

KINGSBURY GRADE

PAVEMENT RECONSTRUCTION PROJECT

NEVADA TRANSPORTATION CONFERENCE

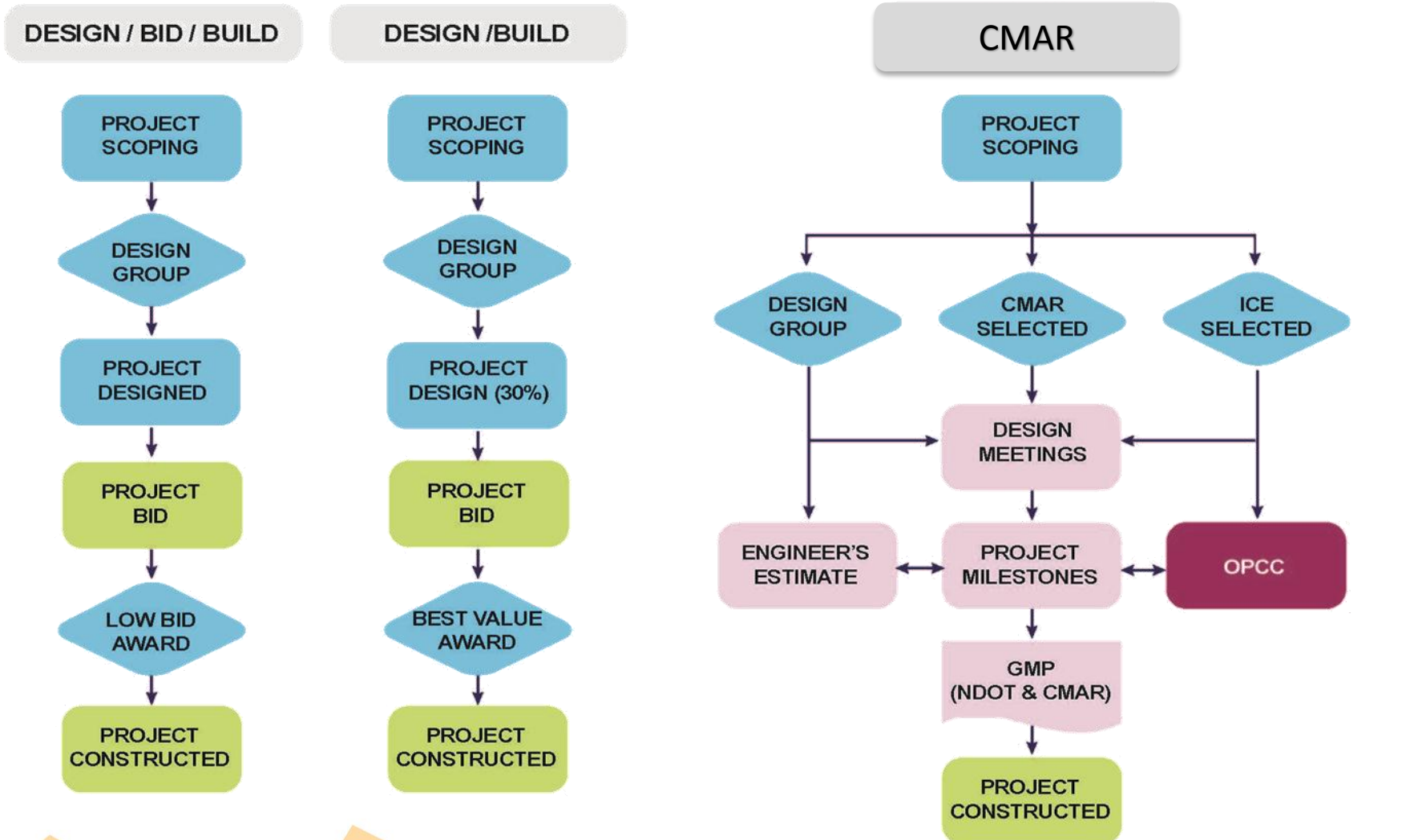
APRIL 15, 2015

Pedro Rodriguez, P.E.
Nevada Department of Transportation
Project Manager

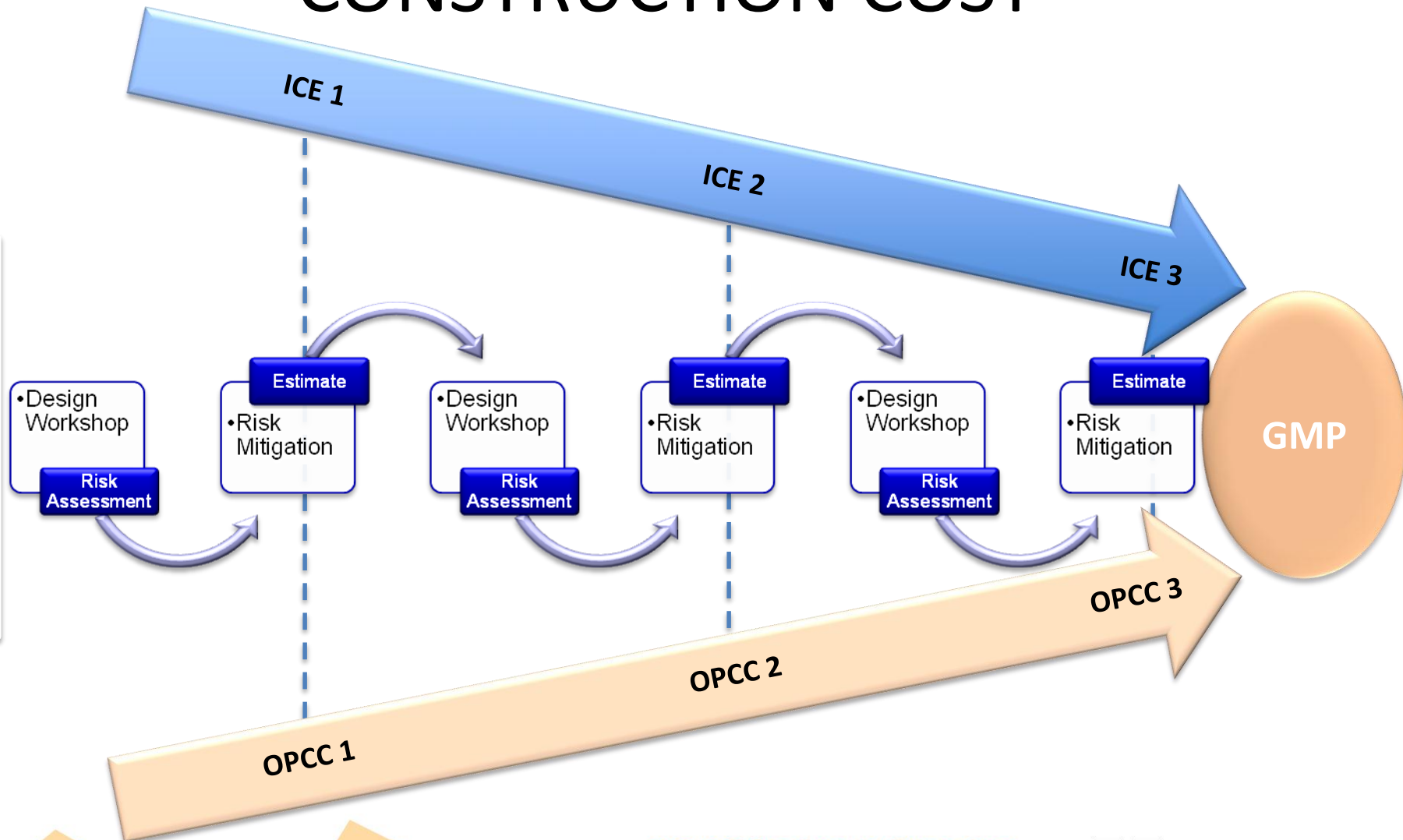
Brian Graham
Q&D Construction, Inc.
Project Manager

TOGETHER,
we're making the grade.

CMAR GENERAL



OPINION OF PROBABLE CONSTRUCTION COST



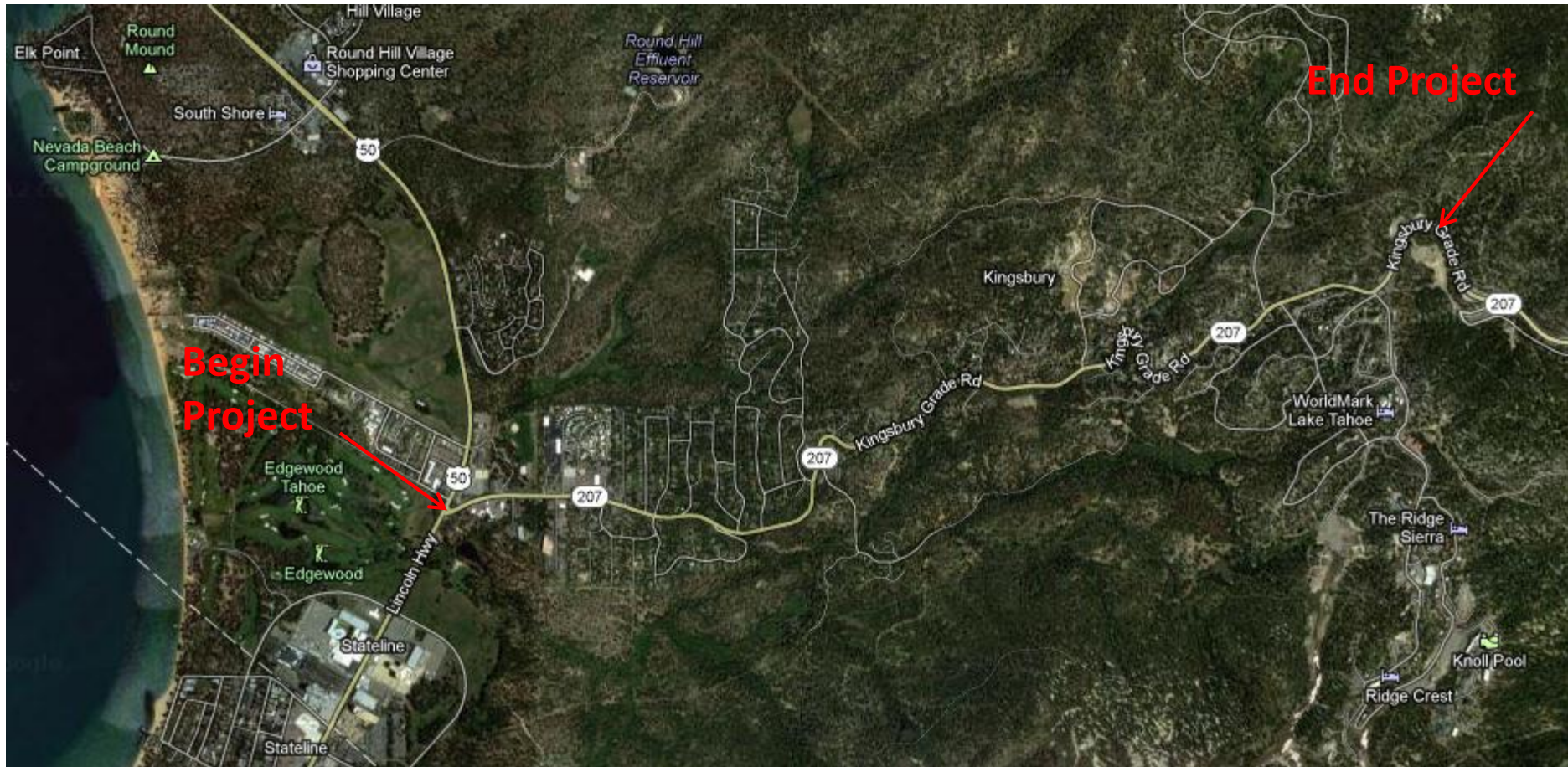
GOOD CANDIDATE FOR CMAR?



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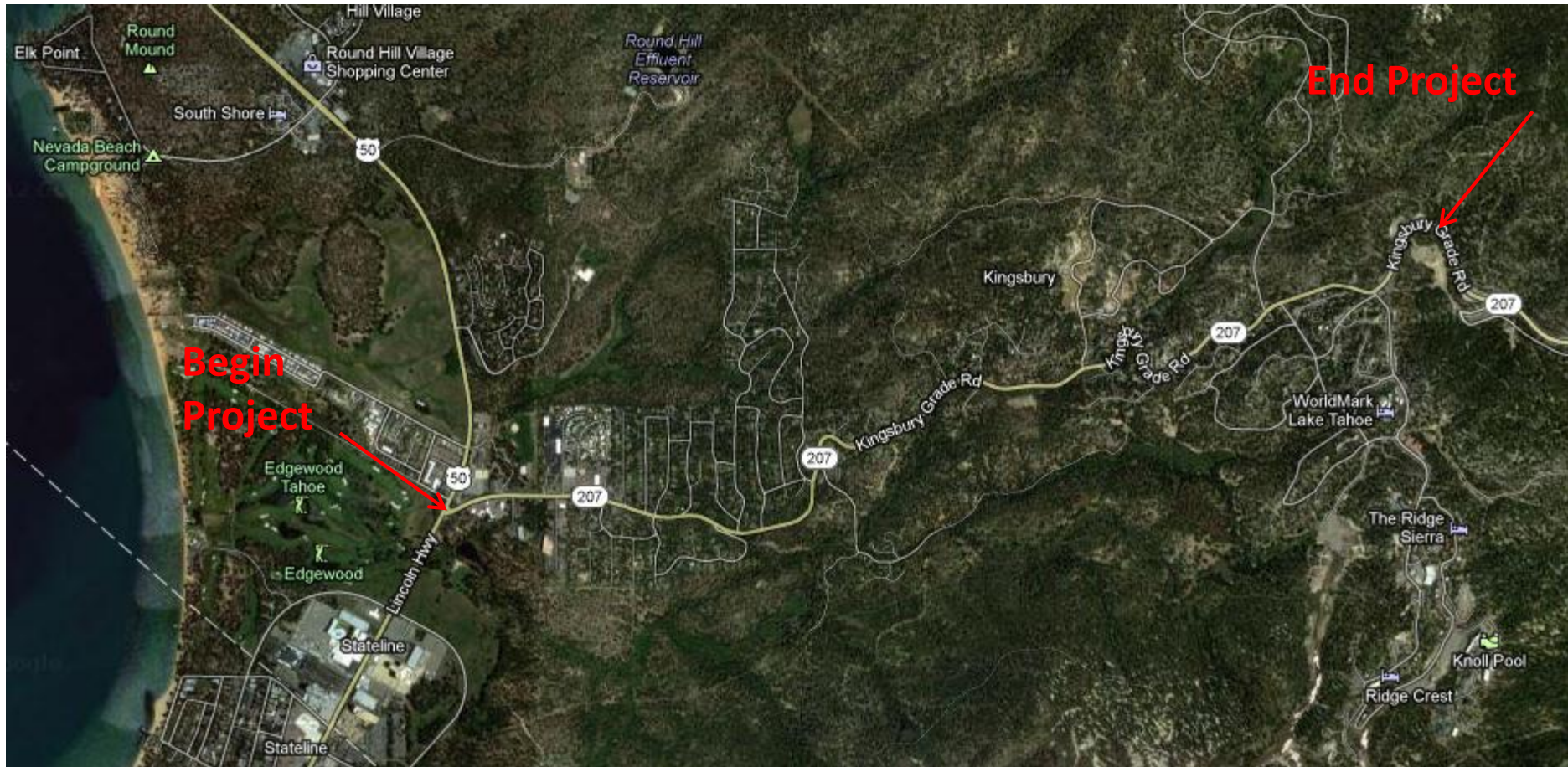
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DEFICIENT PAVEMENT



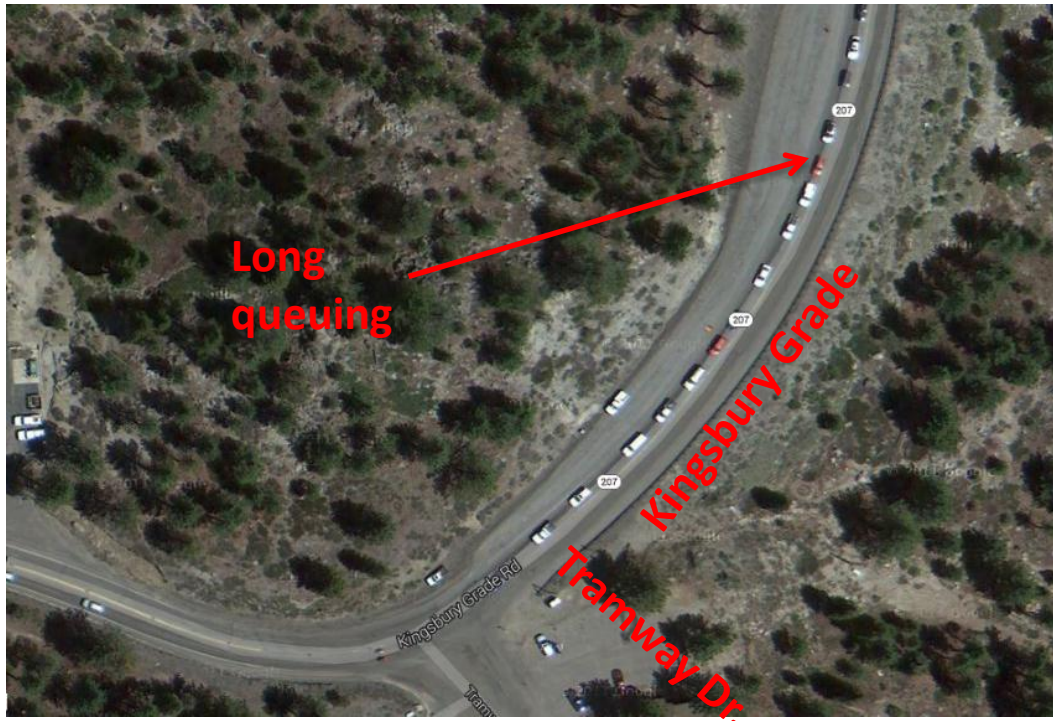
- Annual patching - Bad reputation

NATURAL SPRINGS



QUEUING AND POOR SIGHT DISTANCE

- Left turn causes long queuing at Tramway Dr.



QUEUING AND POOR SIGHT DISTANCE

- Poor sight-distance at Tramway Dr.



POOR PEDESTRIAN VISIBILITY

- No existing lighting at crosswalk



POOR PEDESTRIAN VISIBILITY

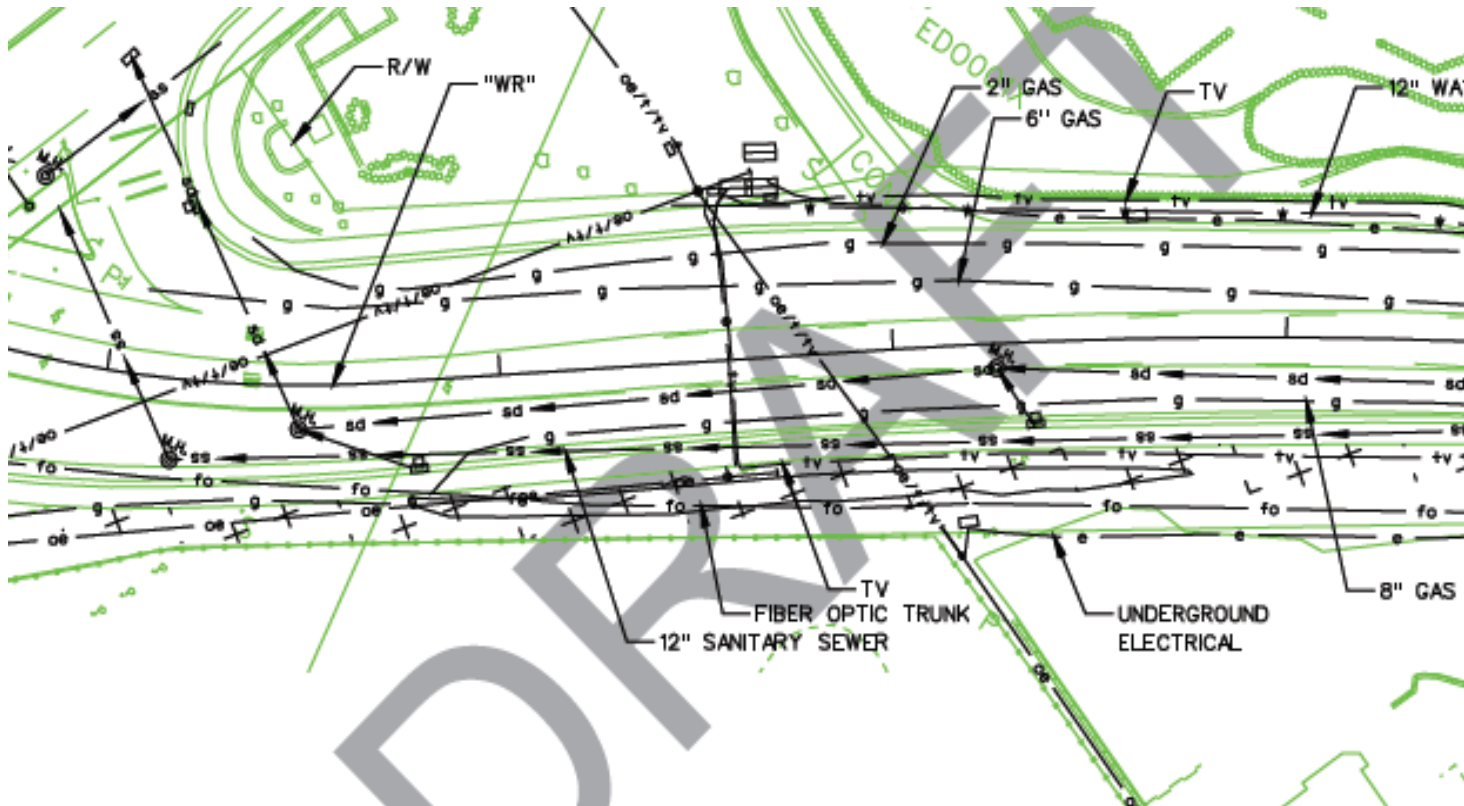
- No existing lighting at crosswalk



SIDEWALK, C&G, & ADA



MANY UTILITIES



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FINAL SCOPE OF WORK

- 13-inch full-depth reconstruction
 - Rehabilitate and repave existing roadway
- Water quality improvements
 - Improve roadway drainage and water runoff
- Other improvements

GOOD CANDIDATE FOR CMAR!

- Design 30% complete
- Env. clearance work minimal
- R/W acquisition minimal
- Funding already identified
- Project required:
 - Risk identification
 - Detailed MOT plan
 - Constructability review
 - Innovation
 - Major public outreach



LET'S GET TO WORK!

- CMAR and ICE were procured
- Public outreach began immediately
 - Barrett Resources & Bauserman Group
- Design progressed with CMAR at table
- OPCC's prepared and risks were mitigated
- MOT continuously discussed
- Innovation was applied

PRE-CONSTRUCTION PHASE

- Risks and Innovation
 - What were the risks?
 - How were they mitigated?
 - What innovation was applied?

PRE-CONSTRUCTION PHASE

- RISKS IDENTIFIED
 - 3-year construction due to short seasons
 - MOT – Minimize commuter disruption
 - Special events and holidays
 - Weather
 - Environmentally sensitive area
 - Erosion control
 - Unknown utilities
 - Limited staging areas

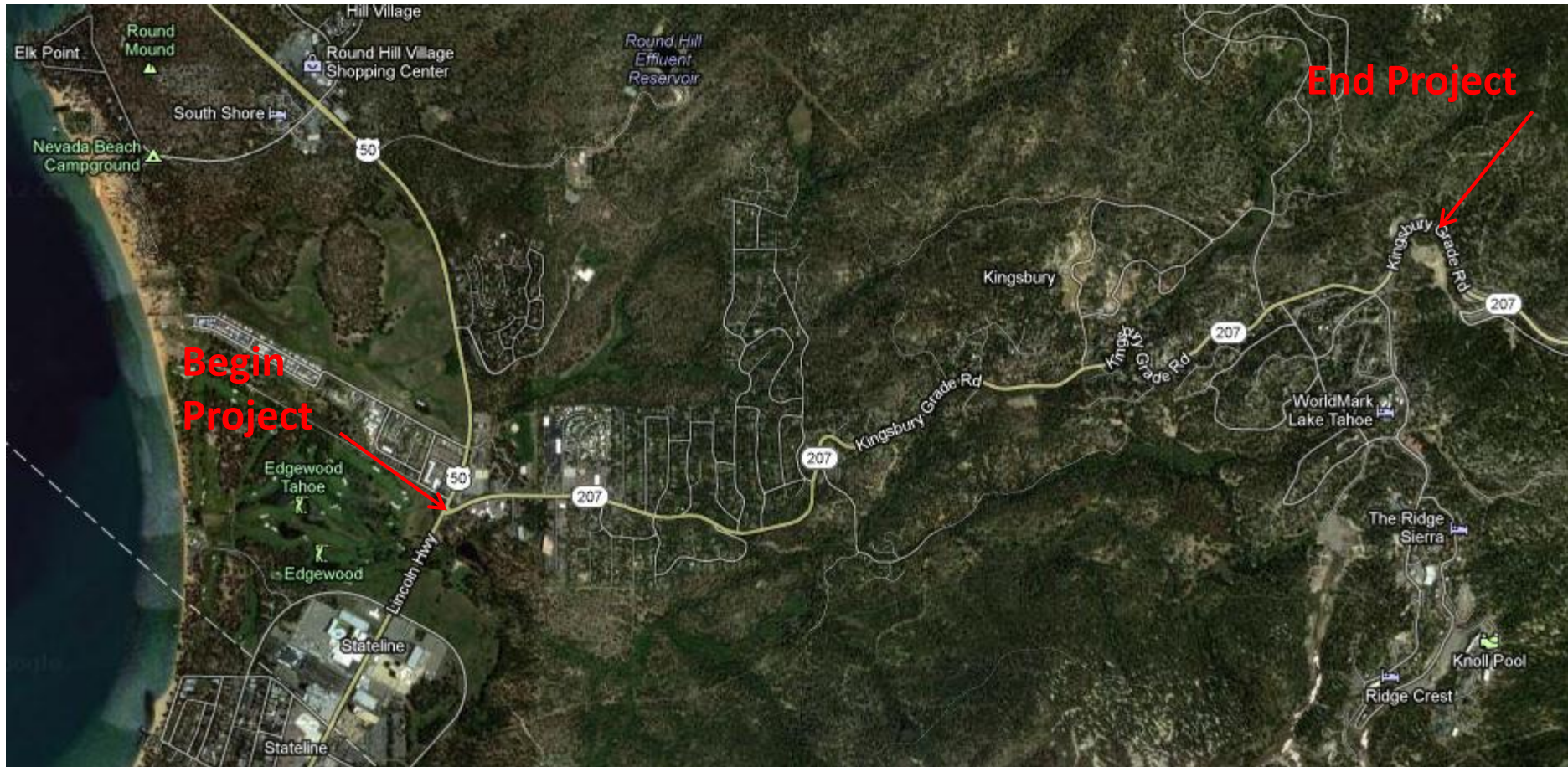
PRE-CONSTRUCTION PHASE

- INNOVATION APPLIED
 - Roadbed modification
 - GPR verification that roadbed mod method was feasible
 - Extensive public outreach
 - Regular stakeholder input & coordination with casinos
 - Night Work Allowed in Residential Area
 - MOT – Marathon paving – summit closures

PRE-CONSTRUCTION PHASE

- Final MOT - 1 ½ Year Schedule
- Before Memorial Day and after Labor Day
 - Day and Night Work Shifts
 - Work 24 hours per day 6 days per week
 - 24/7 Traffic Control
 - Access to all from US 50
 - Summit closure
 - Emergency vehicles and buses

PROJECT



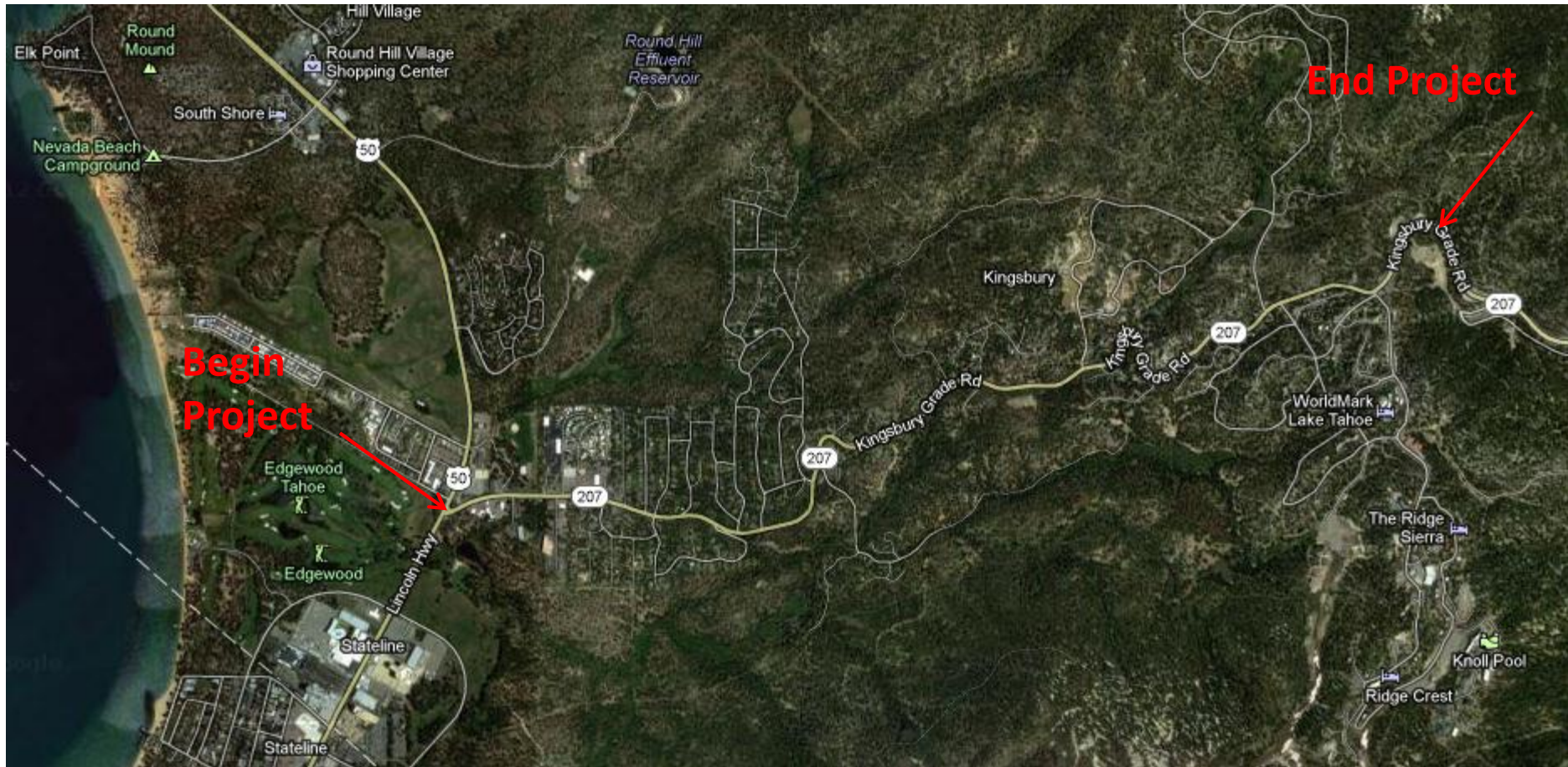
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PRE-CONSTRUCTION PHASE

- Between Memorial Day and Labor Day
 - Night work only
 - Night work will have one lane alternating traffic only
 - During the day, one lane will be open in each direction
 - Full access over the summit

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GMP REACHED

- Awarded to Q&D Construction with a GMP of \$14,877,619.22
- Anticipated construction completion was July 3, 2015

LAST MINUTE REVISION

- Negative publicity due to Public information meeting in Carson Valley
- Concerns
 - Candy Dance
 - Summit traffic vs. through traffic
- Gate option introduced
- Benefit realized – less traffic thru job site

CONSTRUCTION PHASE

- RISKS REALIZED
 - Late snow fall
 - Fire
 - Storm event
 - Erosion
 - Unknown utilities
 - Special events / Access

CONSTRUCTION PHASE

- 5,900 LF of new storm drain pipe
- 8,600 LF of curb and gutter
- 21,000 tons of asphalt
- Over 85,000 man-hours
- Average of 60 workers

OUTCOME

- Early completion!
 - Substantially complete by October 2014
- Numerous compliments!
- NDOT reputation restored!
- Under budget!

GO CMAR!

QUESTIONS?



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