

I-15 South

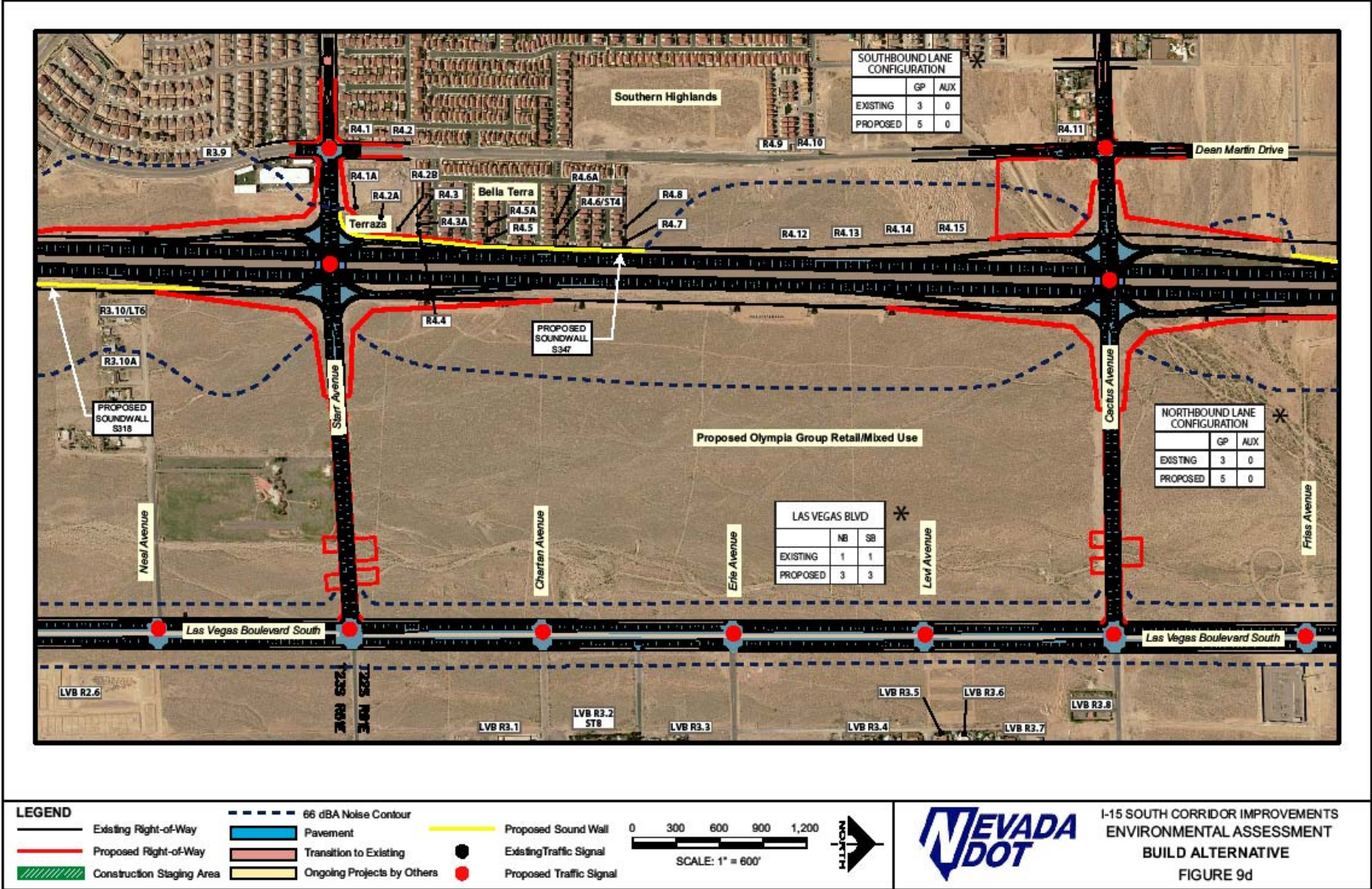
John Terry, NDOT Project Manager
Nevada Street & Highways Conference
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I-15 South

- Corridor Study and NEPA, Sloan Road to Tropicana Avenue
- Phase 1, Design-Build, Blue Diamond Road to Tropicana Avenue

I-15 South Corridor Study

- 5 lanes each direction Sloan to Trop.
- 1 lane each direction could be HOV lane
- Auxiliary lanes between interchanges as needed
- C-D roads Blue Diamond to Trop.
- Additional interchanges at Cactus, Starr, and Maryland.



* Data as of 2008, March

I-15 South Corridor Study Benefits

- Additional lanes increase I-15 Capacity
- Additional Interchanges reduce traffic at congested interchanges
- Reduce mainline weaving Blue Diamond to Tropicana.
- Grade separations increase E-W capacity

I-15 South Corridor Study Status

- EA under review by FHWA
- Added access request under review by FHWA
- Proceeding with Phase 1

I-15S, Phase 1

- Capacity improvements to I-15 near LV Strip
- AB 595 funds approved by legislature
- Design-Build to expedite delivery

I-15S, Phase 1

- System of Collector-Distributor Roadways
 - Blue Diamond Rd. to Tropicana Avenue
- Maintain I-15 mainline
 - Some widening of I-15, including bridges over I-215
- New grade separation bridges
 - Warm Springs Road
 - Sunset Road

Key Aspects of I-15S, Phase 1

- Elements of the overall I-15 South Corridor Study
- Little or no ROW acquisition
 - Agreements with Clark Co. (Industrial Rd. Sunset and I-215)
- Maintain I-15 mainline
 - Most work is C-Ds and ramps
 - Some widening of I-15, including bridges over I-215

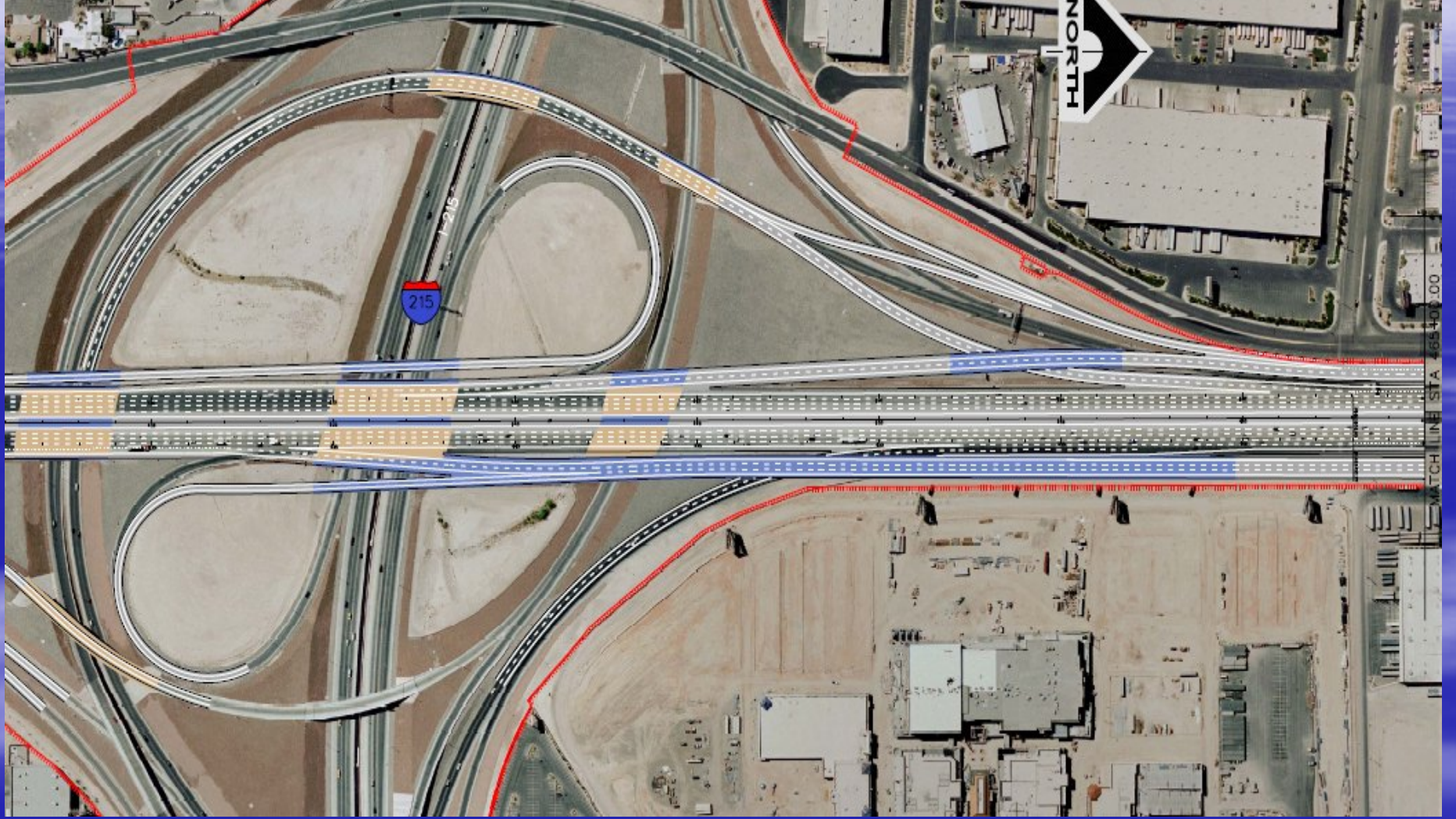
Key Aspects of I-15S, Phase 1

- Significant capacity improvements
 - C-D capacity
 - Braiding of major movements, eliminating mainline weaves
 - Less ramps resulting in less friction on mainline I-15
- Cannot build ultimate I-15 lanes as I-15 north and south of Phase I not at ultimate
- Improved E-W capacity across I-15

Issues I-15S, Phase 1

- UPRR Henderson Spur (G-790)
 - Construct new bridges outside existing while maintaining UPRR traffic
- Impacts to Industrial Road
- Tropicana Wash
 - Must enclose existing open channel
 - COE facility





I-15S, Phase 1

- Grade separation bridges
- Braided ramps
- Bridge Widening
- Cross Drainage, including Tropicana Wash
- Retaining Walls
- Signing, striping, lighting, & ITS

I-15 South, Phase 1 Status

- Selected D-B Administrator
- Working on Design-Build Documents
- Developing Concept Design for D-B

I-15 South, Phase 1 Design-Build

- Similar process to I-15 North project
 - Lessons learned
- \$200 million

Schedule

- Award Design-Build April 2009
- RFP October 2008
- RFQ July 2008

Design-Build Risk

- UPRR
 - Preliminary design acceptable to UPRR
 - Agreement with UPRR
- Clark County (Sunset, Industrial, F. Sinatra, I-215)
 - Agreement executed

Design-Build Risk

- ROW
 - Basic concept design fits in ROW
 - Verify existing ROW (stake in field?)
- Utilities
 - SUE any potentially impacted areas
- Geotech
 - Geotechnical investigation and report

I-15 South coordination

- I-15 Express Lanes – Russell to Sahara
- I-215 airport connector (CCPW)
- Ivanpah Airport
- Resort corridor study
- I-15 south projects other than phase 1

I-15 South

Questions or Comments