

**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

**QUARTERLY REPORT FOR MAJOR PROJECTS
For Quarter Ending December 31, 2010**



**Jim Gibbons
Governor**

**Susan Martinovich, PE
Director**

Nevada Department of Transportation

QUARTERLY REPORT FOR MAJOR PROJECTS

December 31, 2010

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1.0 INTRODUCTION

The primary purpose of this quarterly report, ending December 31, 2010, is to provide the Nevada Legislature, the Transportation Board of Directors, and the general public with the status of major projects undertaken by the Nevada Department of Transportation (NDOT) as required by Assembly Bill 595 that was passed in 2007. This quarterly report specifically addresses the reporting requirements of Section 55.5.

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

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

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

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

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 2 from Craig Road (SR 573) to Speedway Boulevard

Project Sponsor: NDOT

Project Manager: Luis Garay, P.E.

(702) 671-8858



Project Description:

- This is the second of four phases of improvements to the I-15 North Corridor between US 95 and Apex Interchange.
- Widen I-15 from 4 lanes to 6 lanes from Craig Road (SR 573) to Speedway Boulevard.
- 3R project from Craig Road to Speedway Boulevard
- ITS from Craig Road to Apex
- Improvements will be constructed within the existing I-15 Right-of-Way.
- Widen bridges within UPRR and private Right of Way.
- Project length: 4.8 miles.

Schedule:

Planning:

Complete

Environmental Phase:

Complete

Final Design:

Start 2010 -2013

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
- Decrease Congestion
- Reduce Travel Time
- 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 Materials and Labor Costs
- Funding uncertainty for Construction
- Widen bridges within UPRR and private Right of Way

Financial Fine Points(Key Assumptions):

- Total funding expended for Phase 2: \$243,300
- Total funding expended for the Environmental Phase: \$875,000
- Inflation escalation (4%) is to 2014 approximate midpoint of construction
- Funding source for the project engineering is AB 595 (State).



January
2011



I 15 North Phase 3 from Speedway Boulevard to Apex Interchange

Project Sponsors: NDOT

Project Manager: Luis Garay, P. E.

(702) 671-8858



Project Description:

- This is the third phase of improvements to the I-15 North Corridor between US 95 and Apex Interchange.
- Widen I-15 from four lanes to six lanes from Speedway Boulevard to the Apex Interchange.
- Project length: 4.6 miles

Schedule:

Planning:

Complete

Environmental Phase:

Complete

Final Design:

Start 2012 - 2015

Construction:

Start 2015 - 2017



Project Cost Range:

Engineering:

\$10 - \$12 million

Right-of-Way:

\$3 - \$3.6 million

Construction:

\$75 - \$85 million

Total Project Cost:

\$88 - \$101 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
- Improve safety

What's Changed Since Last Update?

- Scope - Proposed interchange 1.8 miles north of Speedway removed from this project.
- Schedule - No Change
- Cost - Revised to reflect the removal of the interchange from this phase

Project risks:

- Uncertainty of future Right-of-Way and construction costs.
- Uncertainty of proposed Sheep Mountain Parkway terminus.

Financial Fine Points(Key Assumptions):

- Total funding expended for phase 3: \$0 (design phase not started)
- Total funding expended for I 15 North Environmental phase: \$875,000
- Inflation escalation (4%) is to 2016 approximate midpoint of construction
- Funding source for this project has not yet been identified.



January
2011



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?

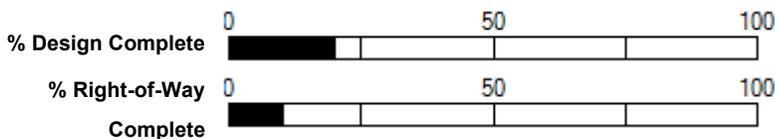
- Scope - No Change
- Schedule - No Change
- Cost - No Change

Project risks:

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

Financial Fine Points(Key Assumptions):

- Total funding expended: \$76,800
- 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.



January
2011



I 15 NEON

Project Sponsor: NDOT

Senior Project Manager: Cole Mortensen

(775) 888-7742



Project Description:

- Widening Improvements along I 15 from Spaghetti Bowl to south of Sahara that include HOV Lanes, Auxillary Lanes, and Baided Ramps
- HOV Direct Connector from US 95 to I-15
- Add/Drop lanes at Oakey/Wyoming
- 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:
Complete

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?

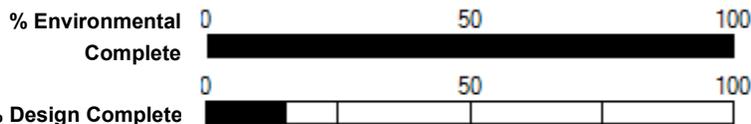
- Scope - No change
- Schedule - Environmental Clearance updated from 4th quarter 2010 to complete.
- Cost - No change

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: \$20,702,000
- Inflation escalation (4%) is to 2020 approximate midpoint of construction
- Additional Federal, State, Local and Regional Funding will be required



January 2011



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:

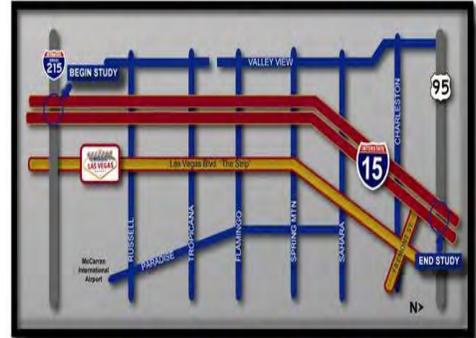
Estimated start 2010 - 2011

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?

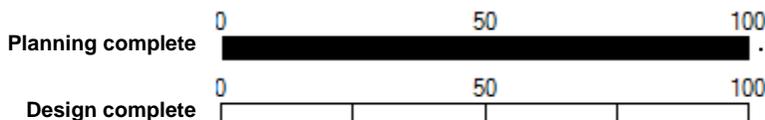
- Scope - No Change
- Schedule - Planning complete
- Cost - No Change

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



January
2011



I 15 SOUTH PHASE 1A

From Blue Diamond Road to Tropicana Avenue

Project Sponsor: NDOT

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

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Project Description:

- This is the 1st Phase of the I 15 South Project, from Silverado Ranch Road To Tropicana Avenue (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: \$118.2 million
- Project funding source: AB 595 (LVCVA via Bonding, Clark County, and State)



January
2011



I 15 South - Bermuda Road Interchange

Project Sponsor: City of Henderson

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

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Project Description:

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

Schedule:

Planning:
Complete
Environmental:
Complete
Final Design:
2026 - 2027
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.

What's Changed Since Last Update?

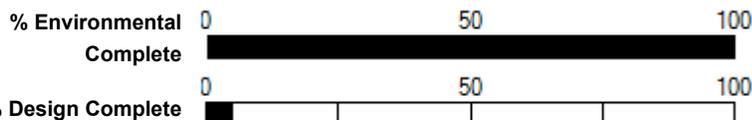
- Scope - No Change
- Schedule - No Change
- Cost - No Change

Project risks:

- Unit price and property escalation may affect project cost.

Financial Fine Points(Key Assumptions):

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



January
2011



I 15 South - Pebble Road Overpass

Project Sponsor: Clark County

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

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Project Description:

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

Schedule:

Planning:

Complete 2009

Environmental:

Complete 2009

Final Design:

2021 - 2023

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?

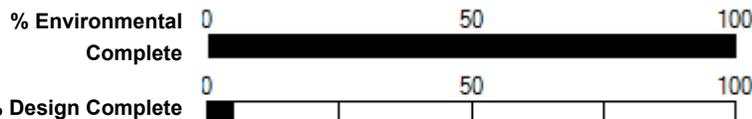
- Scope - No Change
- Schedule - No Change
- Cost - No Change

Project risks:

- Unit price and property escalation may affect project cost.

Financial Fine Points(Key Assumptions):

- Funding not available until 2021-2025 per current Financial Plan.
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction.
- Funding Source: Private Developers (\$30M)



January
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I 15 South - Starr Avenue Interchange

Project Sponsor: City of Henderson

Project Manager: Robert Kvam, P.E.

775.888-7589



Project Description:

- I-15 South, from Sloan Road to Tropicana Ave. has been broken into nine packages to address funding and constructability opportunities.
- Construct a new interchange at Starr Avenue with on & off-ramps
- Connect to Las Vegas Blvd (east side) and Dean Martin Drive (west side)

Schedule:

Planning:

Complete

Environmental:

Complete

Final Design:

2010-2013

Construction:

To Be Determined



Project Cost Range:

(Environmental Phase Estimates)

Preliminary Engineering:

\$10 - \$11 million

Right-of-Way:

\$46 - \$51 million

Construction:

\$78 - \$83 million

Total Project Cost:

\$134 - \$145 million

Project Benefits:

- Improve access to I-15 with new interchange
- Connect east-west regional traffic from Las Vegas Blvd to/from Dean Martin Drive
- Improve I-15 mainline capacity

What's Changed Since Last Update?

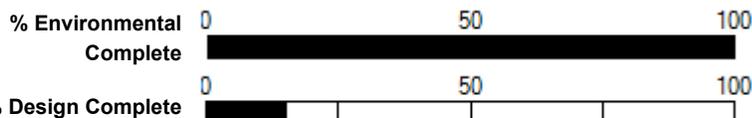
- Scope - No Change
- Schedule - No Change
- Cost - No Change

Project risks:

- Uncertain Right of Way costs
- Material and labor cost escalation
- Year when construction funds are available
- Utility & bill board relocation
- Cell phone tower, re-location potential or avoidance

Financial Fine Points(Key Assumptions):

- Total funding expended for Starr Interchange: \$0 (see next line)
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% for year 2024 approximate midpoint of construction.
- Funding Source: Interstate Maintenance Discretionary (\$4.63M) and SAFETEA-LU Priority Project (\$7.19M).
- Funding Source (cont'd): Federal appropriation request \$53M (not available)



January
2011



I 15 Cactus Avenue Interchange

Project Sponsor: Clark County

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

(702) 671-8856



Project Description:

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

Schedule:

Planning:

Complete

Environmental:

Complete

Final Design:

2010 - 2011

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.

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):

- Funding expended for Cactus Interchange: \$37,000
- 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).



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I 15 South - Phase 1B From Blue Diamond (SR 160) to Tropicana Ave

Project Sponsor: NDOT

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

(702) 671-8856



Project Description:

- I-15 South Project from Tropicana to Sloan has been broken into nine (9) Project elements to address funding and constructability opportunities.
- This is one of the elements of the I-15 South Project.
- Construct one lane in each direction in the median area.
- Project length: 3.8 miles

Schedule:

Planning:

Complete

Environmental:

Complete

Final Design:

TBD

Construction:

TBD



Project Cost Range:

(Environmental phase estimates):

Engineering:

\$2.5 - \$3 million

Right-of-Way:

\$0

Construction:

\$19 - \$20 million

Total Project Cost:

\$21.5 - \$23 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?

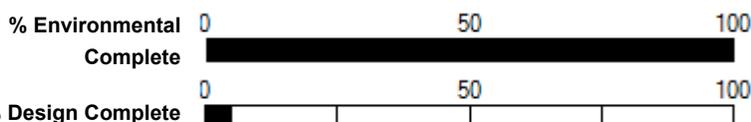
- Scope - No Change. However a proposal is currently under evaluation.
- Schedule - No Change
- Cost - No Change

Project risks:

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

Financial Fine Points(Key Assumptions):

- Total funding expended for Phase 1B: \$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 2019 approximate midpoint of construction
- Funding source: Government Services Tax



January 2011



<p>I 15 South - Phase 2</p> <p>Sloan Road to Blue Diamond (SR-160)</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Eduardo P. Miranda, P.E.</p> <p>(7\$&) * +%α, ,) *</p>	
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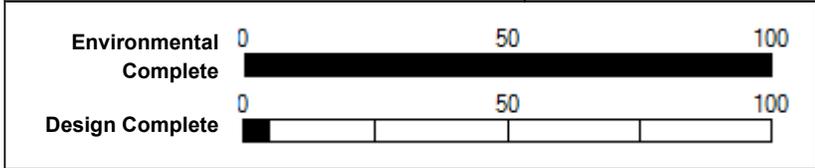
<p>Project Description:</p> <ul style="list-style-type: none"> ● I-15 South project from Sloan to Tropicana has been broken into nine (9) project phases to address funding and constructability opportunities. ● This is one element of I-15 South Project. ● Widen I-15 from Sloan Road to Blue Diamond Road from 6 to 10 lanes. ● Project Length: 8.2 miles 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: TBD</p> <p>Construction: TBD</p>
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<p>Project Benefits:</p> <ul style="list-style-type: none"> ● Increase capacity ● Improve safety ● Improve access ● Reduce trip times ● Reduce vehicle emissions ● Reduce idling ● Improve driver comfort 	<p>Project Cost Range: (Environmental Phase Estimates)</p> <p>Engineering: \$47.5 - \$51 million</p> <p>Right-of-Way: \$0</p> <p>Construction: \$371 - \$392.5 million</p> <p>Total Project Cost: \$418.5 - \$443.5 million</p>
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<p>Project risks:</p> <ul style="list-style-type: none"> ● Complexity in maintaining traffic staging, relocating utilities and reducing impacts to traveling public. ● Assumes Sloan Interchange is constructed (Existing Interchange for cost and design purpose) 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> ● Scope - No Change ● Schedule - No Change ● Cost - No Change
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<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> ● Funding not available until 2016-2020 per current Financial Plan. However, in the process to look at alternatives to use in house staff to start Preliminary Design in January 2012 up to 30%. ● 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: Government Services Tax (\$80M) and AB 595 Bonded (\$240M).
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<p>January 2011</p>	
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I 15 South - Sloan Road Interchange

Project Sponsor: City of Henderson

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

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Project Description:

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

- Funding not available until 2026-2030 per current Financial Plan.
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction
- Funding source: Q10 Extended (\$50.6M) and STP Clark County (\$65M)



January 2011



I 15 South Stateline to Sloan

Project Sponsor: NDOT

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

(702) 671-8856



Project Description:

- Improve operation efficiency, capacity and safety
- Widen from 6 to 8 lanes.

Schedule:

Planning:

2010 - 2012

Environmental:

TBD

Final Design:

TBD

Construction:

TBD



Project Cost Range:

Engineering:

\$6 - \$10 million

Right-of-Way:

TBD

Construction:

\$150 - \$240 million

Total Project Cost:

\$156 - \$250 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?

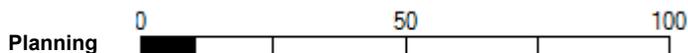
- Scope - No Change
- Schedule - No Change
- Cost - No Change

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.
- Assumes Sloan Interchange as constructed

Financial Fine Points(Key Assumptions):

- Total funding expended: \$0
- Funding: Government Services Tax \$200 Million
- Inflation Index Distribution of 2% - 5% is to 2029 approximate midpoint of construction.



January
2011



<p>I 515 Freeway Improvements</p> <p>I 15 to Horizon Drive</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Ed Miranda, P.E.</p> <p>(702) 671-8856</p>	
--	--

Project Description:

- I 515 from I 15 to Horizon Drive - Improve operational efficiency, capacity and safety.
- Reconstruct the Downtown Las Vegas viaduct
- Construct new interchanges at "City Parkway", 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:
 2009-2012
Final Design:
 TBD
Construction:
 TBD



Project Cost Range:
(Planning phase estimates):
Engineering:
 \$ 210 million - \$240 million
Right-of-Way:
 \$415 million - \$453 million
Construction:
 \$2,160 million - \$2,490 million
Total Project Costs:
 \$2,785 million - \$3,183 million

Project Benefits:

- Provides additional interchanges on I-515 to reduce traffic at congested interchanges.
- Reduces operational conflicts at ramps.
- Improve Safety
- Improves mobility
- Project could be implemented in phases such as Phase 1 from I-15 to Maryland, and Phase 2 from Maryland to Horizon Drive.

What's Changed Since Last Update?

- Scope - No change
- Schedule - NEPA changed to 2011-2012
- 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
- Project could be implemented in phases such as Phase 1 from I-15 to Maryland, and Phase 2 from Maryland to Horizon Drive.

Financial Fine Points(Key Assumptions):

- Total funding expended: \$7,718,000
- Inflation escalation (4%) is to 2015 in CLV and 2026 for remainder of project
- Funding for projects: NHS - \$4 million; Government Service Taxes \$1.79 billion (I-15 to Charleston), and NDOT Bonded fund \$1.39 billion.



January
2011



I 515 / 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:

Package 2 Doc Date Aug 2011; Package 3 & 4 Doc Date Aug 2012

Construction:

Package 2 - Begin Oct 2011; Packages 3&4 - Begin Oct 2012



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.

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

What's Changed Since Last Update?

- Scope - No change
- Schedule - Moved forward one year. Final Design to be complete 2012
- Cost - Cost range changed based on new engineering estimate.

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 (Engineering & Right-of-Way): \$3,459,284
- 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



January 2011



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:

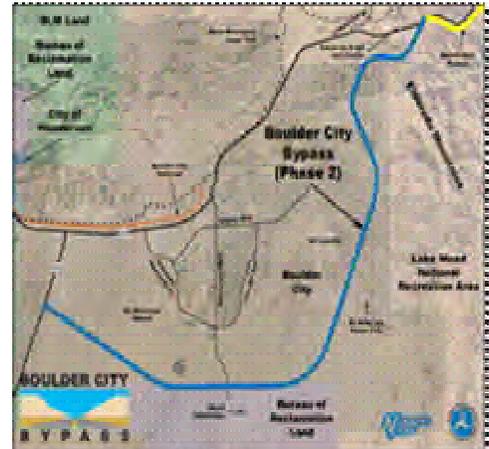
Completed

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?

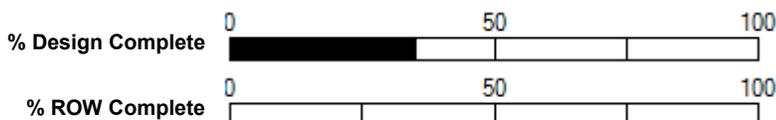
- Scope - No change
- Schedule - No change
- Cost - No change

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.

Financial Fine Points(Key Assumptions):

- Total funded Expended (Engineering & Right-of-Way): \$3,071,433
- Total funding Expended for BC Bypass environmental studies (all phases): \$5,199,679
- Inflation escalation (4%) is to 2027 approximate midpoint of construction.
- Additional Federal, State, Local and Regional Funding will be required.



January 2011



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 :
Completed October 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



January 2011



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

Project Sponsor: NDOT

Project Manager: Jenica Finnerty, PE

(775) 888--+) - &



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:**
Complete
- Construction:**
Begin August 2010;
Complete 2012



Project Cost Range:

(Construction Phase Estimates):

- Engineering:**
\$3.5 million
- Right-of-Way:**
\$0.1 million
- Construction:**
\$73 - \$77 million
- Total Project Cost:**
\$76.6 - \$80.6 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?

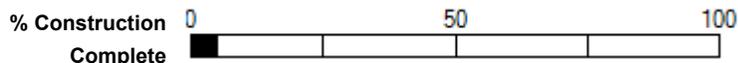
- Scope - No change
- Schedule - No change
- Cost - No change

Project risks:

- Change in site conditions
- Contractor delays

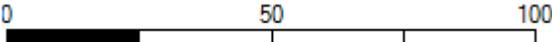
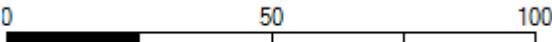
Financial Fine Points(Key Assumptions):

- Total Expended for Construction: \$0.4 million
- Total Expended for Final Design: \$3.6 million
- Total Expended for Environmental Studies (all US 95 Northwest phases): \$4.8 million
- Funding source:
 - *\$60 million AB 595
 - *\$42.5 million Federal
 - *\$2.3 million State



January 2011



<p>US 95 Northwest - Phase 2 Ann Road to Kyle Canyon Road (SR 157)</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Cole Mortensen, P.E.</p> <p>(775) 888-++(&</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> This is the second phase of the US 95 Northwest Project that extends from Washington Avenue to Kyle Canyon Road Alleviate congestion within the corridor by increasing capacity Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning Project length: 5.55 miles 		<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental Clearance: Complete</p> <p>Final Design: Start 2009-2012</p> <p>Construction: TBD</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> Increase capacity Improve safety Improve access Meet stakeholder/public expectations Reduce trip times Reduce vehicle emissions Reduce idling Beautify corridor Improve driver comfort 		<p>Project Cost Range: (Environmental Phase Estimates):</p> <p>Engineering: \$5.5 - \$6.5 million</p> <p>Right-of-Way: \$12.5 - \$14 million</p> <p>Construction: \$169 - \$194.5 million</p> <p>Total Project Cost: \$187 - \$215 million</p>	
<p>Project risks:</p> <ul style="list-style-type: none"> Unit price escalation may affect project cost Complex design issues may impact schedule and scope Complex right-of-way and utilities issues may impact schedule and cost 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - No change Schedule - No change Cost - No change 	
<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding Expended for Phase 2: \$7,700 Total funding Expended for US 95 Northwest Environmental Studies (all phases): \$5 million Inflation escalation (4%) to midpoint of construction in 2015 Funding source: <ul style="list-style-type: none"> *\$230 million AB 595 - full funding not available until 2026 *\$40 million State 			
<p>% Design Complete </p> <p>% ROW Complete </p>		<p>January 2011</p> 	

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 system to system interchange at CC 215

Schedule:

Planning:
Complete

Environmental Clearance:
Complete

Final Design:
2009 - 2012

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 - Clark County has pushed the funding for construction for this project to 2020.
- Cost - No Change

Project risks:

- Cost and schedule impacts of perpetuating local access has yet to be quantified
- Unit price escalation may affect project cost
- Designing Ann Road on ramp/off ramp to function under projected traffic volumes.

Financial Fine Points(Key Assumptions):

- Total funding Expended for Phase 3: \$904,000
- 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



January
2011



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 2nd qtr. 2011



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 - construction largely completed; final paving scheduled to be completed in May 2011.
- Cost - No change

Financial Fine Points(Key Assumptions):

- Total funding Expended by City of Las Vegas for Phase 4: \$54.5 million (\$11.3 M ROW; \$.3 M In-house engineering; \$2.4 M Consultant Engineering; \$40.5 M Construction) NDOT costs to date \$25.1 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

% Construction Complete 0 50 100

January
2011



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--) - &



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 2013 - 2015

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?

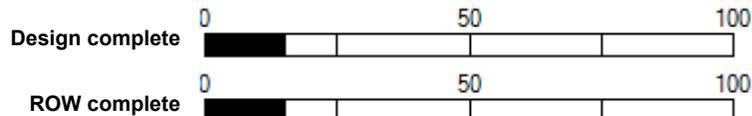
- Scope - No change
- Schedule - Project schedule is delayed by 2-3 years due to Developer
- Cost - No change

Project risks:

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

Financial Fine Points(Key Assumptions):

- Total Expended for Final Design: \$0 (Design phase not started)
- Total Expended for Environmental Studies (all US 95 Northwest phases): \$4.8 million
- 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



January
2011



I 80 Robb to Vista

Project Sponsor: NDOT

Project Manager: Jim Gallegos

(775) 888-7320



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 Washoe County Freeway Corridor Study scoping report completed.
- Phase II scoping will commence after completion of the I-80 Robb to Vista design/build project completed.
- Project Length: 10.4 miles

Schedule:

Planning:
2008 - 2012

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 - Planning Date moved to accommodate project funding limitations & priorities
- Cost - No change

Project risks:

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

Financial Fine Points(Key Assumptions):

- Total Funding Expended by NDOT: \$140, 000
- Inflation escalation (4%) is to 2020 approximate midpoint of construction
- Additional Federal, State, and local funding will/may be required



January 2011



<p>I 580 Freeway Extension</p> <p>Project Sponsor - Nevada Department of Transportation</p> <p>NDOT Project Manager - Tony Lorenzi, P.E.</p> <p>Phone: (775) 888-7317</p>	
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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

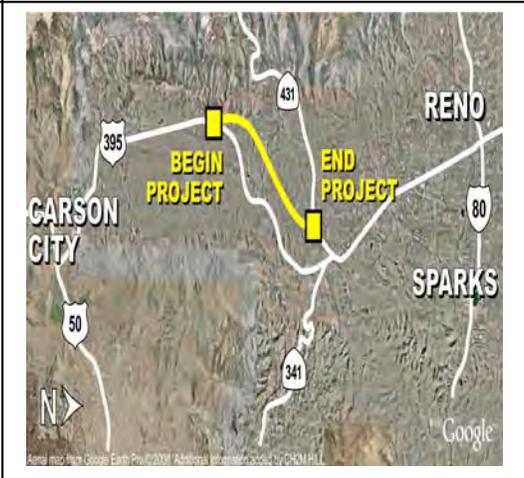
Schedule:

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?

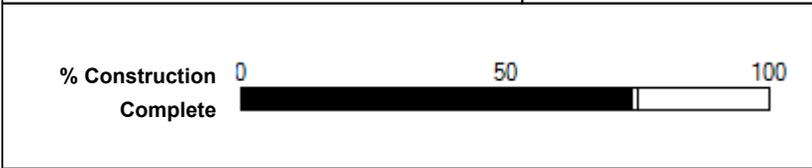
- Scope - No change.
- Schedule - No change
- Cost - No change

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 - \$393,737,716
- Engineering - \$33,391,828
- Right-of-Way - \$50,021,603
- Construction - \$310,324,285
- Bond Funds
- Inflation escalation (4%) is to 2009 approximate midpoint of construction



January 2011



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 Cost Range:

(Planning Phase Estimates)

Engineering:
\$7 - \$9 million
Right-of-Way:
\$3 - \$6 million
Construction:
\$70 - \$85 million
Total Project Cost:
\$80 - \$100 million

Project Benefits:

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

What's Changed Since Last Update?

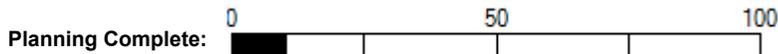
- Scope - No Change
- Schedule - No Change
- Cost - No Change

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



January 2011



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 change

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: \$30.1 million.
- Inflation escalation (4%) is to 2011, mid-point of construction.
- Washoe County RTC contributed \$20 million towards the project.
- The AB 595 income stream, federal and state funds will be used to fund the rest of the project.



January 2011



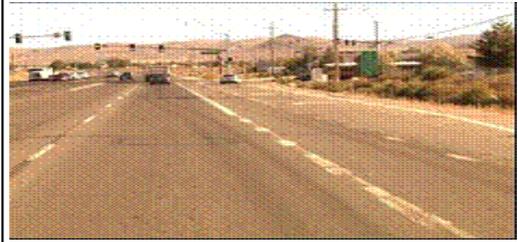
SR 445 Pyramid Highway Improvements

Project Sponsor: Washoe County RTC and NDOT

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

NDOT Project Manager: TBD

Phone: (775) 888-7321



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 - 2012

Final Design:

TBD

Construction:

TBD



Project Benefits:

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

Project Cost Range:

(Planning phase estimates)

Engineering:

\$40M - \$60M

Right-of-Way:

\$100M - \$150M

Construction:

\$410M - \$660M

Total Project Costs:

\$550M - \$870M

What's Changed Since Last Update?

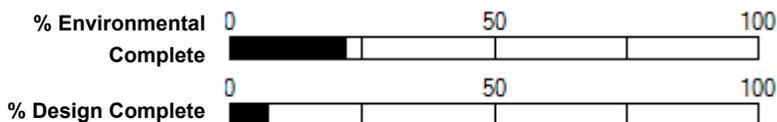
- Scope - No change.
- Schedule - No change
- Cost - No change.

Project risks:

- Construction in a dense urban residential area
- Funding sources for all phases not identified

Financial Fine Points(Key Assumptions):

- Total RTC Funding Expended - \$4,392,000
- Inflation escalation (4%) is to 2017 approximate midpoint of construction



January
2011



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:

- This project will be delivered in two packages. Phase 2B Package 1 is under construction.
- Phase 2B Package 2 will complete the freeway.
- 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:
Phase 2B Package 2 - 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?

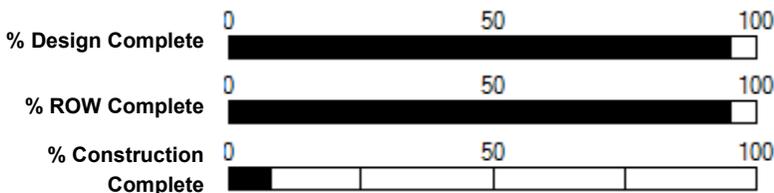
- Scope - Package 2B (Phase 2B-2) will be developed to complete the freeway
- Schedule - No change
- Cost - No change

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: \$33 million
- Inflation escalation (4%) is to 2013, approximate midpoint of construction.
- Construction funds have not been identified for this project.



January
2011



US 395 Carson City Freeway Phase 2B (Package 1)

Clearview Drive to Fairview Drive

Project Sponsor: NDOT

Project Manager: Jim Gallegos, P. E.

(775) 888-7320



Project Description:

- Phase 2B is divided into two packages. This is the first package.
- Construct the Clearview Drive & Koontz Lane Bridge Structures & Edmonds Flood Control Channel
- Relocate major utilities within this area of the corridor in advance of the construction contract.
- Close Valley View Drive & Colorado Street at the freeway right-of-way limits.
- Project length: 1.51 miles

Schedule:

Planning:
Complete

Environmental Clearance:
Complete

Design:
Complete

Construction:
Start 2nd quarter 2010
- Complete 1st quarter 2012



Project Cost Range:
(Final Design phase estimates)

Engineering:
\$0.4 - \$0.5 million

Right-of-Way:
\$1 - \$1.5 million

Construction:
\$10 - \$12 million

Total Project Cost:
\$11.4 - \$14 million

Project Benefits:

- Advance the construction of the project towards completion of the entire route.
- Provide flood control & protection for the community west of the freeway corridor.
- Relocation of the existing utilities will clear the way for future construction contracts.

What's Changed Since Last Update?

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

Project risks:

- Concurrent utility relocation will be required and could delay other construction activities.
- Public acceptance of traffic management, dust and noise during construction.

Financial Fine Points(Key Assumptions):

- Total funding expended: \$4.5 million
- Inflation escalation (4%) is to 2011, approximate midpoint of construction.
- Funding - Federal STP Statewide



January 2011



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.

(775) 888-7597



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:
Start June 2010 - complete, 3rd quarter 2012



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?

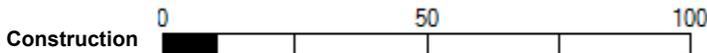
- Scope - No Change
- Schedule - Completion anticipated in 3rd qtr of 2012
- Cost - No Change

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):

- \$22 million ARRA Federal Stimulus Funds applied to awarded Contract 3389



January 2011



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 December 31, 2010 one major project was completed, US 93 Hoover Dam project.

"

1. The Hoover Dam project was not completed on time as the failure of the "high-line" extended the construction duration of the project by over two years.
2. The project scope remained the same.
3. The project was completed under budget.
4. With the opening of the new Hoover Dam bypass travel times on US 93 are decreased and truck traffic can now utilize US 93 over the new bridge.

5.0 PROJECT FUNDING ISSUES

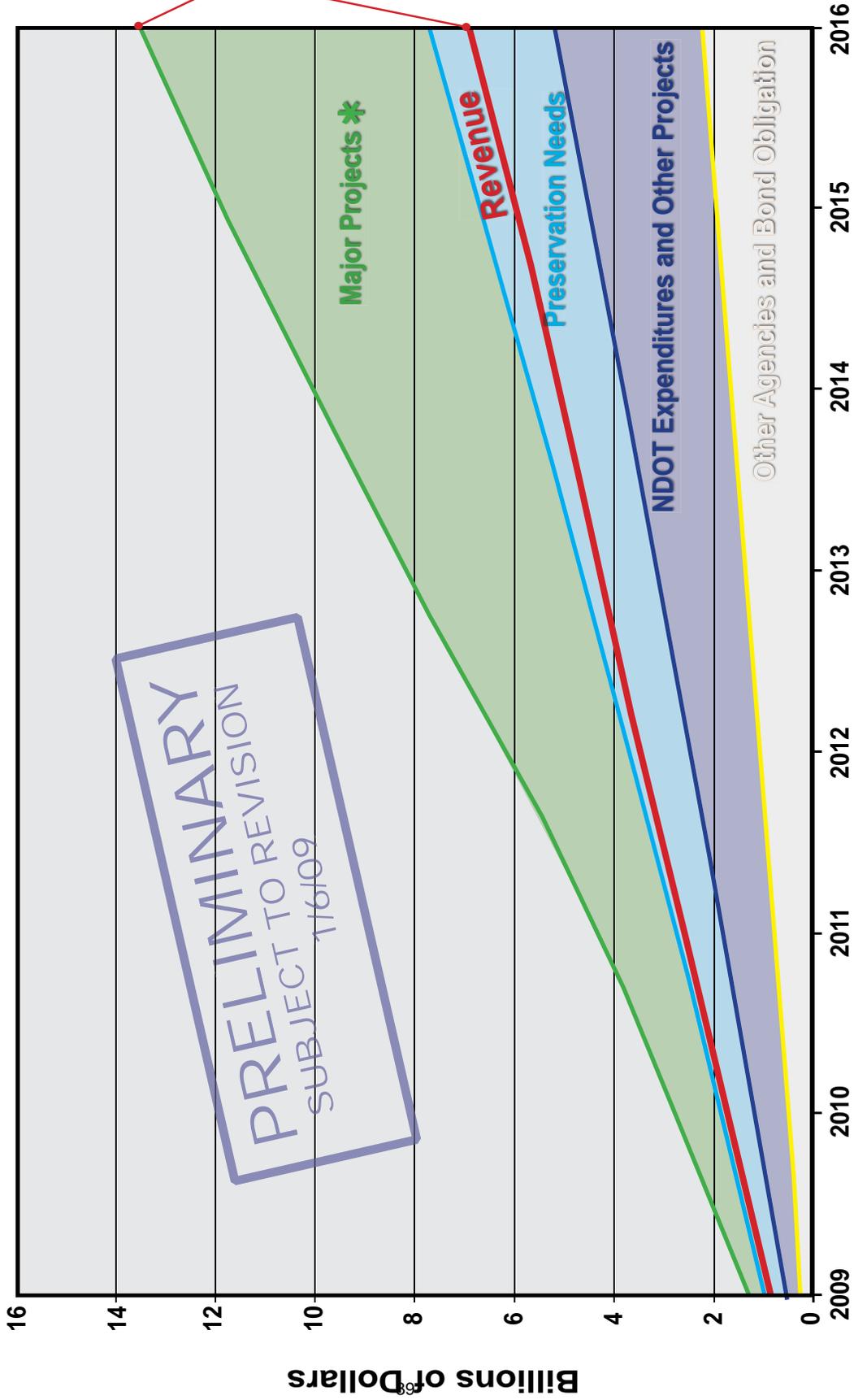
The Project schedules are contingent on the availability of funding. A financial analysis has been completed to produce figure on page 41, cumulative Estimated Highway Needs vs. Revenue. This figure shows a major funding shortfall through 2016. The figure illustrates the accumulation of the various expense 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



PRELIMINARY
SUBJECT TO REVISION
1/16/09

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

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