



I-11 & Intermountain West Corridor Study

NDOT Board of Directors Update



In partnership with

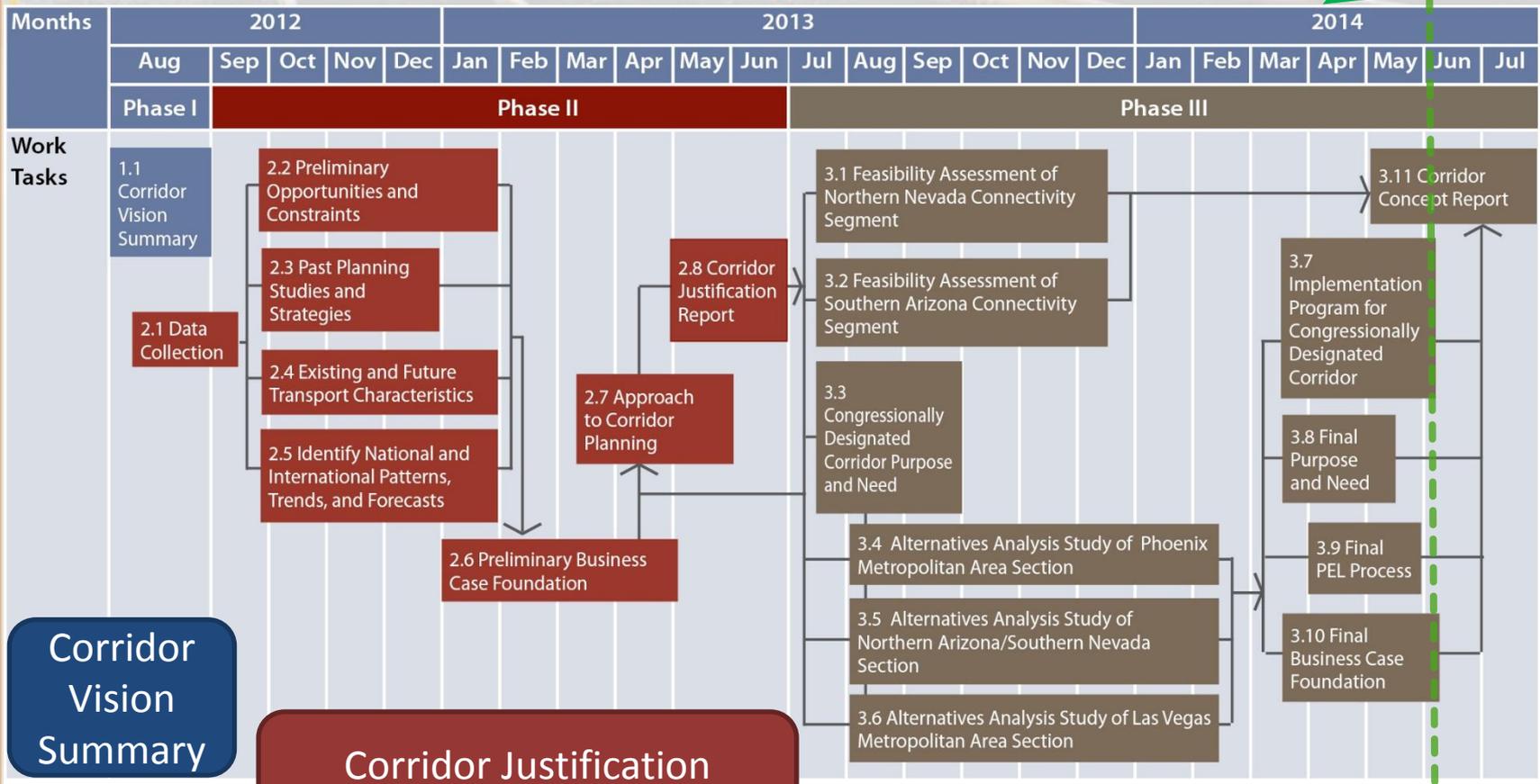


Sondra Rosenberg, PTP
NDOT Project Manager

June 2, 2014



What Have We Accomplished So Far?



Corridor Vision Summary

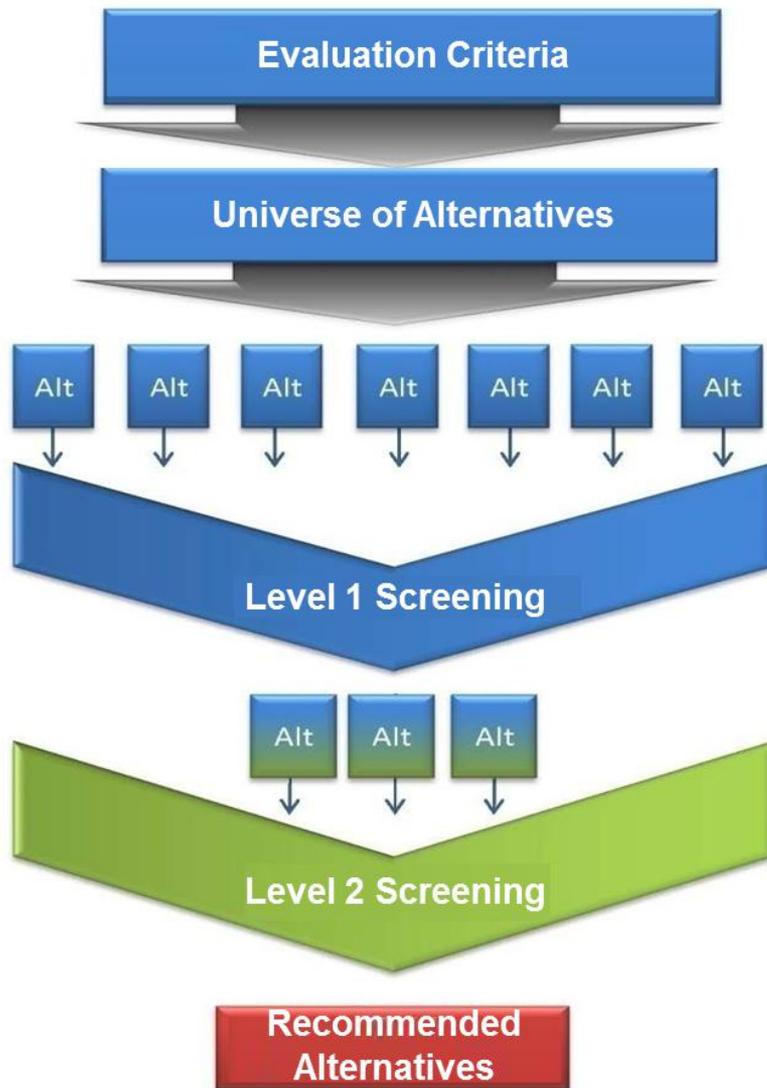
Corridor Justification Report

Corridor Concept Report:
 Alternatives Evaluation Reports; Implementation Plan, PEL Checklist, Draft P&N; and Business Case





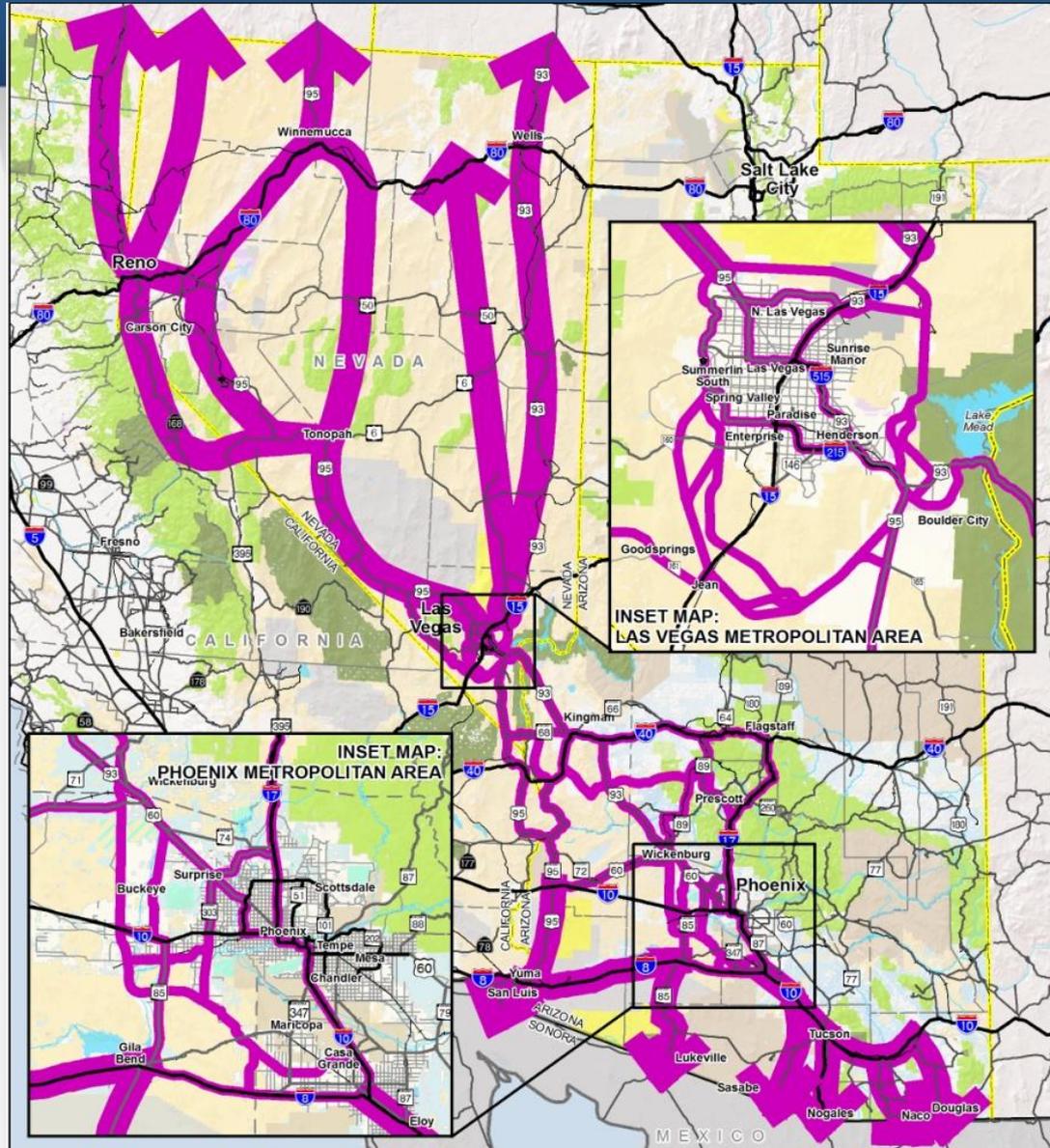
Alternatives Analysis Evaluation Process



- Evaluation Criteria
 - Legislation
 - System Linkage
 - Trade Corridor
 - Modal Interrelationships
 - Capacity/Congestion
 - Economic Vitality
 - Project Status/Transportation Policy
 - Environmental Sustainability
 - Land Use and Ownership
 - Community Acceptance
 - Cost



Universe of Corridor Alternatives



ALL INFORMATION IS PRELIMINARY / SUBJECT TO REVISION



Evaluation

Detailed analysis for each alternative available:

Level 1 & 2 Evaluation Results Summaries (www.i11study.com – project documents)



Category	Criteria	Rating	Notes
Legislation	1 How well does the alternative meet the intent of legislative actions, including MAP-21 and the 1995 National Highway Systems Designation Act?	Red	Uses no federal high priority corridor components.
	2 How well does this alternative connect major national and international activity centers from Mexico to Canada through the Intermountain West?	Yellow	Connects to the Southern California megapolitan (includes Las Vegas), but does not efficiently connect to the Northern California megapolitan (includes Reno).
System Linkage	3 How well does this alternative most directly close gaps and/or develop missing linkages in the regional and national transportation network?	Yellow	Develops higher capacity linkage.
	4 How well does this alternative connect with adjacent segments/sections?	Yellow	Connects with adjacent segments to the south.
Trade Corridor	5 How well does this alternative connect major freight hubs and high-capacity transportation corridors?	Orange	Creates connections between I-15 and I-80.
Modal Interrelationships	6 How well does this alternative maximize opportunities for intermodal connectivity (highway, rail/transit, aviation)?	Yellow	Opportunities for intermodal connectivity with Carlin rail yard, Amtrak and I-80.
	7 How well does this alternative accommodate multiple modes in a shared corridor footprint (highway and rail)?	Green	Majority of corridor is along existing rail line (South Central Route and Nevada Northern Railway).
Capacity/Congestion	8 How well does this alternative relieve existing and projected congestion between and within the major activity centers in Nevada and Arizona?	Yellow	N/A
	9 How well does this alternative align with existing conditions or proposed improvements at land ports of entry (as appropriate)?	Yellow	N/A
Economic Vitality	10 How well does this alternative support regional, state and national economic development goals?	Yellow	Supports some industry cluster targets (mining, renewable energy, agriculture).
Project Status/ Transportation Policy	11 How well does this alternative comply with corridor-related actions taken to date?	Orange	No known recent corridor-related actions taken to date.
	12 How well does this alternative conform to locally adopted transportation plans?	Green	Consistent with Nevada State Rail Plan and Connecting Nevada, improves connectivity between Las Vegas Metropolitan Area and eastern Nevada.
Environmental Sustainability	13 How compatible is this alternative with regional open space, conservation, and land management agency planning?	Yellow	No known open space constraints.
	14 How well does this alternative minimize environmental impacts (such as drainage, topography, species, and biological connectivity)?	Yellow	Potential environmental constraints along existing highways, requiring fewer upgrades/improvements. Passes through Confederated Tribes of the Goshute Reservation aboriginal roaming area.
Land Use and Ownership	15 How consistent is this alternative with regional land use and growth strategies?	Green	Supports community development; consistent with Great Basin Regional Development Authority growth strategies.
	16 How compatible is this alternative with major land ownership patterns?	Yellow	Wide corridor swath; generally compatible with major land ownership.
Community Acceptance	17 How well is this alternative accepted by the local communities?	Yellow	Mixed comments.
Cost	18 What is the overall relative cost of this alternative, where "least favorable" is the highest relative cost and "most favorable" the lowest?	Yellow	



Northern Nevada Alternatives

&
INTERMOUNTAIN
CORRIDOR



Meets Goals & Objectives

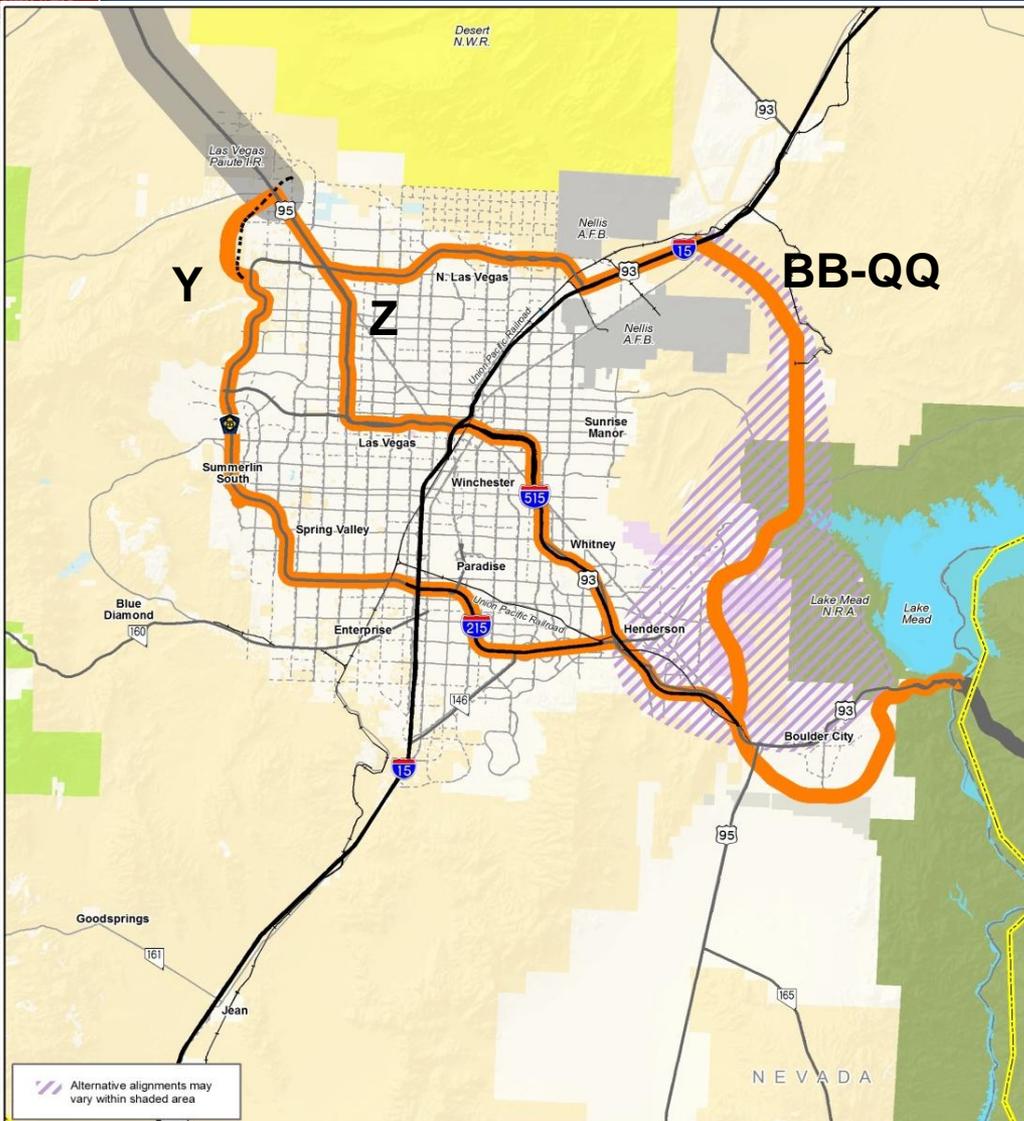


Does not meet Goals & Objectives





Level 2 Analysis: Las Vegas Metropolitan Area



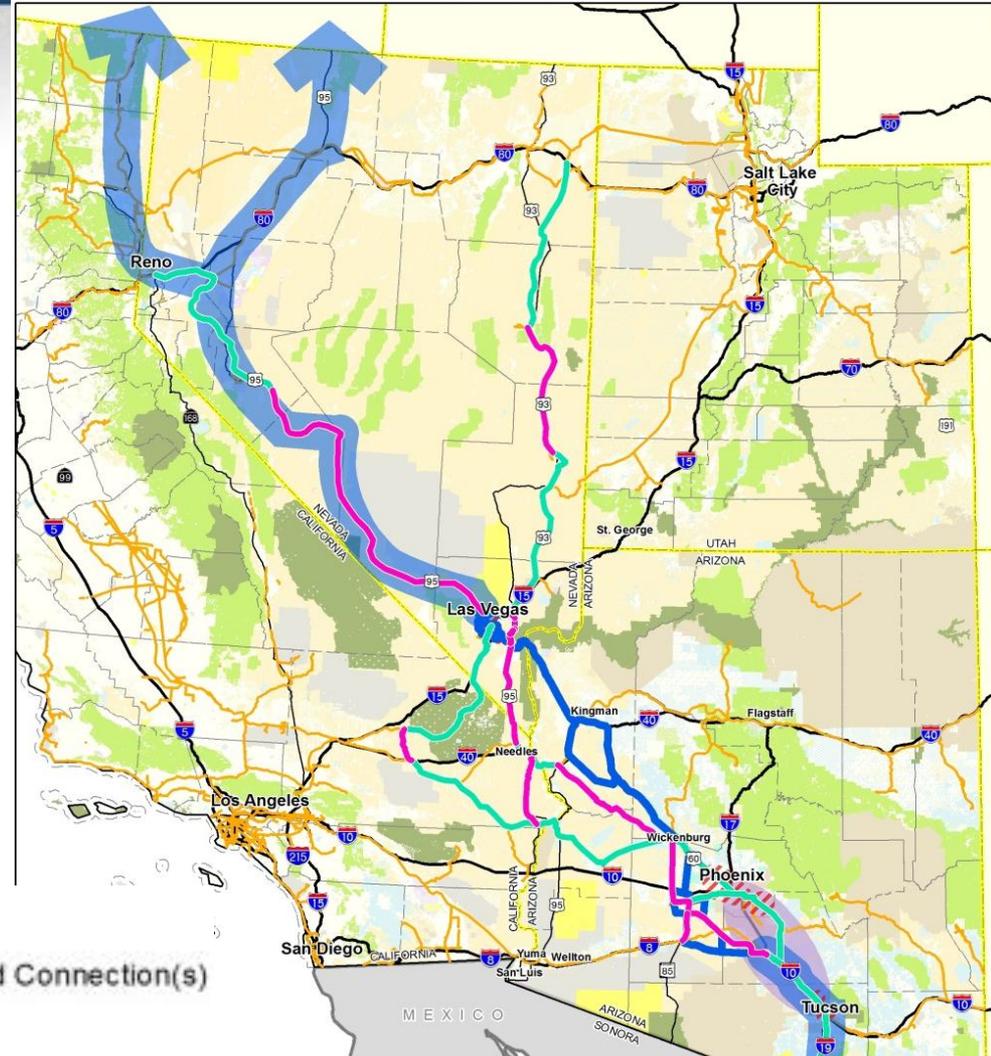
Level 2 Analysis included quantitative and qualitative measures of identified criteria.

Identifies opportunities and constraints of remaining corridors.



Multi-use Opportunities

- Coordination with utility stakeholders is key to identifying implementation actions.
- Coordinate with private railroads on future capacity and system needs
- Coordinate with FRA on Southwest Multistate Rail Planning Study



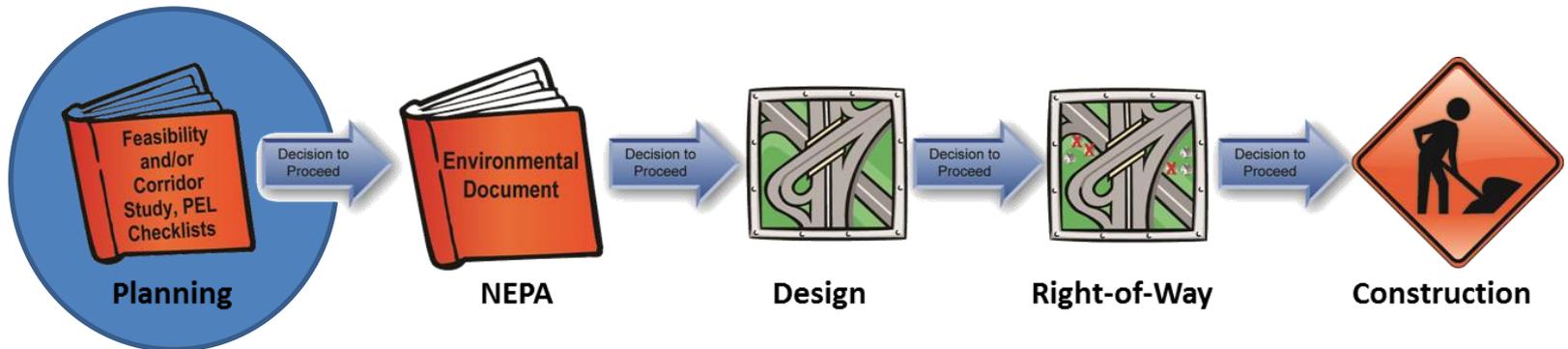
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Maps identify desired connections between metropolitan areas. Alternatives do not identify specific alignments, nor preclude multiple alignments within each alternative.



Project Development Process & Implementation Program

Allows transportation officials to make decisions that balance engineering and transportation needs with social, economic, and natural environmental factors



Implementation Program identifies the next step and anticipated outcome in the project development process for each segment of independent utility (SIU)



Next Steps

Documents:

- Draft Northern Nevada and Southern Arizona Future Connectivity Segment Feasibility Assessment Reports
- Finalize Implementation Program
- Finalize Business Case
- Prepare Corridor Concept Report

Meetings / Public & Agency Input

- Final Round of Public Meetings
 - Virtual Public Meeting: June 18 – July 18
 - Tucson Public Meeting: June 18
 - Phoenix: June 25
 - Las Vegas: June 26
- Comments Requested by July 18, 2014



Project Contacts:



Sondra Rosenberg, PTP
Nevada Department of Transportation
1263 South Stewart Street
Carson City, NV 89712
srosenberg@dot.state.nv.us
(775) 888-7241

Michael Kies, PE
Arizona Department of Transportation
206 S. 17th Avenue
Phoenix, AZ 85007
mkies@azdot.gov
(602) 712-8140