





I-80/I-580/US 95 Reno Spaghetti Bowl

Presentation to NDOT Transportation Board

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I-80/I-580/US 395

- Long-term solutions to Reno Spaghetti Bowl
- Begin National Environmental Policy Act (NEPA) most likely an Environmental Impact Statement (EIS)
- Phased construction consistent with ultimate interchange design



I-80/I-580/US 395

- Constructed in 1969-72
- Bridges nearing design life
- Capacity and safety issues
- Limiting capacity on I-80 and US 395/I-580





I-80/I-580/US 395





I-80/I-580/US 395

- Reno-Sparks Freeway Traffic Study underway with emphasis on Spaghetti Bowl
- Traffic Study results available Fall 2016
- Charrette held in April 28 2016 at Reno-Sparks Convention Center, draft report available
- Charrette proposed near term and medium term concepts



I-80/I-580/US 395

- Short term charrette concepts
 - Temporary closure of I-80 Wells Ave. eastbound on-ramp
 - Temporary closure of I-580 and Glendale Ave, Southbound off-ramp
- Medium term charrette concepts
 - Two lane I-80 Eastbound to I-580 Southbound ramp
 - Partial two lane I-80 eastbound to US 395 Northbound ramp



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- Challenges of reconstruction of Reno Spaghetti Bowl
 - Designed when population and traffic volumes were much lower
 - Limited ROW and many issues going outside existing ROW
 - Truckee River
 - Union Pacific Railroad
 - Parks
 - Tribal coordination
 - Environmental justice



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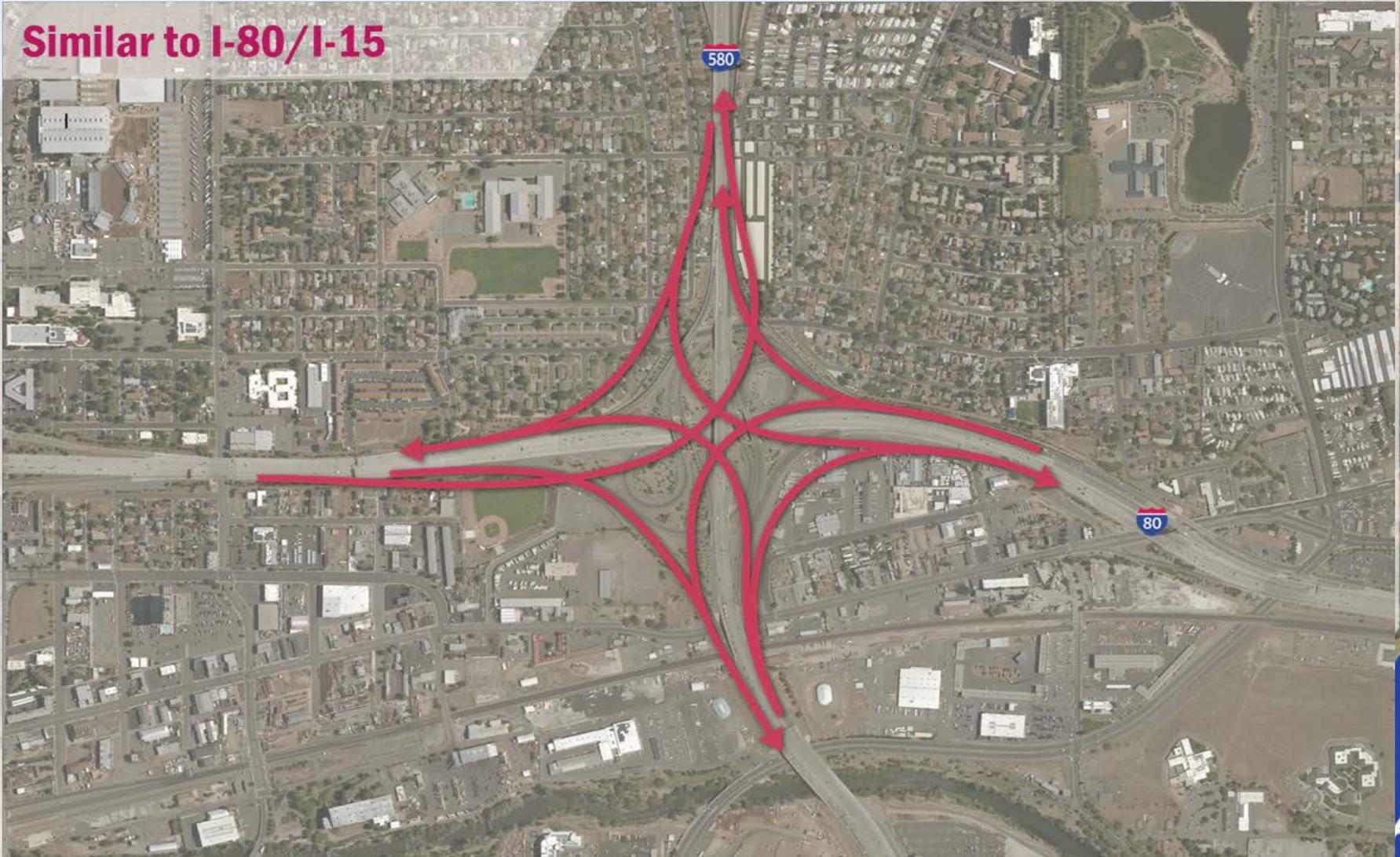
I-80/I-580/US 395

- Interchange reconstruction
 - Full directional interchange with high capacity ramps, eliminate loop ramps
 - Braid ramps due to service interchanges close to system interchange
 - Improve downstream capacity of freeway mainline



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Similar to I-80/I-15





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- Proposed approach moving ahead
 - With traffic study being complete in Fall begin procurement of consultant for Design/NEPA
 - Begin NEPA with Notice of Intent (NOI) by end of 2016
 - Pursue overall solution and phase improvements that conform to ultimate design

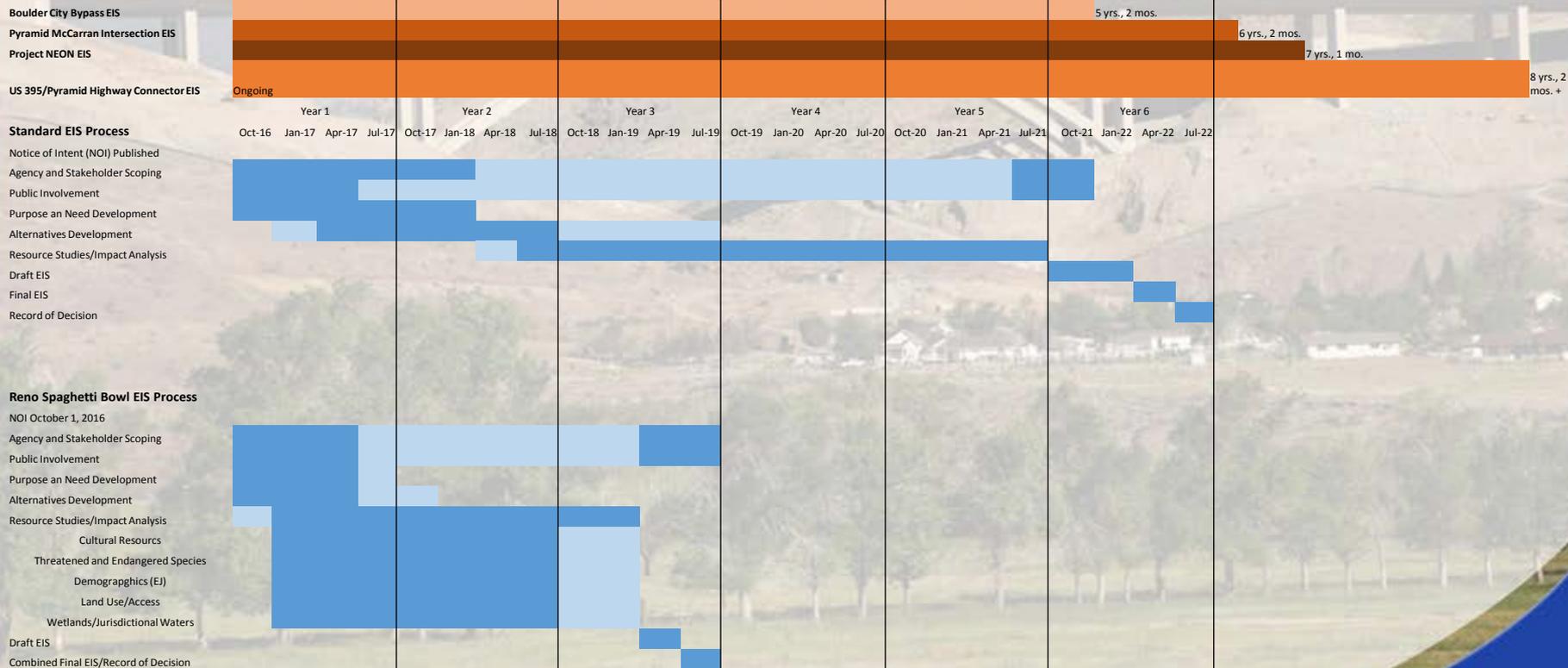


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- NEPA EIS Acceleration
 - Traffic study data for design, air, noise analyses
 - FHWA initiative and process review
 - FHWA eNEPA review coordination tool
 - Develop programmatic agreement with State Historic Preservation Officer (SHPO)
 - Concurrent agency reviews



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5 yrs., 2 mos.
 6 yrs., 2 mos.
 7 yrs., 1 mo.
 8 yrs., 2 mos. +

■ Action Item, Milestone, Regulatory Driven Work
 ■ Involvement determined by changes in scope, potential design, resource impacts, etc.





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- Funding
 - Fiscally constrained Statewide Transportation Improvement Plan (STIP)
 - Most improvements would be outside the 4 year constrained plan and included in the Long Range Plan 5-20 years
 - Add Preliminary Engineering (PE) and EIS funding
 - Work with Washoe RTC on funding
 - Need to show funding at completion of EIS



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- Proposed action
 - Accelerate EIS process by linking traffic study work into NEPA and utilizing newer tools
 - Begin consultant procurement process immediately
 - Prioritize funding for interchange assuming a phased but comprehensive interchange reconstruction



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