:**  
\$1.08 billion - \$1.33 billion

**Project Benefits:**

- Improve operations and capacity along I-80.
- Improve safety
- Provide better connectivity between I-80 and I-580/US 395.
- Accommodate future projected traffic.

**What's Changed Since Last Update?**

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

**Project risks:**

- Limited Right-of-Way
- Project unfunded - delay in identifying needed funds will affect schedule and increase costs.
- Environmental process not started - Project cost, scope and schedule may be impacted.
- Resources may need to be reallocated to higher priority projects - project cost, scope and schedule may be impacted.

**Financial Fine Points(Key Assumptions):**

- Total Funding Expended by NDOT: \$135, 000
- Inflation escalation (4%) is to 2020 approximate midpoint of construction
- Additional Federal, State, and local funding will/may be required



April , 2010



# I 580 Freeway Extension

**Project Sponsor - Nevada Department of Transportation**

**NDOT Project Manager - Tony Lorenzi, P.E.**

**Phone: (775) 888-7317**



## Project Description:

- 8.5 Miles of new 6-lane controlled access freeway
- Complete Mt. Rose Interchange (SR431) and construct a new interchange at Bowers Mansion Road (SR 429)
- Construct two grade separations and five bridges
- Construct Kelly Canyon Road (frontage road) and Parker Ranch Road to maintain local access at south end of project
- Ten water quality basins for treating storm water runoff

## Schedule:

- Planning:**  
Completed
- Environmental Clearance:**  
Completed
- Final Design:**  
Completed
- Construction:**  
Complete 4th quarter 2012



## Project Cost Range:

- Engineering:**  
\$31 M
- Right-of-Way:**  
\$51 M
- Construction:**  
\$500 M to \$575 M
- Estimated Total Project Costs:**  
\$582 M to \$657 M

## Project Benefits:

- Construction will result in 27 miles of uninterrupted controlled access facility that meets interstate standards
- Will serve as the primary interstate highway for transportation linking Mexico with Canada and a major local arterial
- Will provide only all weather route connection between Carson City and Reno, Sparks & I 80
- Completion will alleviate congestion and explosive growth of over 61,700 vehicles per day predicted to travel in North Carson on I 580/US 395
- Projected to reduce the over 2,570 accidents and 16 fatalities that occurred in a 10 year span within similar limits

## What's Changed Since Last Update?

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

## Project risks:

- Complex construction in a rural mountainous freeway setting (High)
- Construction in geothermally altered earth (Medium)
- Delays due to weather/temperatures (Low)

## Financial Fine Points(Key Assumptions):

- Total Funding Expended - \$319,785,281
- Engineering - \$33,391,828
- Right-of-Way - \$50,021,603
- Construction - \$236,371,850
- Bond Funds
- Inflation escalation (4%) is to 2009 approximate midpoint of construction



April , 2010



**US 395 North - McCarran Blvd to Stead Blvd**

**Project Sponsor: NDOT**

**Senior Project Manager: Jim Gallegos, P.E.**

**(775) 888-7320**



**Project Description:**

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

**Schedule:**

**Planning:**  
2011 - 2012

**Environmental Clearance:**  
Start 2012 - 2013

**Final Design:**  
TBD

**Construction:**  
TBD



**Project Benefits:**

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

**Project Cost Range:**  
(Planning Phase Estimates)

**Engineering:**  
\$7 - \$9 million

**Right-of-Way:**  
\$3 - \$6 million

**Construction:**  
\$70 - \$85 million

**Total Project Cost:**  
\$80 - \$100 million

**What's Changed Since Last Update?**

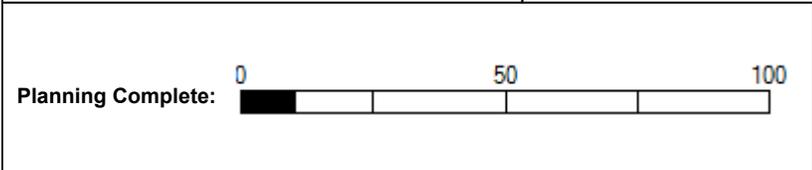
- Scope - No Change
- Schedule - Start dates adjusted to accommodate project funding limitations & priorities
- Cost - No Change

**Project risks:**

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

**Financial Fine Points(Key Assumptions):**

- Total funding expended: \$50,000
- Inflation escalation (4%) is to 2015, approximate mid-point of construction
- No funding has been identified for this project



April , 2010



## US 395 Northbound - Moana Lane to I-80

**Project Sponsor: NDOT**

**Senior Project Manager: Jim Gallegos, P. E.**

**(775) 888-7320**



### Project Description:

- Widen northbound US 395 to improve traffic operations from the Moana Lane interchange to the I-80 interchange.
- Widen northbound bridges at Vassar, Mill, Glendale, Truckee River, Kietzke, UPRR, and 4th Street.
- Replace overhead sign structures.
- Perpetuate drainage features.
- Reconstruct northbound ramps at Mill, Glendale, Villanova & I-80.
- Project length: 2.87 miles

### Schedule:

**Planning:**  
Complete

**Environmental Clearance:**  
Complete

**Final Design:**  
Complete

**Construction:**  
Begin March 2010 -  
Complete 4th quarter 2011



### Project Cost Range:

**(Final Design Phase Estimates):**

**Engineering:**

\$7 - \$9 million

**Right-of-Way:**

\$3 - \$6 million

**Construction:**

\$45 - \$60 million

**Total Project Cost:**

\$55 - \$75 million

### Project Benefits:

- Relieves heavy northbound peak hour congestion and reduces crashes associated with congestion.
- Reduces northbound travel time from 16 minutes to 3 minutes in peak hour from Moana to I-80.
- Improves overall northbound traffic operations and reduces multiple weaves and lane changes at the Spaghetti Bowl interchange.

### What's Changed Since Last Update?

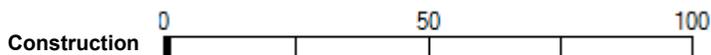
- Scope - No change
- Schedule - No change
- Cost - No changes

### Project risks:

- Unexpected design or contract document changes during construction
- Private development along the freeway alters the project design and/or construction

### Financial Fine Points(Key Assumptions):

- Total funding Expended: \$7.5 million.
- Inflation escalation (4%) is to 2011, mid-point of construction.
- Washoe County RTC will contribute \$20 million towards the project.
- The AB 595 income stream, federal and state funds will be used to fund the rest of the project.



April , 2010



## SR 445 Pyramid Highway Improvements

**Project Sponsor: Washoe County RTC and NDOT**

**Washoe RTC Project Manager: Doug Maloy, P.E.**

**NDOT Project Manager: Phil Slagel, P.E.**

**Phone: (775) 888-7318**



### Project Description:

- Calle de la Plato to La Pasada- Transition from 4 Lane Arterial to 6 lane freeway
- La Pasada to Sparks Blvd. - Develop Pyramid alignment into 6 lane freeway with frontage roads.
- Continue 6 lane freeway from Sparks Blvd. to Dics Dr. either on the Pyramid alignment with frontage roads or on a separate alignment to the west.
- Extend 6 lane freeway through Sun Valley to US-395
- Widen and improve Pyramid highway from Disc Dr. to Queen Way
- Widen and extend Disc Dr. to Vista Blvd.

### Schedule:

#### Planning:

Completed

#### Environmental Clearance:

2010 - 2011

#### Final Design:

TBD

#### Construction:

TBD



### Project Cost Range:

(Planning phase estimates)

#### Engineering:

\$40M - \$60M

#### Right-of-Way:

\$100M - \$150M

#### Construction:

\$410M - \$660M

#### Total Project Costs:

\$550M - \$870M

### Project Benefits:

- Address congestion and safety along the Pyramid Highway and McCarran Blvd. Corridors
- Provide alternative access to freeway system
- Improve safety

### What's Changed Since Last Update?

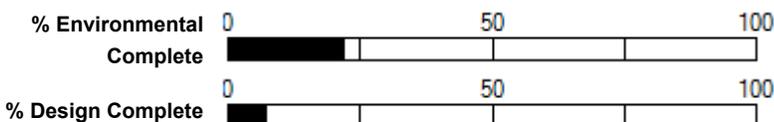
- Scope - No change.
- Schedule - No change.
- Cost - No change.

### Project risks:

- Construction in a dense urban residential area (High)
- Funding resources for all phases not identified (High)

### Financial Fine Points(Key Assumptions):

- Total RTC Funding Expended - \$3,593,008
- Inflation escalation (4%) is to 2017 approximate midpoint of construction



April , 2010



## US 395 Carson City Freeway Phase 2B

South Carson Street to Fairview Drive

Project Sponsor: NDOT

Project Manager: Jim Gallegos, P. E.

(775) 888-7320



### Project Description:

- Construct 3 miles of 4 lane access controlled Freeway which will complete the nine mile system around the state Capitol.
- Complete the interchange at Fairview Drive - providing full traffic movements.
- Construct the Snyder Avenue grade separation.
- Construct the South Carson Street Interchange.
- Construct over four miles of sound walls to mitigate traffic noise.
- Construct flood control facilities including detention basins, channels, box culverts, and the Freeway drainage system.
- Project length: 3.37 miles.

### Schedule:

#### Planning:

Complete

#### Environmental Clearance:

Complete

#### Final Design:

TBD

#### Construction:

TBD



### Project Cost Range:

(Final design phase estimates):

#### Engineering:

\$7 - \$8 million

#### Right-of-Way:

\$30 - \$32 million

#### Construction:

\$100 - \$150 million

#### Total Project Cost:

\$137 - \$190 million

### Project Benefits:

- Relieve traffic congestion on Carson Street through Carson City and local streets along the freeway corridor.
- Reduce travel times through the region.
- Provide flood control protection.
- Improve opportunities for economic development along the corridor and downtown.

### What's Changed Since Last Update?

- Scope - Koontz & Clearview Bridges will be constructed under separate phase (Phase 2B-1)
- Schedule - No change
- Cost - Construction cost reduced to reflect improvements included in separate phase.

### Project risks:

- Project completion date will depend on the availability of funds.
- Concurrent utility relocation will be required.
- Changes in design standards could affect schedule and budget.
- New development along the corridor.

### Financial Fine Points(Key Assumptions):

- Total funding expended: \$31 million
- Inflation escalation (4%) is to 2013, approximate midpoint of construction.
- Construction funds have not been identified for this project.



April , 2010



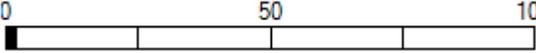
<p><b>US 395 Carson City Freeway Phase 2B (Package 1)</b></p> <p style="text-align: center;"><b>Clearview Drive to Fairview Drive</b></p> <p style="text-align: center;"><b>Project Sponsor: NDOT</b></p> <p style="text-align: center;"><b>Project Manager: Jim Gallegos, P. E.</b></p> <p style="text-align: center;"><b>(775) 888-7320</b></p>	
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<p><b>Project Description:</b></p> <ul style="list-style-type: none"> <li>• Construct the Clearview Drive &amp; Koontz Lane Bridge Structures &amp; Edmonds Flood Control Channel</li> <li>• Relocate major utilities within this area of the corridor in advance of the construction contract.</li> <li>• Close Valley View Drive &amp; Colorado Street at the freeway right-of-way limits.</li> <li>• Project length: 1.51 miles</li> </ul>	<p><b>Schedule:</b></p> <p><b>Planning:</b> Complete</p> <p><b>Environmental Clearance:</b> Complete</p> <p><b>Design:</b> Complete</p> <p><b>Construction:</b> Start 2nd quarter 2010 - Complete 2nd quarter 2012</p>	
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<p><b>Project Benefits:</b></p> <ul style="list-style-type: none"> <li>• Advance the construction of the project towards completion of the entire route.</li> <li>• Provide flood control &amp; protection for the community west of the freeway corridor.</li> <li>• Relocation of the existing utilities will clear the way for future construction contracts.</li> </ul>	<p><b>Project Cost Range:</b> (Final Design phase estimates)</p> <p><b>Engineering:</b> \$0.4 - \$0.5 million</p> <p><b>Right-of-Way:</b> \$1 - \$1.5 million</p> <p><b>Construction:</b> \$10 - \$12 million</p> <p><b>Total Project Cost:</b> \$11.4 - \$14 million</p>
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<p><b>Project risks:</b></p> <ul style="list-style-type: none"> <li>• Utility relocation that will occur in advance of the project could delay the project start.</li> <li>• Concurrent utility relocation will be required and could delay other construction activities.</li> <li>• Public acceptance of traffic management, dust and noise during construction.</li> </ul>	<p><b>What's Changed Since Last Update?</b></p> <ul style="list-style-type: none"> <li>• Scope - No change</li> <li>• Schedule - No Change</li> <li>• Cost - Low contract prices reduced the construction cost due to the economic climate</li> </ul>
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<p><b>Financial Fine Points(Key Assumptions):</b></p> <ul style="list-style-type: none"> <li>• Total funding expended: \$1 million</li> <li>• Inflation escalation (4%) is to 2011, approximate midpoint of construction.</li> <li>• Funding - Federal STP Statewide</li> </ul>
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<p>Construction </p>	<p>April , 2010</p>	
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## I 580 at Meadowood Mall Way

**Project Sponsors: Washoe County Regional Transportation Commission and Nevada Department of Transportation**

**Washoe RTC Project Manager: Michele Dennis, P.E.**

**Phone: (775) 335-1861**

**NDOT Project Manager: Adam T. Searcy, P.E.**

**(702) 671-8864**



### Project Description:

- Construct grade separation at I 580 and Meadowood Mall Way.
- Extend Meadowood Mall Way from S. Virginia Street to Kietzke Lane.
- Add I 580 southbound off- and northbound on-ramps at Meadowood Mall Way.
- Add frontage roads between Neil Road and Meadowood Mall Way.

### Schedule:

**Planning:**  
Completed

**Environmental Clearance:**  
Completed

**Final Design:**  
Completed

**Construction:**  
Begin June 2010 -  
Complete 1st quarter 2010



### Project Cost Range: (Design phase estimates):

#### Engineering:

\$7 million

#### Right-of-Way:

\$5 million

#### Construction:

\$22 - \$24 million

#### Total Project Cost:

\$34 - \$36 million

### Project Benefits:

- Accommodate present and future traffic demand entering and exiting I 580.
- Reduce traffic volumes at the on- and off-ramps in the project area.
- Improve the levels of service (LOS) at several key intersections in the project area.
- Provide additional Freeway access to reduce the volume of traffic using the south Virginia Street ramps.
- Reduce traffic at the intersection of South McCarran Blvd./South Virginia Street.
- Improve traffic circulation on arterial streets in the area.

### What's Changed Since Last Update?

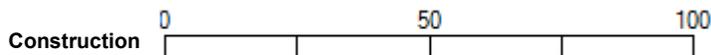
- Scope - No Change
- Schedule - No Change
- Cost - Reduced to reflect low bids

### Project risks:

- Complex construction in an urban/retail commercial area.
- Complexity in maintaining traffic, and reducing impacts to retail businesses.
- Simultaneous construction administered by RTC in project limits.

### Financial Fine Points(Key Assumptions):

- Estimated Construction Funding:
- \$31.8 M - Federal Funds



April , 2010



#### **4.0 COMPLETED MAJOR PROJECTS**

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

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

For the quarter ending on March 31, 2010, Clark County completed the 215 Beltway project from Charleston Blvd. to Summerlin Pkwy. This project was completed on time, and within scope. Construction was completed for the amount originally budgeted.

This project constructed a portion of the system interchange at I-215/Summerlin Pkwy, constructed approximately 1.4 miles of controlled access freeway, widened 1.2 miles of existing freeway, constructed an interchange at Far Hills, drainage improvements and soundwalls in selected locations.

## 5.0 PROJECT FUNDING ISSUES

The Project schedules are contingent on the availability of funding. A financial analysis has been completed to produce figure on page 41, cumulative Estimated Highway Needs vs. Revenue. This figure shows a major funding shortfall through 2016. The figure illustrates the accumulation of the various expense categories along with projected revenue. The revenue amounts are based on the Department's planning document entitled, Transportation System Projects for 2009 through 2017. The cumulative Revenue line on the graph is shown in red. The revenues include funds from Federal Highway sources, state fuel taxes, motor vehicle taxes, bond receipts and minor miscellaneous sources.

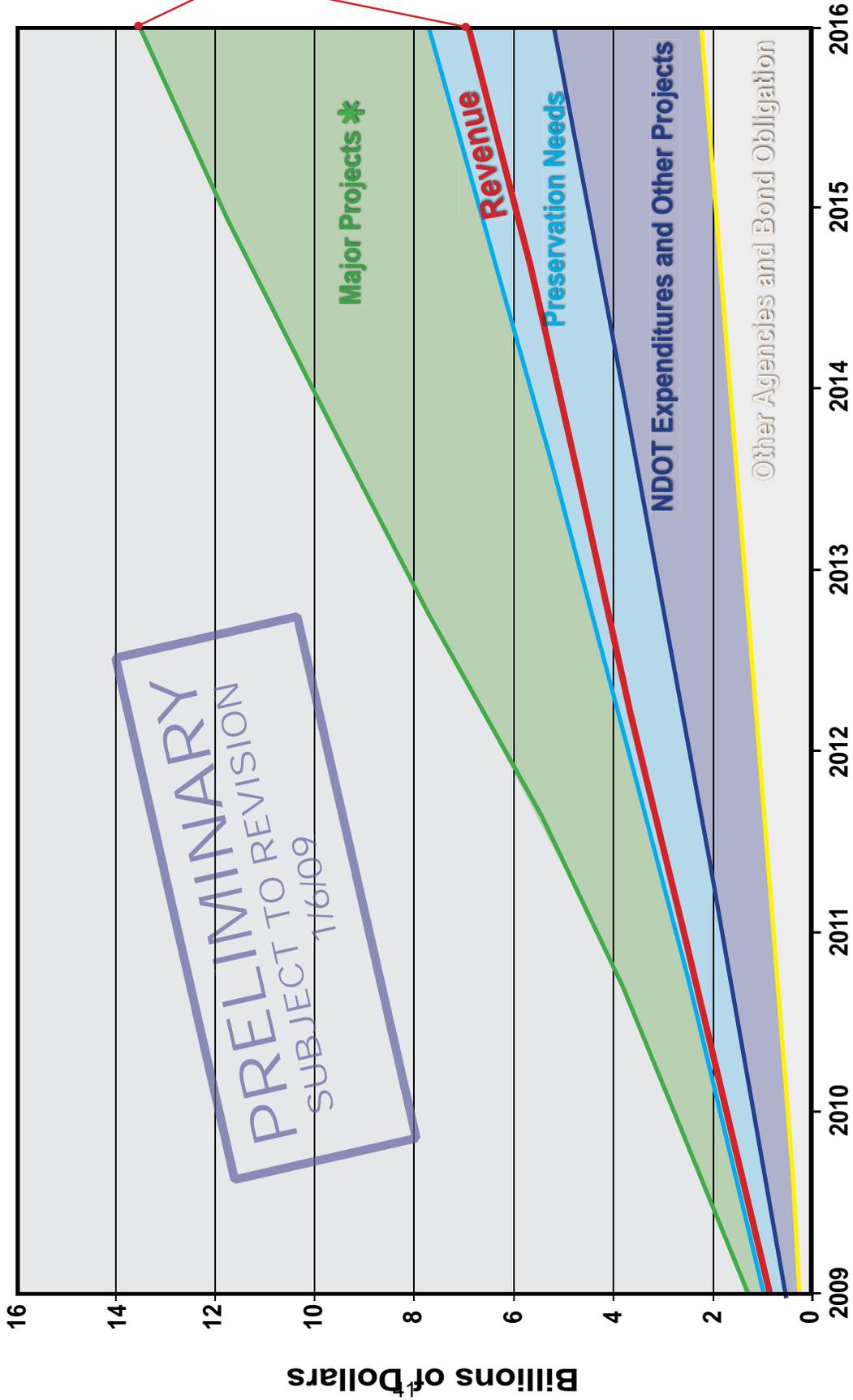
The highway needs are illustrated with several colors. The first white area represents funding used by other agencies, principally Department of Motor Vehicles and Department of Public Safety, and bond obligations. The purple area indicates the expenses for the Department of Transportation administration and projects that do not qualify as either major projects or preservation projects. The blue area is for transportation system preservation projects. These projects are required to maintain the highway system that Nevada already possesses. The final area, green, represents the sum of all major projects in some phase of development. The cost estimation for the major projects is based on the upper 85% of the estimated range of costs for the major projects.

With the current set of assumptions, the Department of Transportation will not be able to fund the needs of major projects. The figure reveals that there will be a revenue shortfall in the order of \$5.5 billion through 2016 to fund the needed major capacity, minor and safety projects. Additionally this amount is needed for preservation projects and maintenance activities for the state highway system in Nevada. Without this level of funding, urban congestion will not be reduced and the existing state highway system will deteriorate.

# Estimated Highway Fund Needs vs. Revenue (Cumulative)

Fiscal Years 2009-2016

- Changes from 3/12/08 Version
- Updated Revenue Projections
- Updated Expenditure Projections



PRELIMINARY  
SUBJECT TO REVISION  
1/16/09

\* Based on 85th percentile of estimated cost ranges of scheduled major projects.