



## ► Project update newsletter

Fall 2015

### In this issue...



#### UNDER CONSTRUCTION!

Learn all about the project, the planned improvements and construction schedule on page 2.



#### WHAT TO EXPECT

Read through the project benefits, the environmental process, traffic impacts and how it all affects you.



#### LANDSCAPE AND AESTHETICS

What will it all look like? How will this project celebrate Boulder City and the history of the dam? Find out inside.

### ! Latest news

The I-11 Phase 1 project broke ground in Spring 2015. Awarded to Fisher Sand and Gravel, this project includes construction of a four-lane highway south of Boulder City. This 2.5-mile highway, extending from Foothills Drive to Silverline Road, will utilize concrete pavement instead of asphalt. The use of concrete reduces cost, rutting, potholes and maintenance expenses.

# I-11 PHASE 1

Construction is underway!

The I-11 Phase 1 project, awarded to Fisher Sand and Gravel, broke ground in Spring 2015.

### PROJECT COMPONENTS INCLUDE:

- 2.5-mile-long, four-lane concrete interstate freeway between Silverline Road and Foothills Drive
- 180-foot-long steel truss bridge that will reconnect UPRR
- Full diamond interchange at Railroad Pass
- 1.5-mile frontage road linking Henderson with the Railroad Pass Interchange

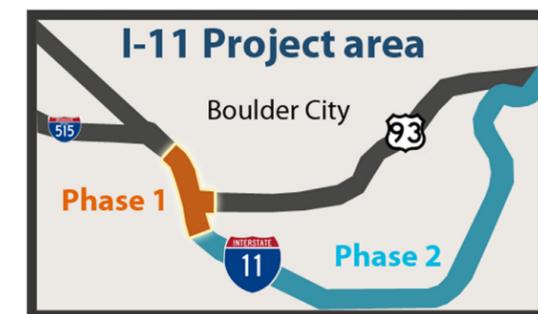
Once completed, I-11 will connect Las Vegas with Phoenix - the country's two largest cities within proximity not currently linked by an interstate. Phase 1 will build the initial segment of this interstate.

Unique to this project, the interstate will be constructed using concrete pavement instead of asphalt. The use of concrete reduces cost, rutting, potholes and maintenance expenses by 75%.

During the peak of construction activities, Phase 1 will support 1,000 jobs.

### Where is it?

The Phase 1 project area is southwest of Boulder City, between Foothills Drive and Silverline Road.



## Anticipated construction schedule

▶ **Spring 2015**
Early 2018

Traffic impacts are expected to be confined to the last three months of the project.

## PROJECT HISTORY

U.S. 93 is a critical link that connects Southern Nevada and Northern Arizona. Since this region has recently experienced tremendous growth in population and commerce, improvements to safety and access to U.S. 93 near Boulder City are needed. These improvements are necessary to accommodate existing and projected travel demand along U.S. 93.

To study and evaluate these issues, NDOT initiated an Environmental Impact Statement (EIS). This lengthy environmental process involved local agencies, decision-makers and the public.



Approximately 400 miles of corridor alternatives were studied during this process, and the team eventually narrowed the available options down to three project build and no-build alternatives.

The project management team of local, state, and federal agencies concluded that an alternative route for U.S. 93 around Boulder City would best address the critical safety and access issues while balancing the needs of the surrounding community and environment.

The southern bypass, or Alternative D, was selected as the "preferred alternative" and after thorough analysis of public comments received on the Draft and Final EIS, FHWA approved Alternative D and signed a Record of Decision on December 8, 2005.

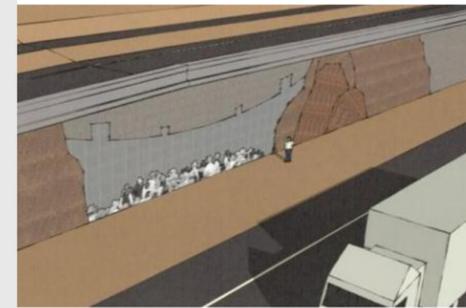
Copies of the Final EIS and the Record of Decision are available on the Phase 1 project website, I-11PhaseOne.com.

## Project benefits include...

**Reduced local congestion and improved efficiency:** The project corridor currently sees 34,000 vehicles per day, including a large percentage of truck traffic.

**Drive time savings:** Estimated time savings traveling from the Hoover Dam Bypass Bridge to Henderson is 30 minutes.

**Improved air quality:** Reduction of local truck traffic and reduced idling caused by backups at signal lights means healthier air for Southern Nevada.



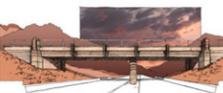
## LANDSCAPE AND AESTHETICS

To celebrate the natural beauty of Nevada, a landscape and aesthetics plan is being developed that will recognize the history of Boulder City. In addition to utilizing native vegetation and preserving scenic views, a 1,200-foot long retaining wall will present graphics illustrating the history of Hoover Dam.

The theme and colors for the I-11 landscape and aesthetics plan are being designed to reflect on the diverse color tones found in the Boulder City area. The colors below, chosen to blend into the existing landscape and allow the natural beauty of the local scenery to remain in the forefront, will be incorporated into a number of the design elements.

During a series of stakeholder Technical Review Committee meetings, several important goals of the landscape plan were identified:

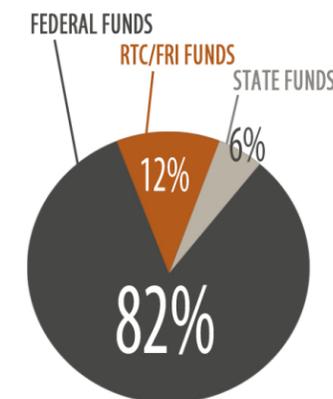
- Recognize the history of Boulder City
- Accentuate the architectural and engineering successes associated with the Hoover Dam
- Provide linkages to the River Mountain trail network



Project design objectives from the corridor plan also include:

- REVEGETATE** disturbed areas with native seed mix and salvaged plants
- BLEND**, regrade, stain, and revegetate rock cuts to blend in with surroundings
- PRESERVE**, protect and maintain scenic views and viewshed
- SCREEN** or visually blend maintenance facilities from the roadway
- IDENTIFY** and incorporate locations for new wildlife crossings
- INCORPORATE** an adjacent shared-use trail

## FUNDING



**Project cost: \$83 million**

**Federal funds: \$68 million**  
**RTC/FRI funds: \$10 million**  
**State funds: \$5 million**

This \$83 million project is paid for, in part, by Fuel Revenue Indexing (FRI).

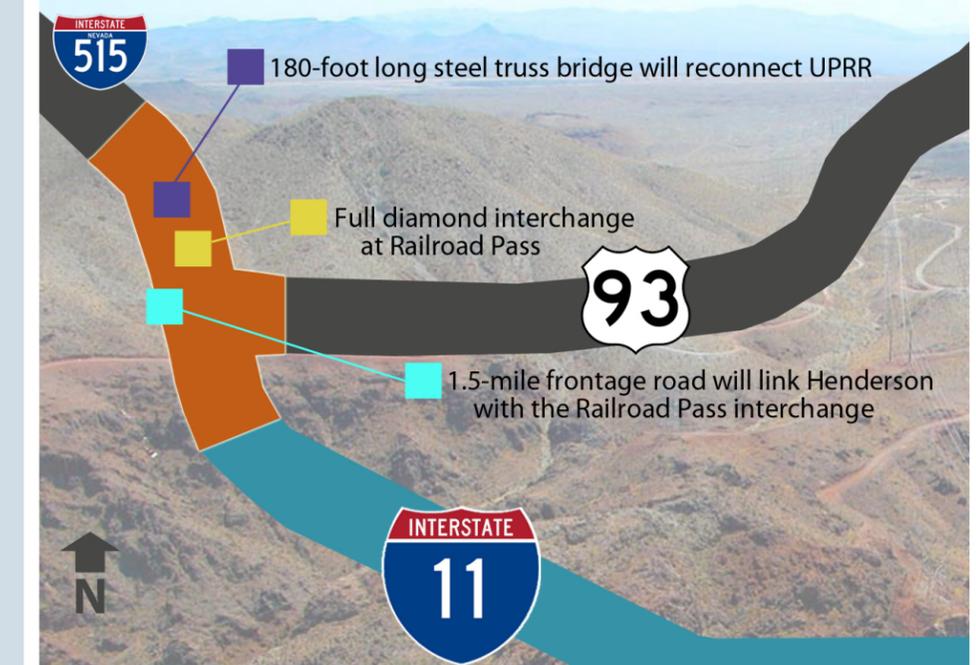
Fuel revenue is generated each time a motorist fills up their vehicle with gas. A portion of what you pay at the pump helps fund transportation projects throughout Clark County.

The Clark County Commission approved this funding measure, which will help with material and labor costs, raise \$700 million, fund 199 projects and create 9,000 jobs.

For motorists, this averages out to about a dime a day over the next three years.



## Major project features



**FUN FACTS!** I-11 Phase 1 will include:

1,200 feet of retaining walls with graphics illustrating the history of Hoover Dam

28-foot tall retaining walls coated with special anti-graffiti film

2.5 miles of interstate freeway and a new pedestrian bridge that will connect to the River Mountains loop trail

5 miles of new tortoise fencing

20,000 replanted cacti

Travel improvements designed to improve conditions and decrease commute time for the 34,000 vehicles that use the project area daily

**FOR MORE INFORMATION...**

**VISIT US ONLINE**

Log on to our project website for more information on Phase 1!

- Download landscape plans
- Read Environmental Documents
- Review NOA reports
- Learn more about the project history
- View project renderings and maps



[www.I-11PhaseOne.com](http://www.I-11PhaseOne.com)

- Sign up for project updates
- Connect with NDOT on social media
- Submit comments and questions

**I-11 PHASE 2**

**ABOUT PHASE 2**

Led by the RTC, Phase 2 will complete 12.5 miles of I-11 from U.S. 95 to U.S. 93 near the Hoover Dam Bypass Bridge.

**ANTICIPATED SCHEDULE**

April 2015 - October 2018

**PROJECT COST**

\$235M



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