RTC PYRAMID HIGHWAY US 395 CONNECTION

Level 3 Screening Summary

Concept Elements Options	Screen Out	Carry Forward	Comments
US 395 Interchange Options			
At Parr Boulevard		√	Provides adequate operations and connectivity relative to other options; includes modifications to the Parr Boulevard service interchange
North of Parr Boulevard	√		Generates the most out-of-direction travel compared to other alternatives
South of Parr Boulevard	√		Proximity to US 395/North McCarran/Clear Acre interchange creats traffic operational impacts to US 395, has the most relocations of any system interchange alternative, and severely impacts the DRI master plan.
Sun Valley Interchange Options			
West of Sun Valley - Partial Cloverleaf		√	Provides access to the Sun Valley area while minimizing the grade issues presented in the other alternatives.
West of Sun Valley - Diamond Options	√		Grade is too steep to meet design criteria.
West of Sun Valley - Loop Options	√		Grade is too steep to meet design criteria.
West of Sun Valley - Separate Roadways	√		Grade is too steep to meet design criteria.
Sun Valley Blvd - Tight Diamond		√	Provides access to the Sun Valley area while minimizing environmental impacts and grade issues in the other alternatives.
Sun Valley Blvd - Split Diamond w/ West Sun Valley	√		Grade is too steep to meet design criteria.
Sun Valley Blvd - Traditional Diamond	√		Increased relocation impacts compared to a tight diamond alternative.
Sun Valley Blvd - Partial Cloverleaf	√		Increased relocation impacts compared to a tight diamond alternative.
Sun Valley Blvd - Direct Connect	√		Increased relocation impacts compared to a tight diamond alternative.
Sun Valley Crossing Options			
South Crossing		√	Utilizes existing clear bluff to minimize relocations. Results in steep grades.
North Crossing		√	Utilizes existing utility corridor to minimize relocations. Results in steep grades.
Far North Crossing	√		Reduces grades but results in higher relocations.
Pyramid Corridor Alignments			
On-Alignment		√	Maintains roadway in existing transportation corridor. Highest relocation and access impacts.
Off-Alignment		√	Reduces relocation and access impacts. Induces visual impacts below ridgeline.
Ridge-Alignment		√	Reduces relocation and access impacts. Induces some visual impacts but less than Off-Alignment
Pyramid Corridor Interchanges			
Disc Drive Service/System Interchange		√	Not analyzed in Level 2B. Carry forward for further analysis.
Los Altos Pkwy / Golden View Service Interchange without frontage roads (On-Alignment only).	√		Lack of frontage roads would not maintain crucial access while negligibly reducing relocations.
Los Altos Pkwy / Golden View Service Interchange with frontage roads (On-Alignment only).		√	Maintains many accesses while negligibly increasing relocation impacts.
Pyramid Hughway System Interchange (Off and Ridge Alignments only).		√	Necessary to maintain Pyramid corridor connectivity.
Sparks Blvd / Lazt 5 Pkwy Split Diamond Interchange		√	Included in each build alternative because it minimizes impacts to adjacent properties while maintaining access to adjoining properties.
Dolores Dr. and Eagle Canyon / La Posada Dr. separate diamond interchanges	√		Interchange spacing would cause weaving problems and local access would be impacted.
Dolores Dr. and Eagle Canyon / La Posada Dr. partial cloverleaf interchange	√		Inability to meet traffic operations design criteria for frontage roads and impacts toadjoining properties.
Dolores Dr. and Eagle Canyon / La Posada Dr. split-diamond interchange		√	Maintains good access along the corridor, reduces volumes on Dolores and Eagle Canyon Drive/La Posada Drive, and minimizes right-of-way impacts.

Note: Table does not include supplemental alternative screening results.