



I-11 & Intermountain West Corridor Study

NDOT Board of Directors Update



In partnership with

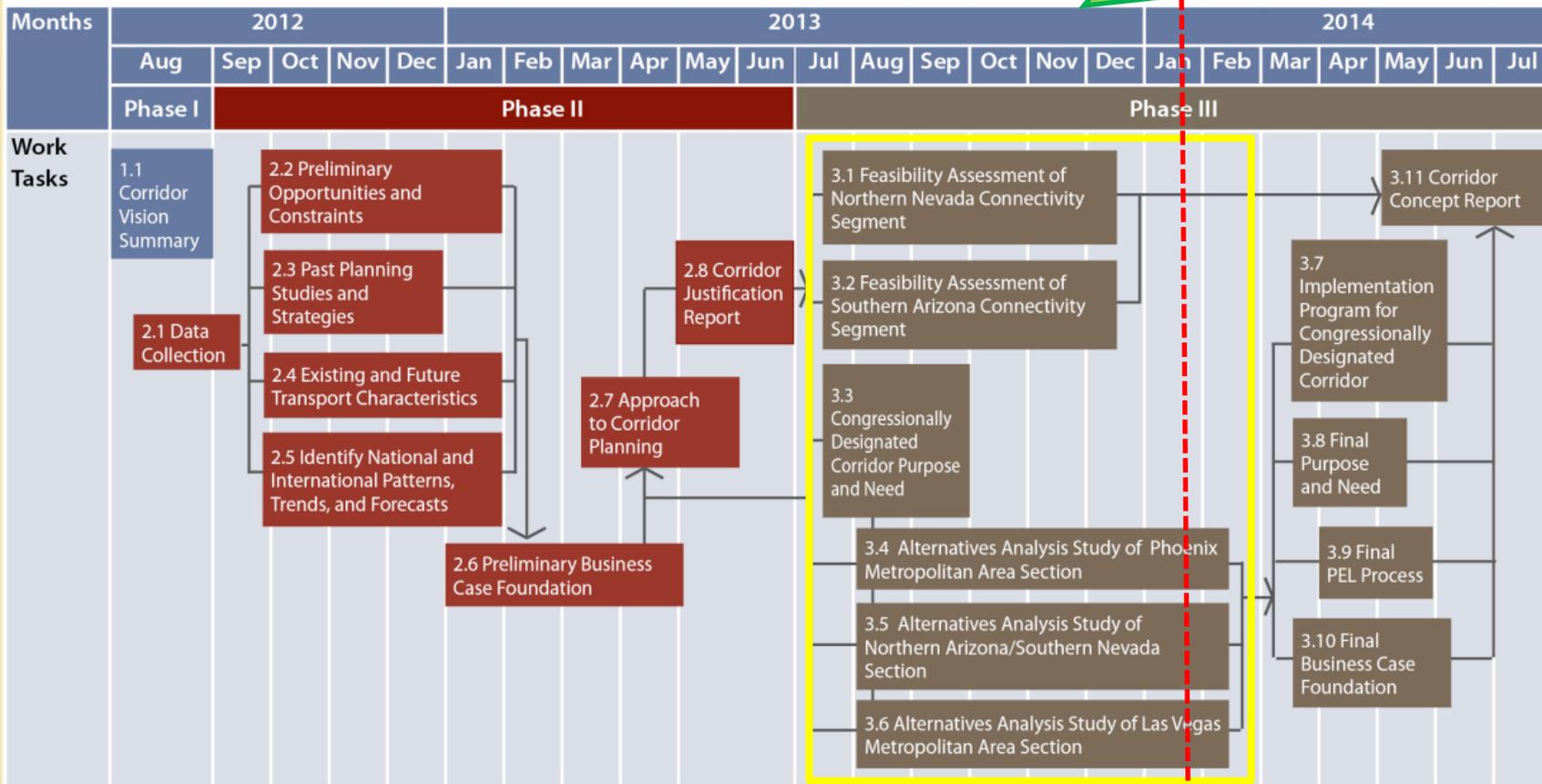


February 10, 2014



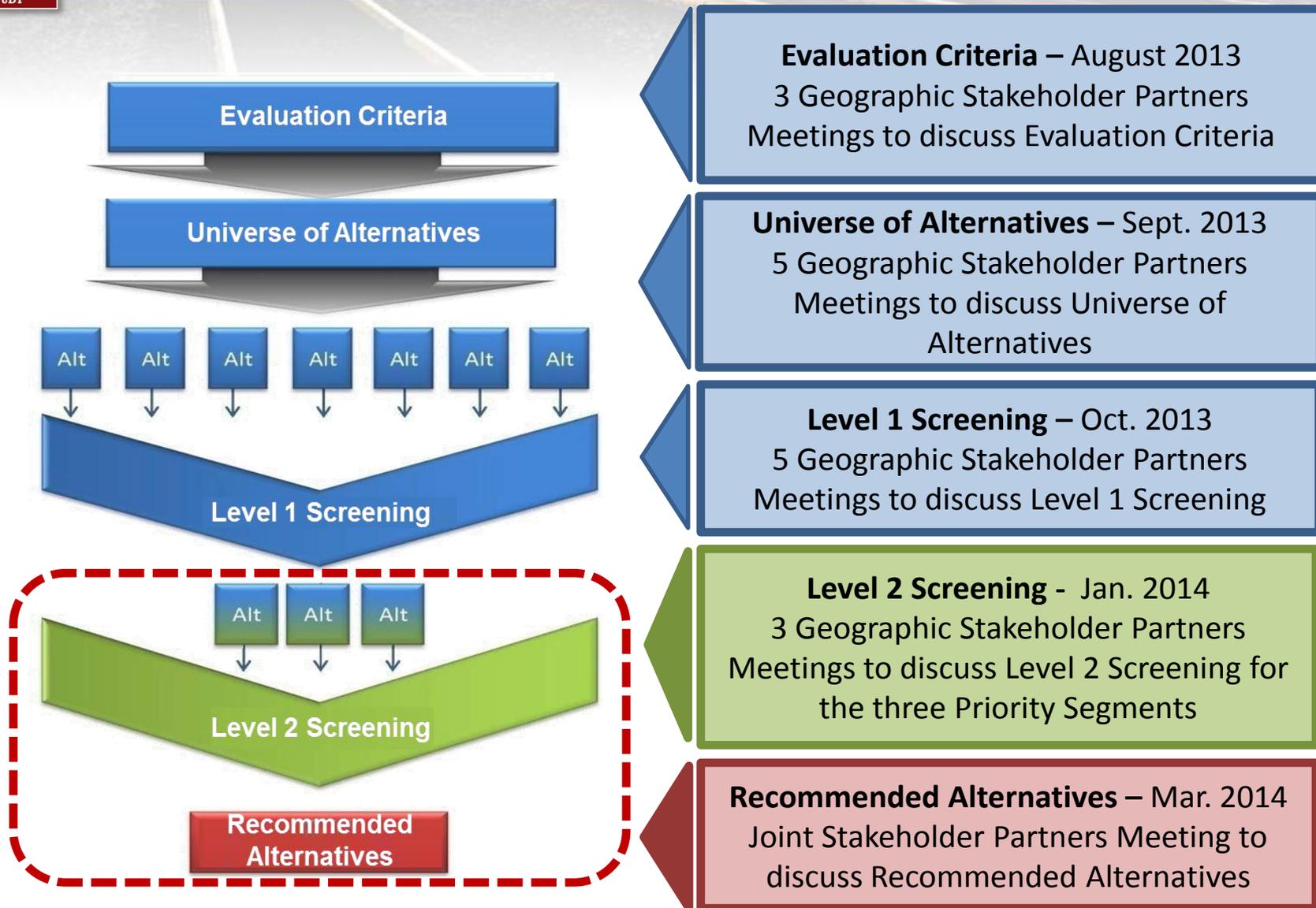
Progress Update

We are here



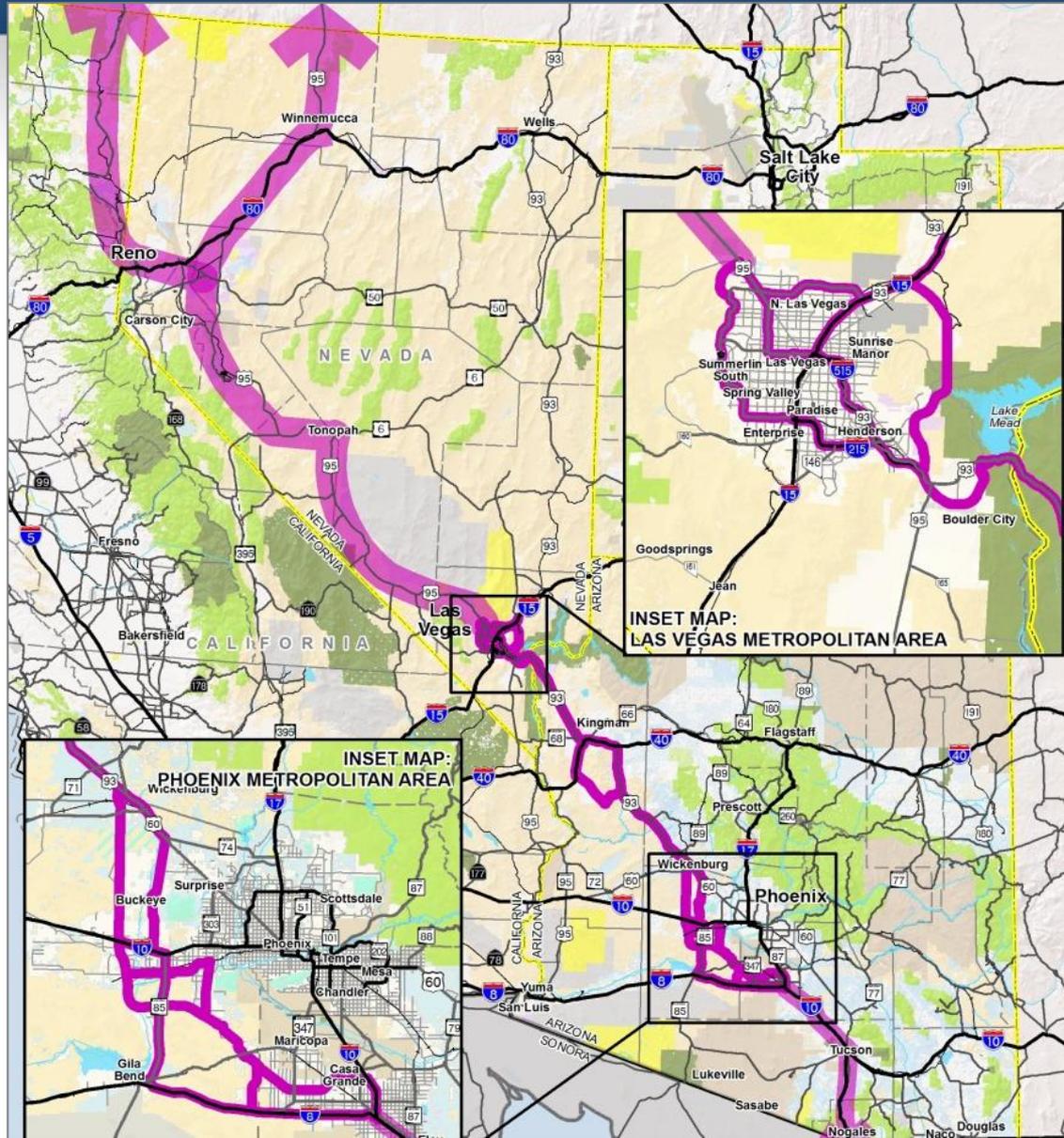


Evaluation Process





Review - Level 1 Recommendations





Level 2 Evaluation Results by Category

DRAFT

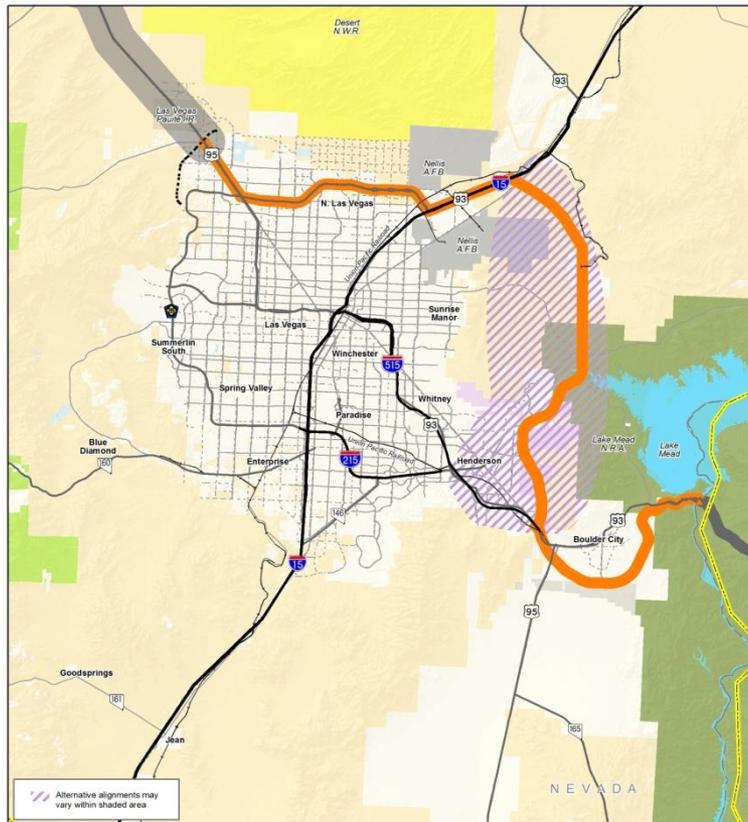
Alternative	Evaluation Category							
	Modal Interrelationships	Capacity/ Congestion	Economic Vitality	Transportation Plans / Policies	Environmental Sustainability	Land Use and Ownership	Community Acceptance	Cost
Y (CC-215)	Yellow	Yellow	Orange	Yellow	Yellow	Green	Yellow	Green
Z (I-515)	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Red
BB-QQ (new)	Green	Green	Green	Green	Orange	Green	Yellow	Red





Recommended Reasonable and Feasible Corridor: Las Vegas Metropolitan Area

Alternative BB-QQ



• Opportunities

- Very high travel time savings and lesser anticipated delay (bypasses core of Las Vegas Valley)
- Provides a more direct route from Phoenix to major logistics facilities and land uses
- Majority of corridor has long-term planned transportation improvements
- Provides direct connection to the CANAMEX corridor north of Vegas

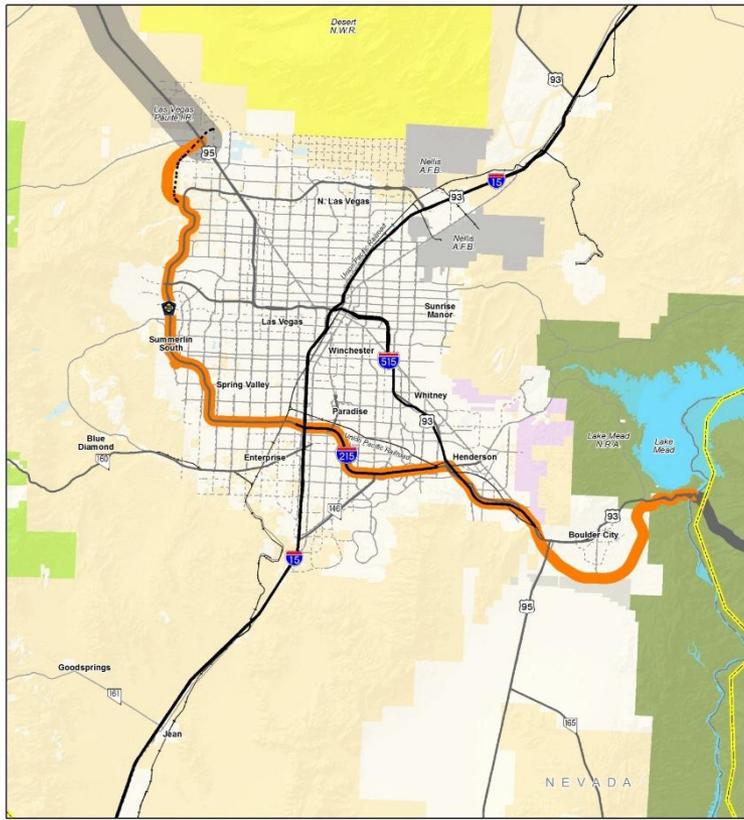
• Constraints

- Targeted high impact environmental constraints
- Incompatibility with some land ownership patterns; LMNRA



Findings for Alternative Y

Alternative Y



• Opportunities

- Minimal environmental impacts anticipated (mostly utilizes existing corridors)
- Low preliminary estimated total cost

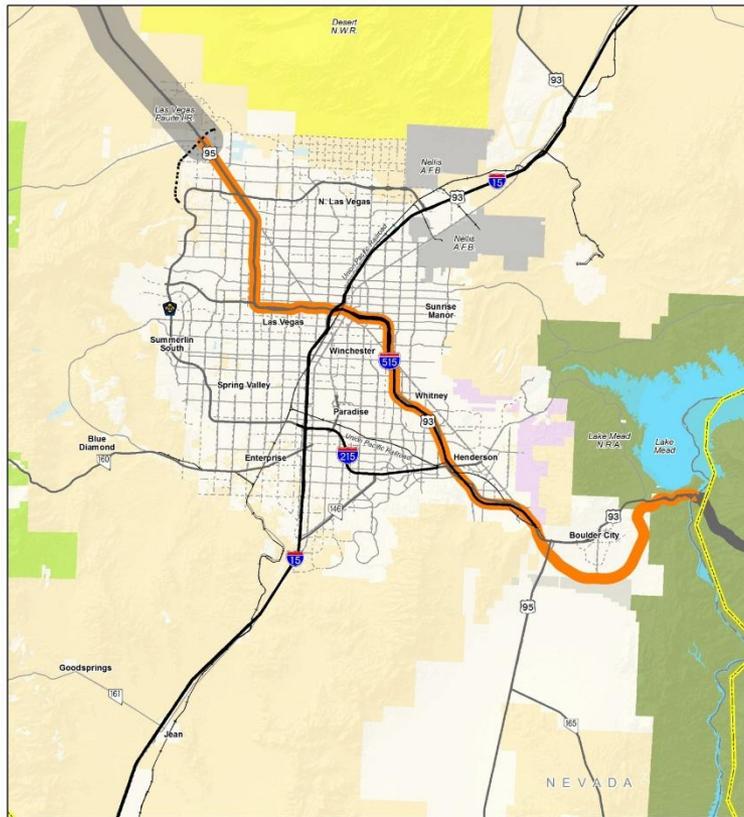
• Constraints

- Inconsistent with residential land uses
- Cannot accommodate multiple modes; reasonable alternatives require new corridor connectors not currently envisioned or present in any transportation plans
- High air quality impacts adding traffic through a densely populated area



Findings for Alternative Z

Alternative Z



- **Opportunities**

- Fewer environmental impacts anticipated, as alternative utilizes existing corridors

- **Constraints**

- Multiple constraints with adding traffic through a densely populated urban core: operational, air quality, environmental justice, incompatibility with existing built out land, etc.
- Highest total vehicle hours of delay; poor travel speeds
- Highest estimated total cost



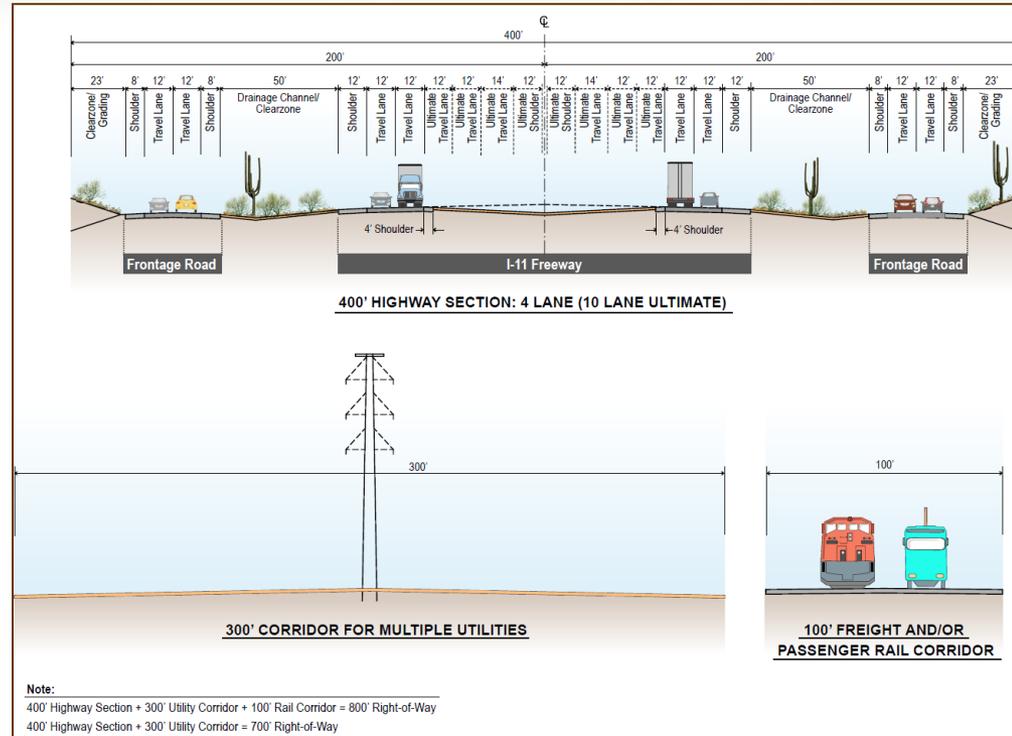
Multi-Use Evaluation



How well does this corridor provide sufficient opportunity for a multi-use corridor?

Approach to Criteria 1A

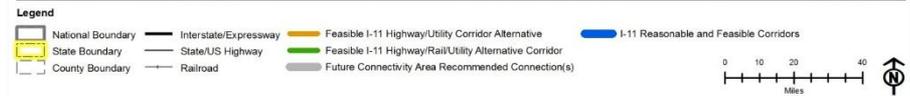
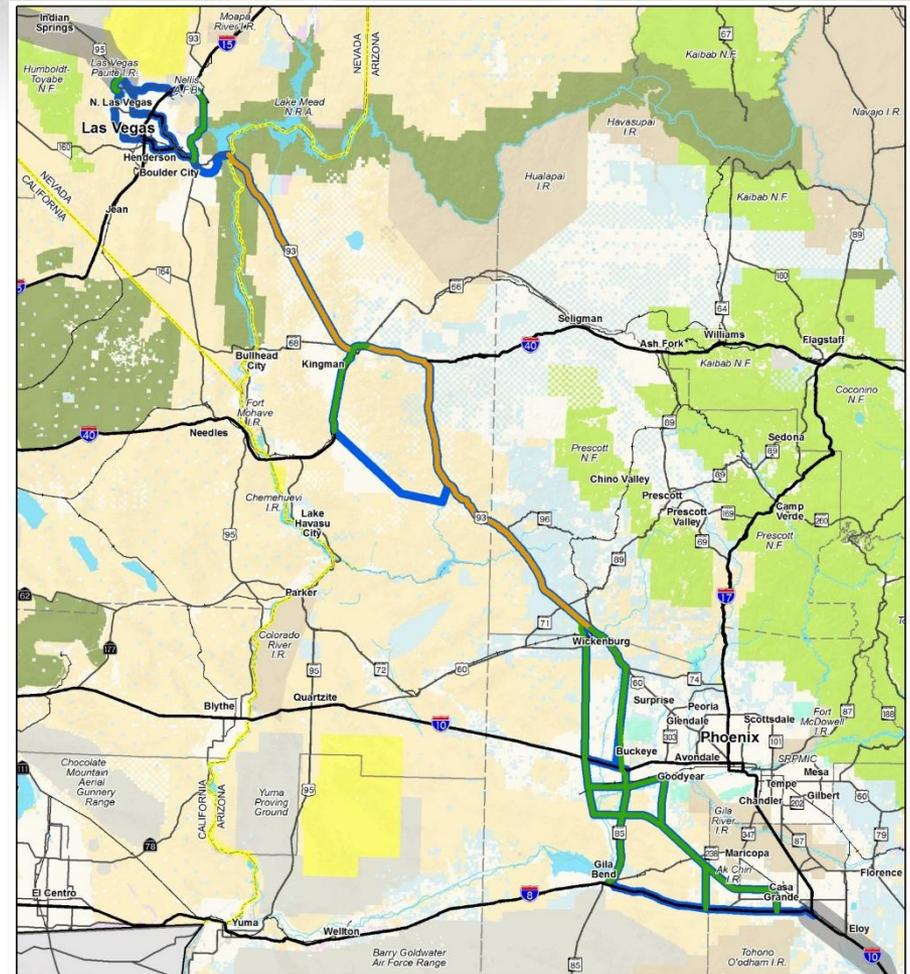
1. Identify if multiple modes or uses can be accommodated within current corridor
2. If not, identify alternate rail corridors that will meet the same need for future modal implementation
3. Identify implications of each multimodal corridor option





1. Identify if multiple uses can be accommodated within current corridor

- Majority of alternatives **not able to accommodate multiple modes (specifically rail)**, throughout entire corridor due to right-of-way or terrain constraints
- Other uses within the corridor, such as transmission of energy and communications, are feasible through most of the alternatives



ALL INFORMATION IS PRELIMINARY / SUBJECT TO REVISION

Maps identify desired connections between metropolitan areas. Alternatives do not identify specific alignments, nor preclude multiple alignments within each alternative.



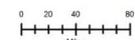
2. Identify alternate rail corridors that will meet the same need for future modal implementation

- Alternate rail corridors proposed for possible consideration in on-going and future planning studies
- Potential new rail corridors could **close north-south gaps in the existing rail network**



Legend

National Boundary	Interstate/Expressway	I-11 Reasonable and Feasible Corridors
State Boundary	State/US Highway	Future Connectivity Area Recommended Connection(s)
County Boundary	Ongoing Arizona Passenger Rail Corridor (Existing)	Alternative Rail Corridors (Existing)
Railroad	Potential Commuter Rail/Bus Rapid Transit	Alternative Rail Corridors (Proposed)



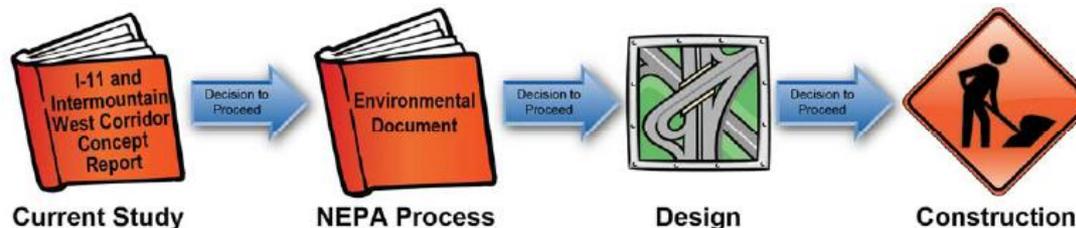
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Next Steps

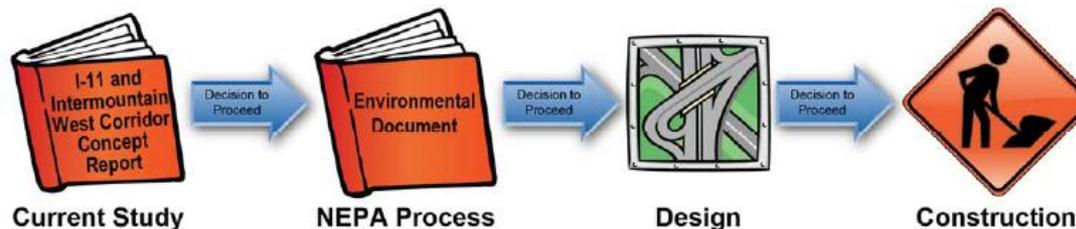
- **Congressionally-Designated Corridor Alternatives**
 - Complete the Level 2 evaluation with CAP, Stakeholder, and Public input
 - Purpose and Need
- **Northern Nevada and Southern Arizona Future Connectivity Segments**
 - Prepare Feasibility Assessment Reports
- **Entire Corridor**
 - Prepare Business Case Foundation
 - Planning and Environmental Linkages Checklists
 - Implementation Plan
 - Corridor Concept Report





Events

- **Upcoming Meetings/Outreach**
 - Virtual Public Outreach (Feb 2014)
 - Joint Stakeholder Partners Meeting (March 19, 2014)
 - Final Recommendations for all corridor segments
 - Joint Stakeholder Partners Meeting (May 2014) –
 - Implementation Plan
 - Business Case Foundation
 - Corridor Concept Report
 - Public Meeting (June 2014)
- **Sign Event – March 21**





Project Development Process



Corridor Study	Advance Planning	Environmental Studies / NEPA	Preliminary Design		Final Design
Vision Summary	Defining Existing Environmental Setting	Purpose & Need	Geometric Design		Right-of-Way Engineering and Acquisition
Defining Existing Conditions	Planning-Level Context Sensitive Designs	Traffic Analysis			
Scenario Planning	Travel Demand Forecasts	Technical Studies:	Typical Sections	60% PS&E	Right-of-Way Setting
Needs Analysis	Preliminary Alternative Alignments	<ul style="list-style-type: none"> Air Quality Noise Analysis Socio-Economics Cultural Resources Biological Resources Hazardous Materials Water Quality Floodplain/Hydrology Wetlands Energy Land Use Economics Visual Effects Endangered Species Cumulative & Secondary Impacts Cost-Benefit Analysis Record of Decision 	Grading		90% PS&E
Goals & Objectives	Preferred Alternatives	Refine Alternative Alignments	Drainage	100% PS&E	Appraisals
Corridor Justification	Stakeholder & Public Outreach	Section 4(f) Evaluation	Structures	Final PS&E	Purchase Offers
Conceptual Corridors	Complete PEL Process / Checklist	Alternative Selection	Utilities	Advertising	Counter Offers
Evaluation & Screening of Corridors	Purpose & Need	Stakeholder & Public Outreach	Signing & Striping	Bidding & Contractor Selection	Relocations
Preliminary Order of Magnitude Cost Estimates			Lighting & ITS		
Stakeholder & Public Outreach			Traffic Control		
Begin PEL Process / Checklist			30% Plans, Specifications & Estimates (PS&E)		

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