PYRAMID HIGHWAY

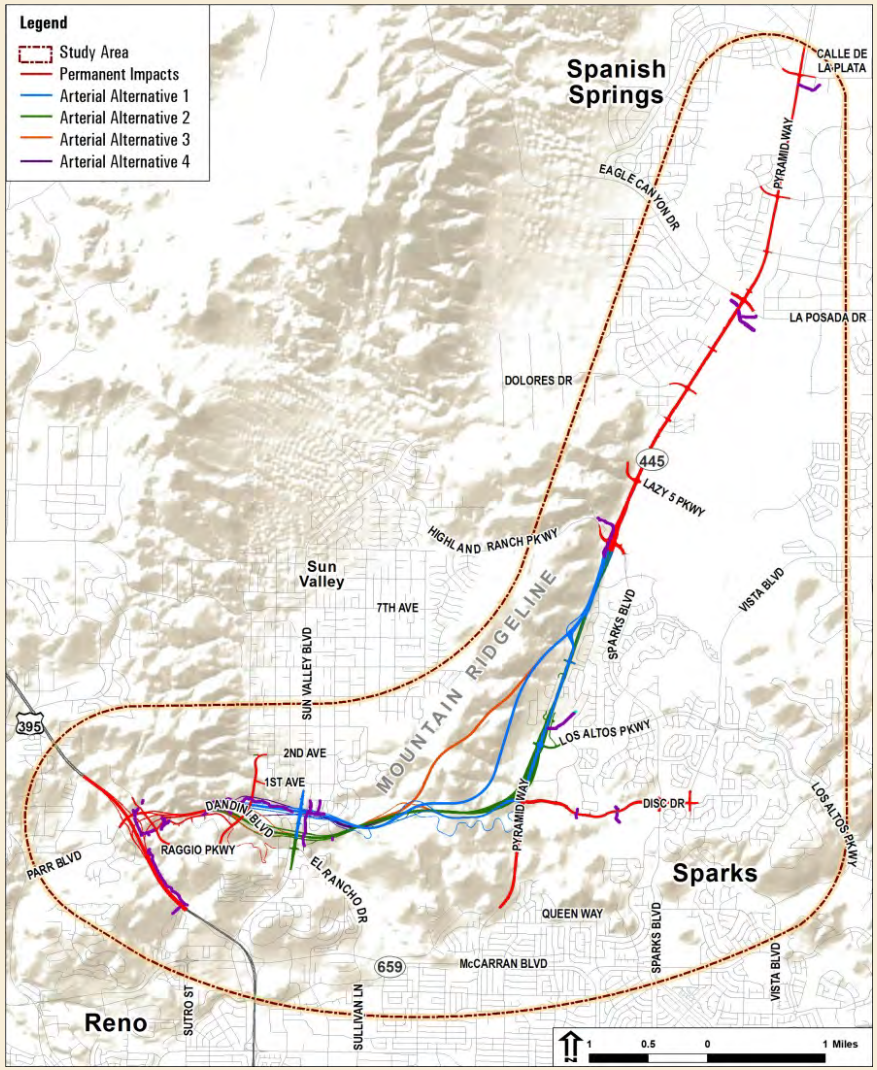
US 395 CONNECTION

TAC Meeting #16

June 2017

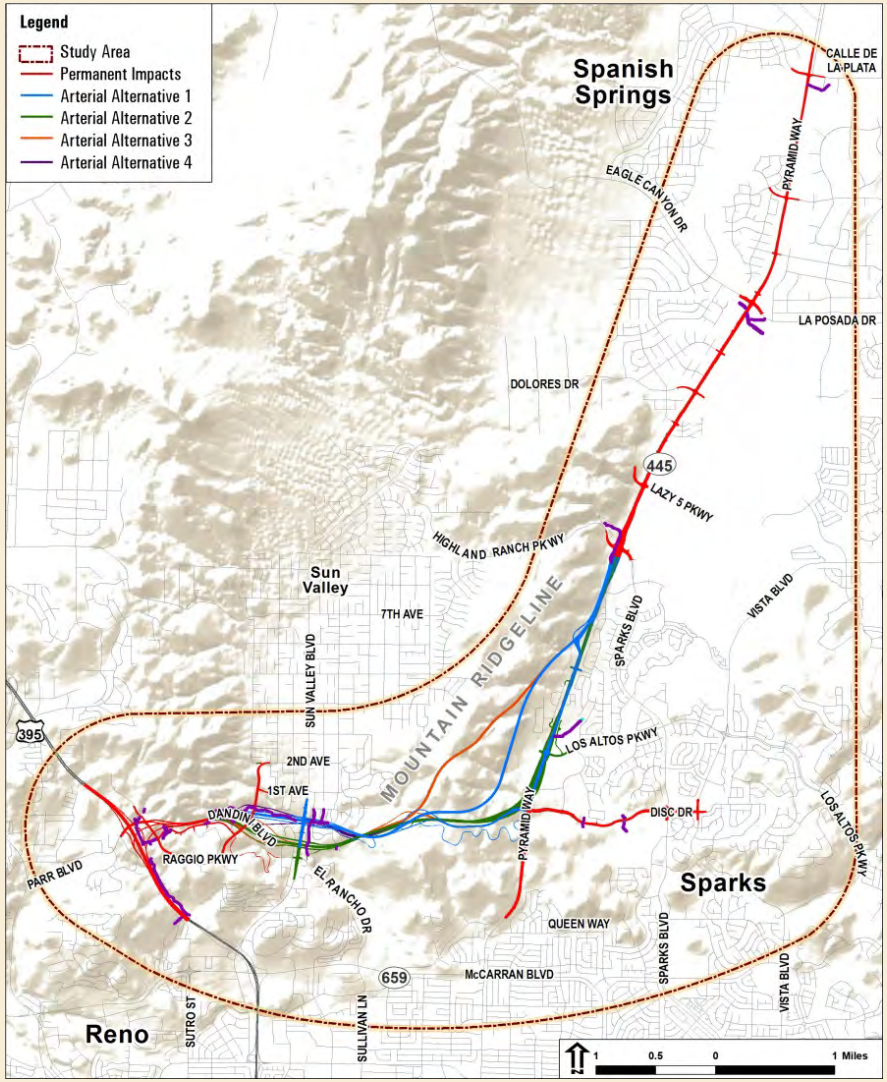
Pyramid/US 395 Connector EIS
Purpose of Meeting

- Introduce project to new TAC members
- Update TAC on status
- Re-identify the Preferred Alternative
- Discuss next steps



Pyramid/US 395 Connector EIS
General Description

- New Four-Lane Arterial from US 395 to Pyramid Highway
- Improve Pyramid Highway from Queen Way to Calle de la Plata
- Widen Disc Drive from Pyramid to Vista Boulevard
- Interchanges at the Following:
  - US 395, Sun Valley, Disc Drive Extension, Sparks Boulevard, other locations

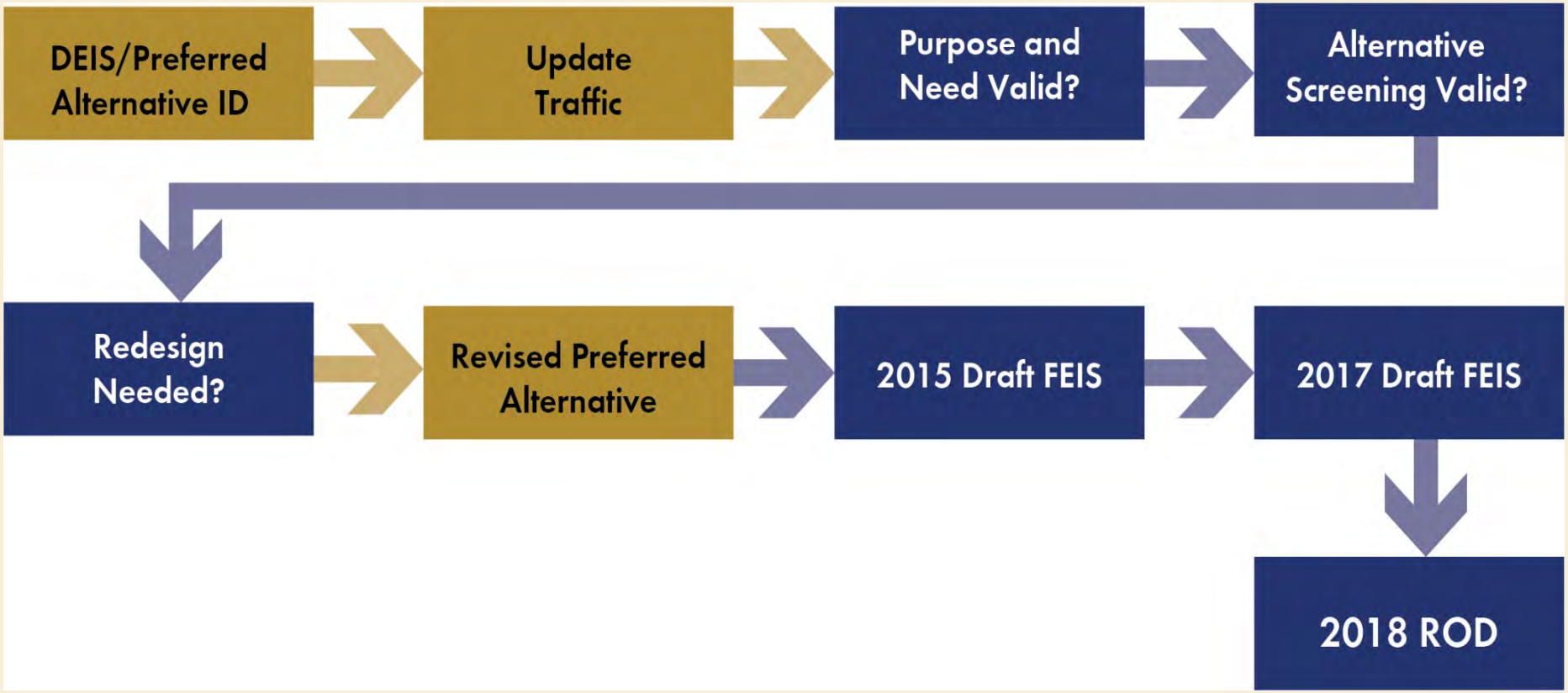


Progress Review

• DEIS Completion	August 2013
• TAC Meeting (ID Pref. Alt. 3)	February 2014
• New Traffic Review	March–October 2014
• RTC Board Endorses Pref. Alt.	April 2014
• Presentations to Elected Officials	May–August 2014
• Reaffirm P&N and Alternatives	May–Sept. 2014
• Redesign Pref. Alt.	Sept. 2014–Jan. 2015
• Last TAC Meeting (ID Revised Alt. 3)	March 2015

JOC1

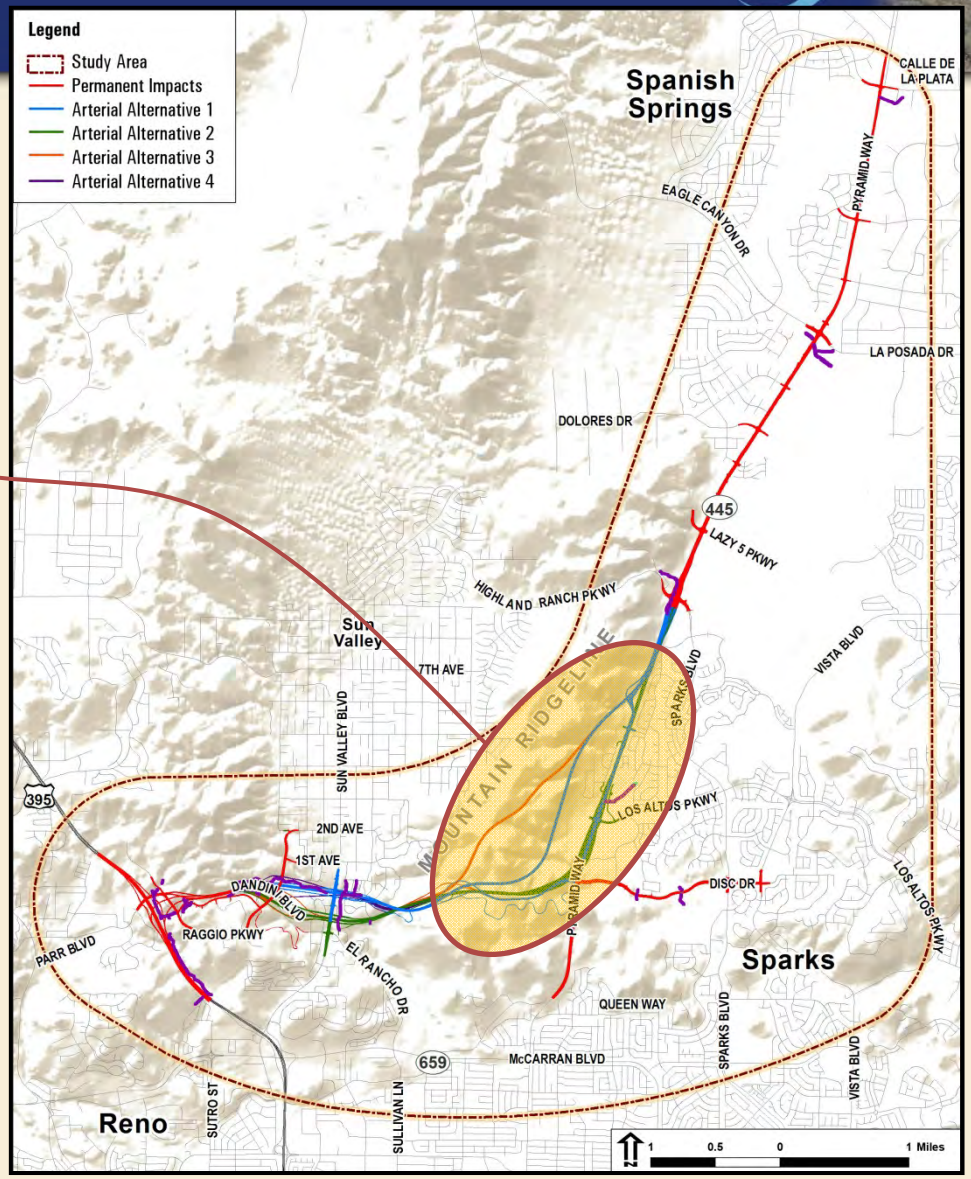
NEPA Process Decision Points



Alternatives Moving Forward

Pyramid Corridor:

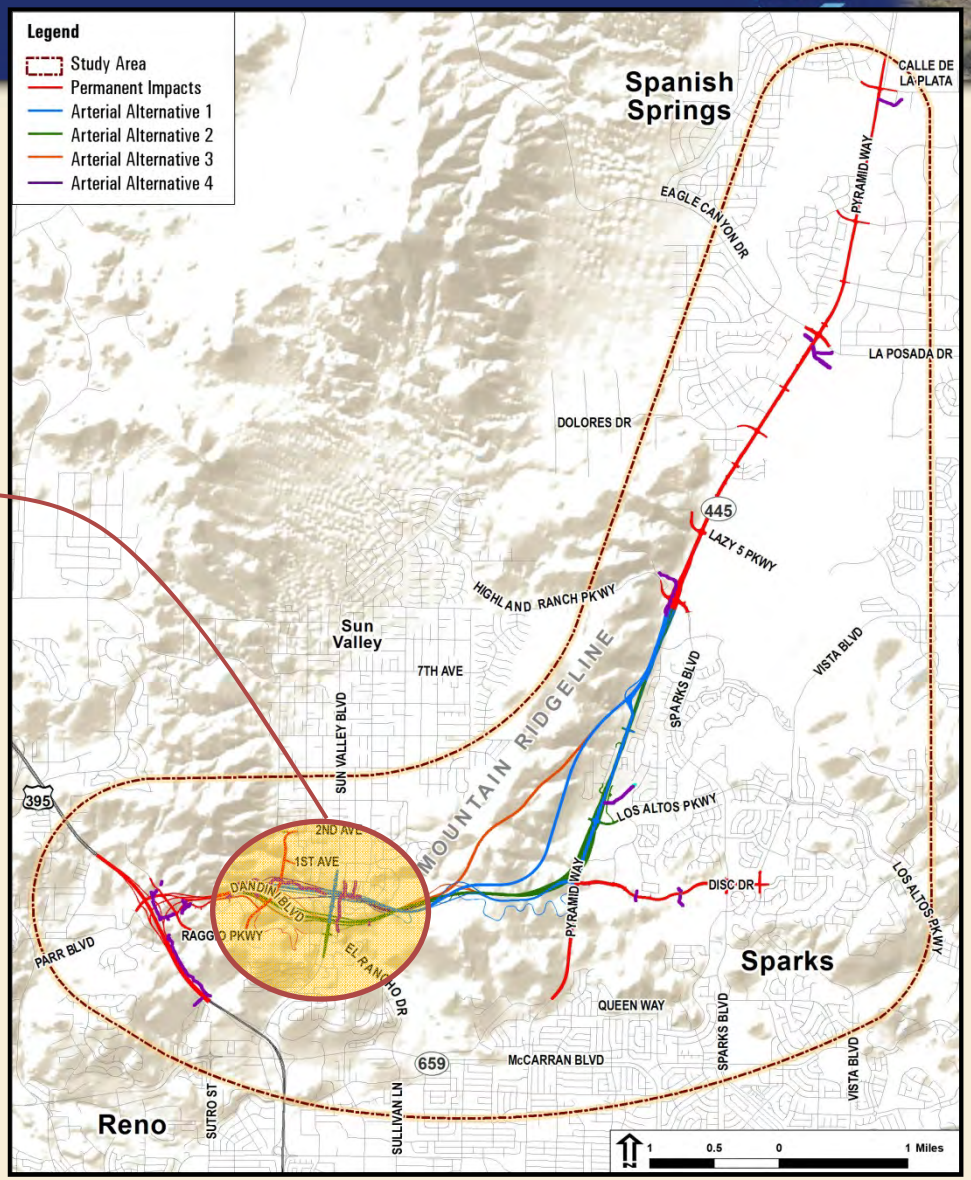
- 3 Alignment Alternatives



Alternatives Moving Forward

Sun Valley Area:

- 2 Alignment Alternatives
- 2 Interchange Alternatives

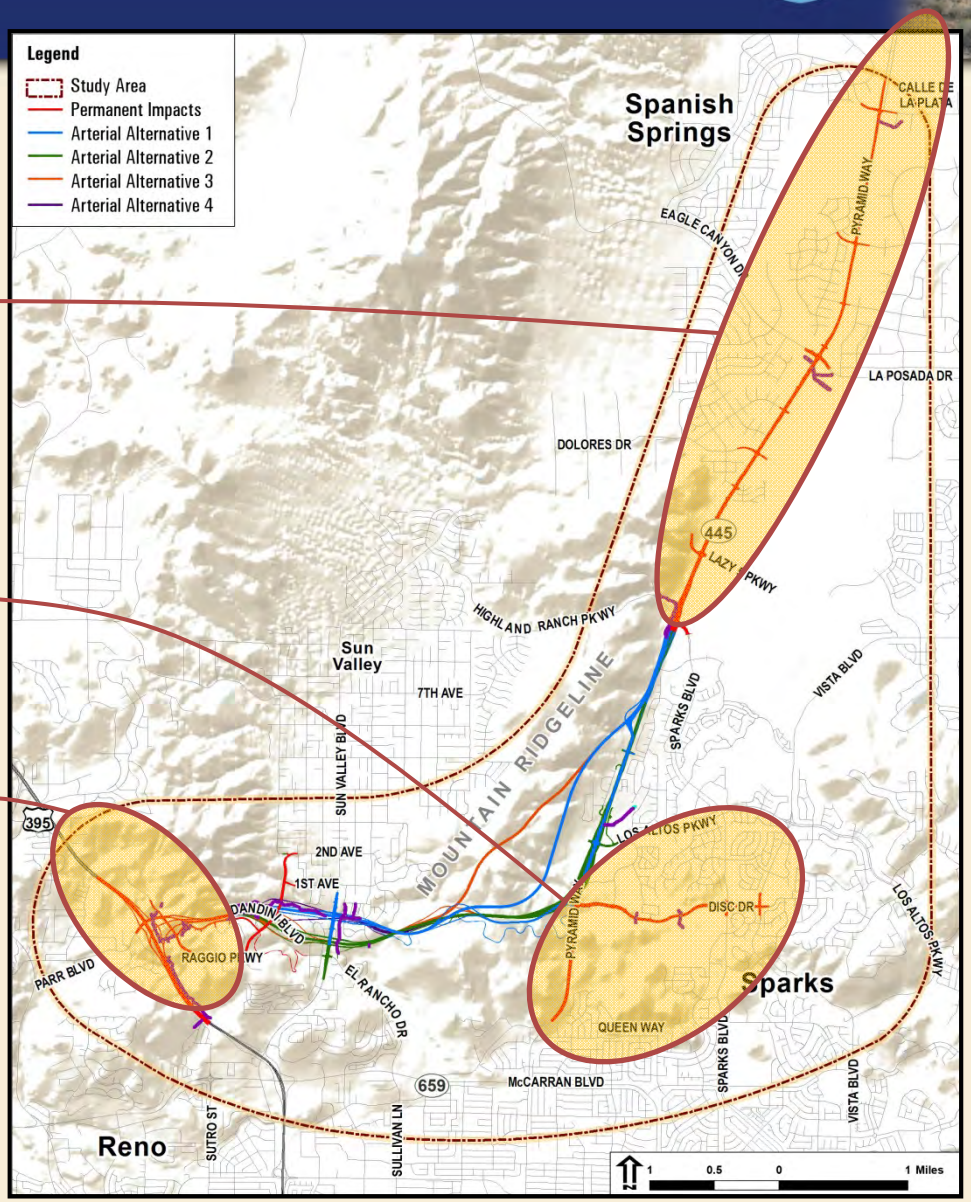


Elements Common To All

Sparks Blvd. to Calle de la Plata:

Disc Dr. and Pyramid Hwy. to Queen Way:

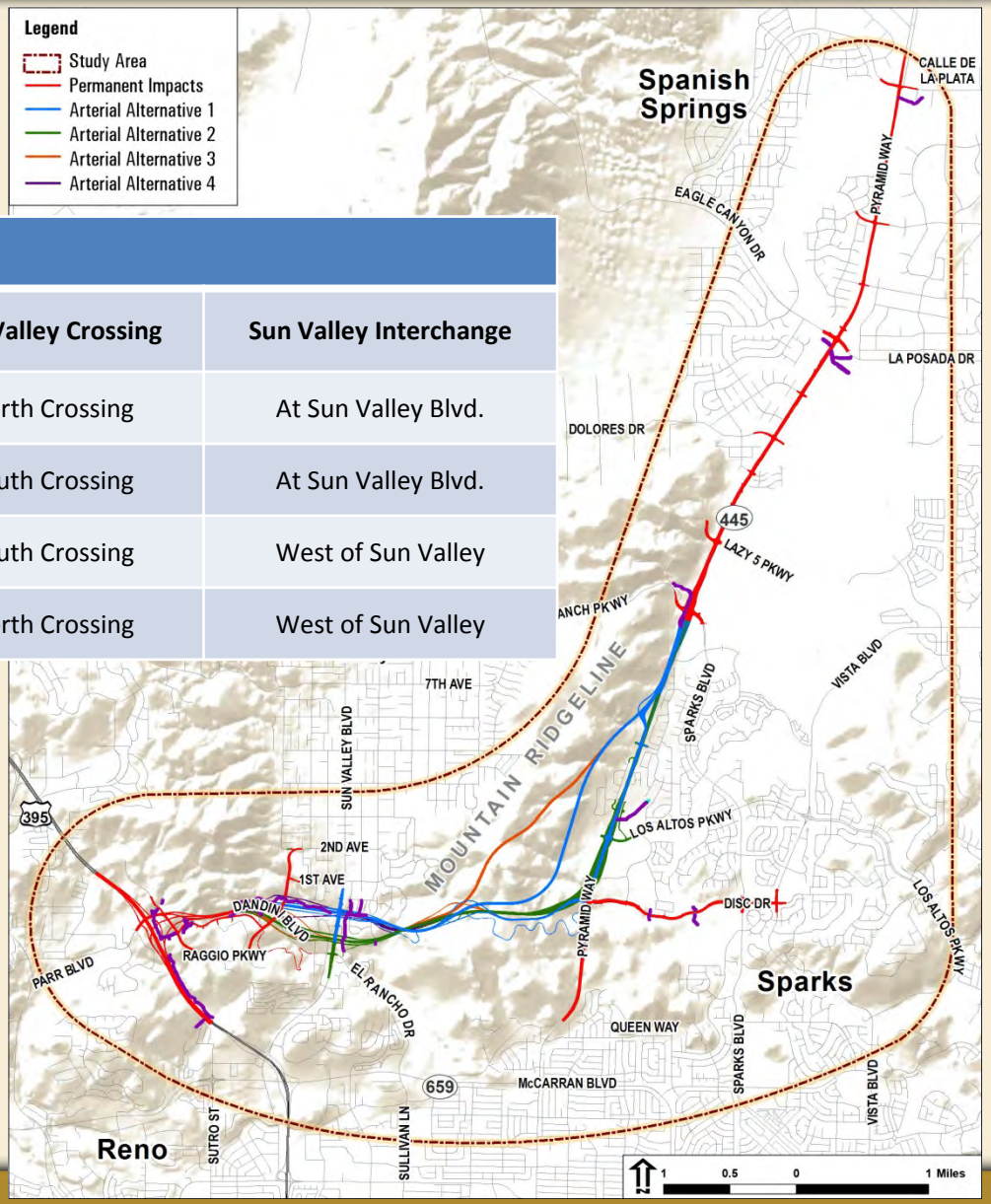
US 395 and Parr Blvd. Interchanges:



Pyramid/US 395 Connector

Major Design Elements

Arterial Alternative	US 395 Connector	Sun Valley Crossing	Sun Valley Interchange
Alternative 1	Off Alignment	North Crossing	At Sun Valley Blvd.
Alternative 2	On Alignment	South Crossing	At Sun Valley Blvd.
Alternative 3	Ridge Alignment	South Crossing	West of Sun Valley
Alternative 4	On Alignment	North Crossing	West of Sun Valley



Preferred Alternative Identification: Discussion Process

- Public Input
- Environmental Factors
- Other Factors
- Identify a Preferred Alternative

Public Input Summary

- Draft EIS: two public meetings with about 230 attendees
- A total of 63 comments were received
- General comment themes:
  - Concern over property acquisition
  - Traffic concerns (rerouting, congestion, etc.)
  - Changes for homes adjacent to alignments

Findings – There is no clear preference for or against any particular alternative or alternative segment.

Environmental Issues: Environmental Justice (EJ)

- Relocations are greatest EJ impact (discussed below).
- Displaced mobile homes could perhaps be relocated, preferably nearby, lessening the disruption.
- High number (35) of EJ relocations from Alternatives 2 and 3 (from South Crossing of Sun Valley) would occur in one apartment complex. Average tenancy is 1 to 1.5 years.
- Alternatives 1 and 4 (North Crossing of Sun Valley) would disrupt established neighborhoods to greater extent.
- Alternatives 2 and 4 would have greater impact on EJ neighborhoods along Pyramid Highway.

Findings – No "disproportionately high and adverse impacts" but need to seek to minimize impacts.

Environmental Issues: Relocations

Summary of Relocations by Arterial Alternative				
Parcel Type	**Arterial Alternative 1**	**Arterial Alternative 2**	**Arterial Alternative 3**	**Arterial Alternative 4**
Single-Family Residence	67	87	27	120
Mobile Home	31	46	27	49
Multifamily Residence	0	35*	35*	0
Commercial Business	15	35	13	36
Total Relocations	**113**	**203**	**102**	**205**

*Two units contain an estimated 35 apartments.

Environmental Issues: Biological Resources

- All Arterial Alternatives cross undeveloped BLM land. Vegetation impacts would be comparable for each.
- Mule deer and pronghorn use habitat in the project area.
  - Suitable habitat is disturbed and fragmented.
  - No substantive habitat loss for either species.
- All Arterial Alternatives cross newly-mapped Greater Sage Grouse habitat.
- No other special-status plants or animals would be affected by the Arterial Alternatives.

Environmental Issues: Other Resources

Traffic Noise: Alternatives 1 and 2 would have greater impacts compared to Alternatives 3 and 4. Impacts to noise sensitive receivers range between 255 to 280 receptors, depending on the alternative.

Land Use: Transportation improvements are consistent with local land use plans.

Air Quality: All Arterial Alternatives would improve congestion and, therefore, air quality.

Environmental Issues: Other Resources

Wetlands: Very minor impacts; permanent wetland impacts less than 0.04 acre.

Water Quality: Increased potential for erosion and sediment to enter waterbodies. RTC will implement construction measures to minimize impacts regardless of alternative.

Visual: New visual elements such as:

- Retaining walls, screening walls and noise barriers
- Bridges, ramps, and cut / fill areas
- Street and vehicular lighting

Design elements with lowest overall visual impacts:

- Ridge Alignment (Alt. 3)
- West Sun Valley Interchange (Alts. 3 and 4)
- South Sun Valley Crossing (Alts. 2 and 3)

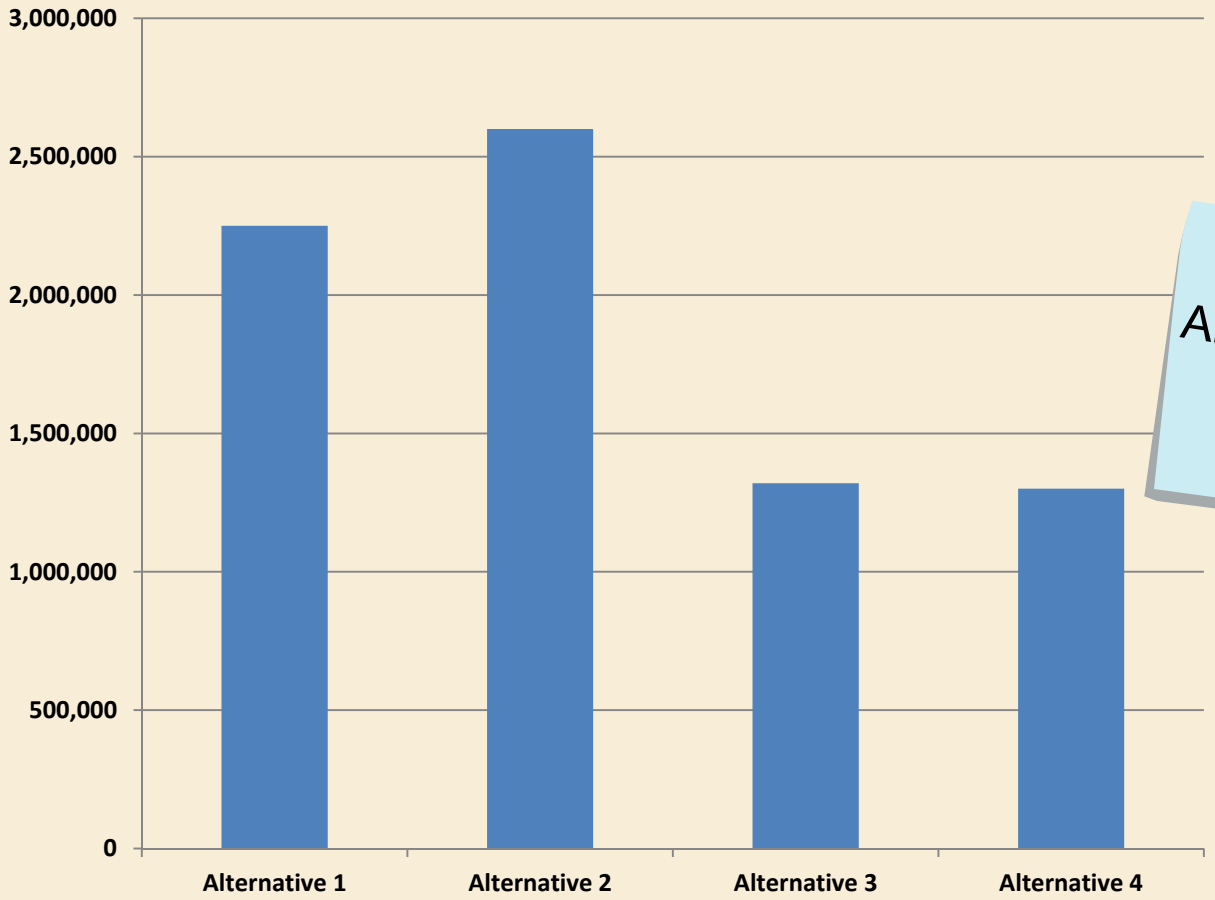
Engineering Issues: Geometric Considerations

- No major differences among Pyramid Alignments.
- North Sun Valley crossing is less steep than a southern crossing – 5.5% compared to 6%.
- Interchange ramp grades tend to be less steep for the West Sun Valley interchange.
- South crossing with a Sun Valley Boulevard interchange very close to Dandini/El Rancho intersection.
- Additional local street improvements needed with northern crossing.
- West Sun Valley interchange has less direct connectivity to Sun Valley.

Findings – Slight Benefit to WSV Interchange and North Crossing

Engineering Issues: Earthwork Balancing

- Excess earthwork ranges from 1.3 – 2.6 million cubic yards



Alts. 1 and 2 are problematic

Engineering Issues: Traffic Performance

- All Arterial Alternatives attract similar volumes, although Alt. 1 attracts most.
- Pyramid Highway: 2035 daily traffic ranges from 18,000 vehicles south of Calle de la Plata to over 38,000 north of Disc Drive.
- US 395 Connector: 2035 daily traffic volume approx. 52,000 west of Pyramid Highway.

Preferred Alternative Walk Through

Alternative Elements

Pyramid Alignments	Sun Valley Crossings	Sun Valley Interchange
On-Alignment	North Crossing	At Sun Valley Blvd.
Off-Alignment	South Crossing	West of Sun Valley
Ridge Alignment		

Preferred Alternative Walk Through

- **Step 1:** With approximately twice the relocations and no major performance benefits, the On-Alignment is not preferred compared to other Pyramid Alignments.

Alternative Elements

Pyramid Alignments	**Sun Valley Crossings**	**Sun Valley Interchange**
~~On-Alignment~~	North Crossing	At Sun Valley Blvd.
Off-Alignment	South Crossing	West of Sun Valley
Ridge Alignment		

Preferred Alternative Walk Through

- **Step 2:** With greater impacts to established neighborhoods, only minor geometric benefits and no major performance benefits, the North Crossing is less desirable than the South Crossing.

Alternative Elements

Pyramid Alignments	**Sun Valley Crossings**	**Sun Valley Interchange**
~~On-Alignment~~	~~North Crossing~~	At Sun Valley Blvd.
Off-Alignment →	South Crossing →	West of Sun Valley
Ridge Alignment →		

Preferred Alternative Walk Through

- **Step 3:** Interchange at Sun Valley Boulevard:
  - Additional relocations
  - More excess material
  - Close to existing Dandini/El Rancho Intersection
  - Adversely affects LOS on Sun Valley Boulevard

Alternative Elements

Pyramid Alignments	**Sun Valley Crossings**	**Sun Valley Interchange**
~~On-Alignment~~	~~North Crossing~~	~~At Sun Valley Blvd.~~
Off-Alignment →	South Crossing →	West of Sun Valley
Ridge Alignment →		

Preferred Alternative Walk Through

- **Step 4**:
  - Off-Alignment = larger visual impact than Ridge Alignment.
  - Off Alignment would result in more surplus earthwork than Ridge.

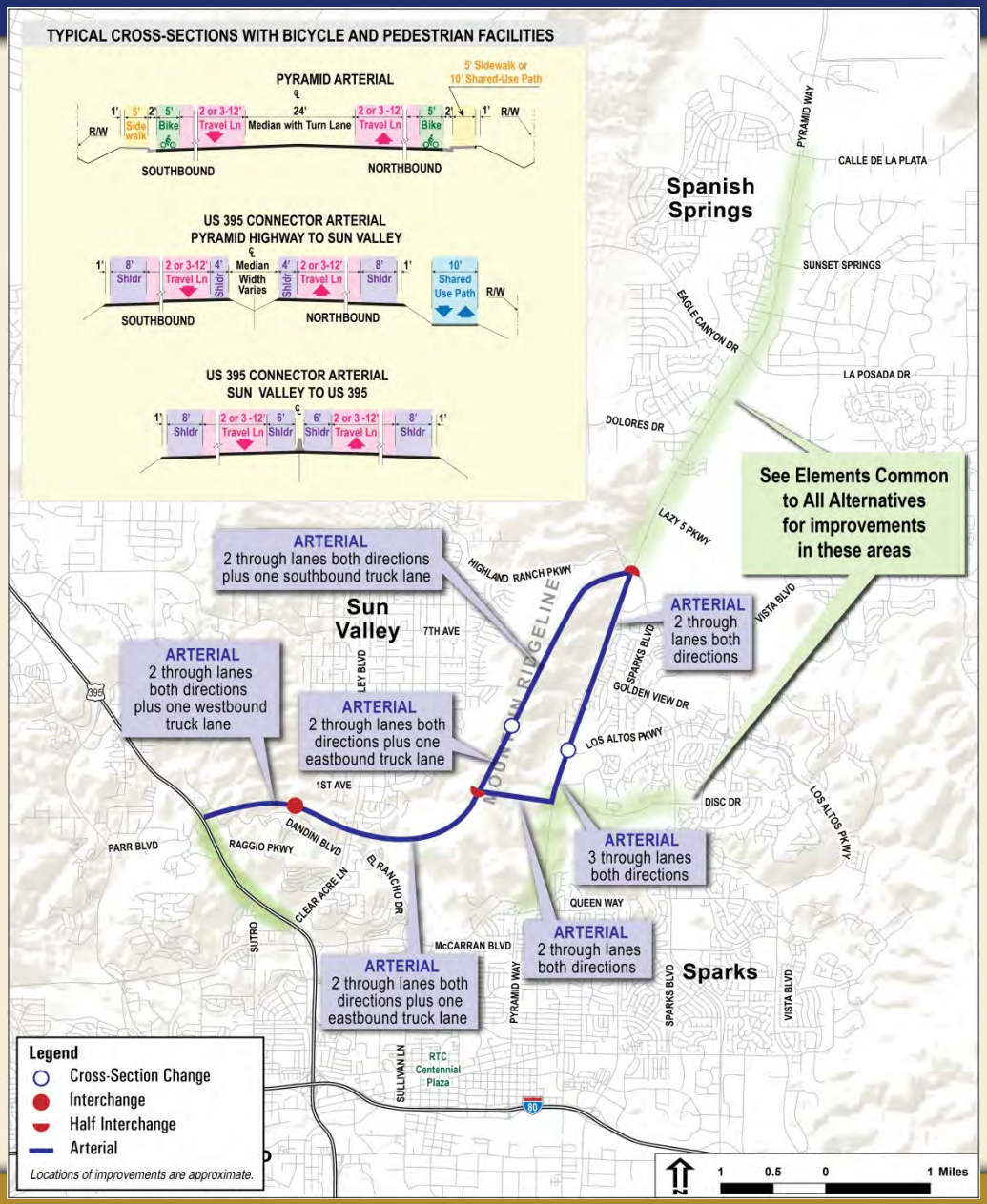
Arterial Alternative 3 is Still Preferred

Alternative Elements

Pyramid Alignments	Sun Valley Crossings	Sun Valley Interchange
~~On-Alignment~~	~~North Crossing~~	~~At Sun Valley Blvd.~~
~~Off-Alignment~~	South Crossing →	West of Sun Valley
Ridge Alignment →		

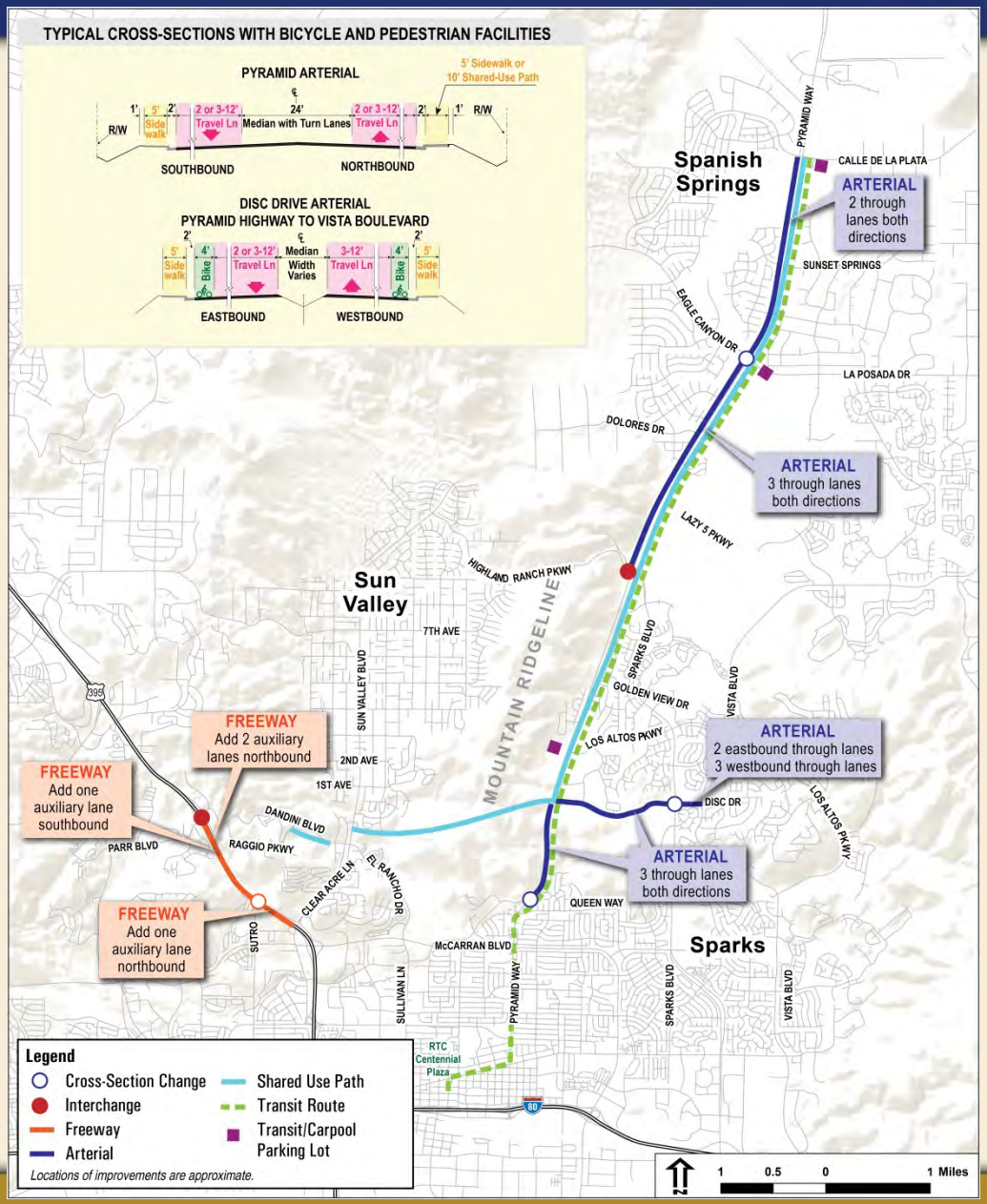
Pyramid/US 395 Connector

Arterial
Alternative 3



Pyramid/US 395 Connector

Common Elements



Next Steps

Complete FEIS

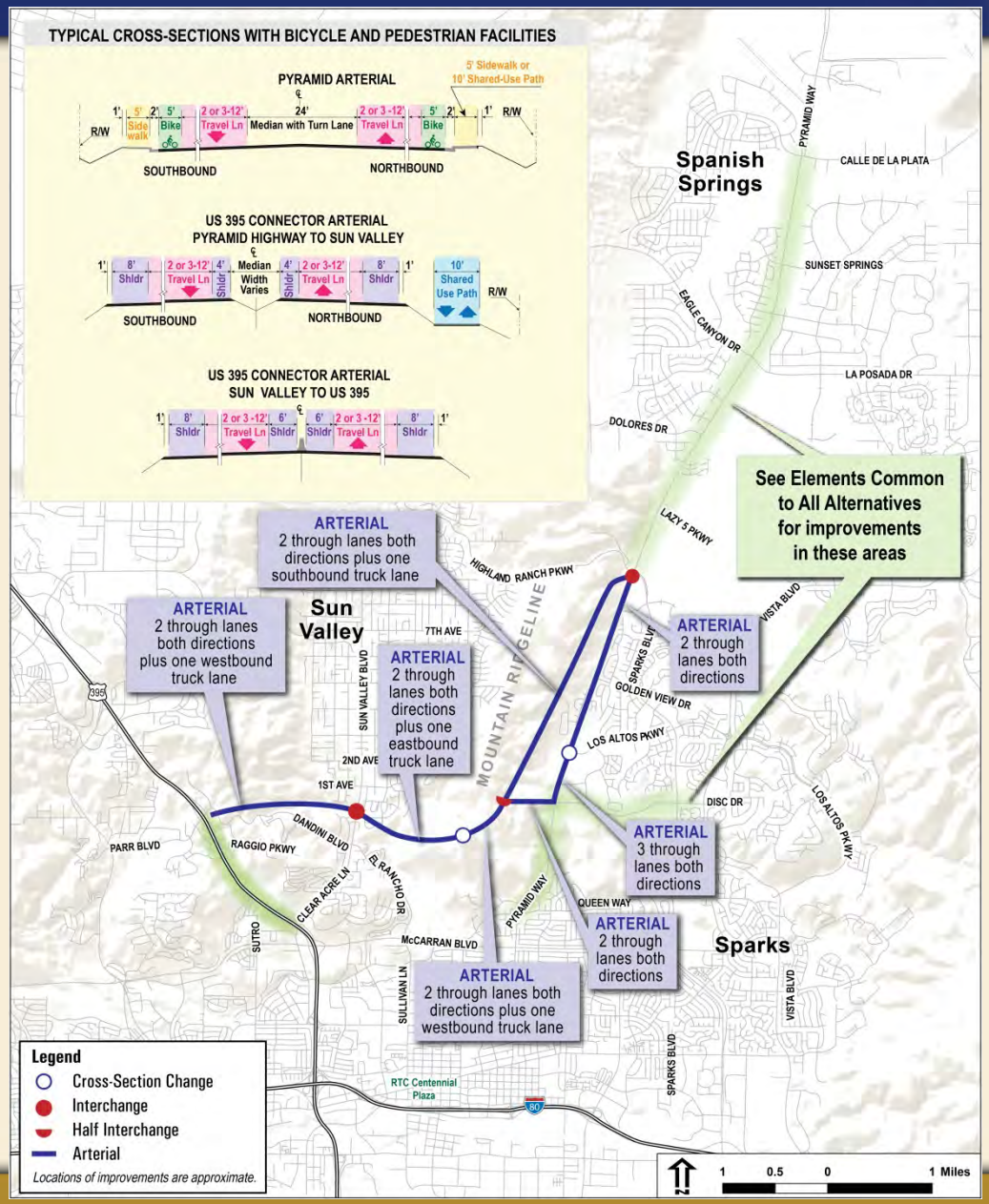
Public & Agency Review and Public Meeting

FHWA Cost Estimate Review

Record of Decision

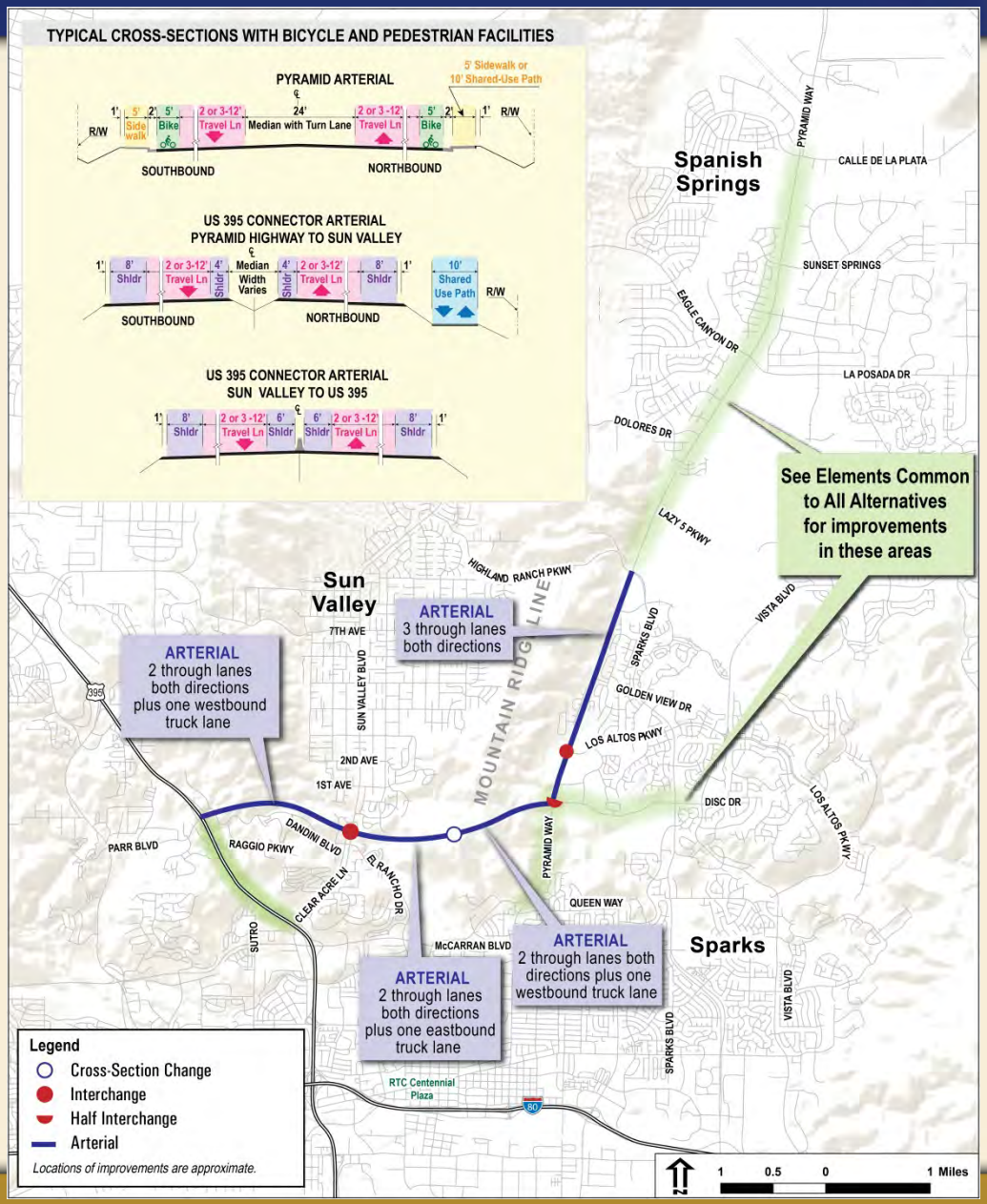
Pyramid/US 395 Connector

Arterial
Alternative 1



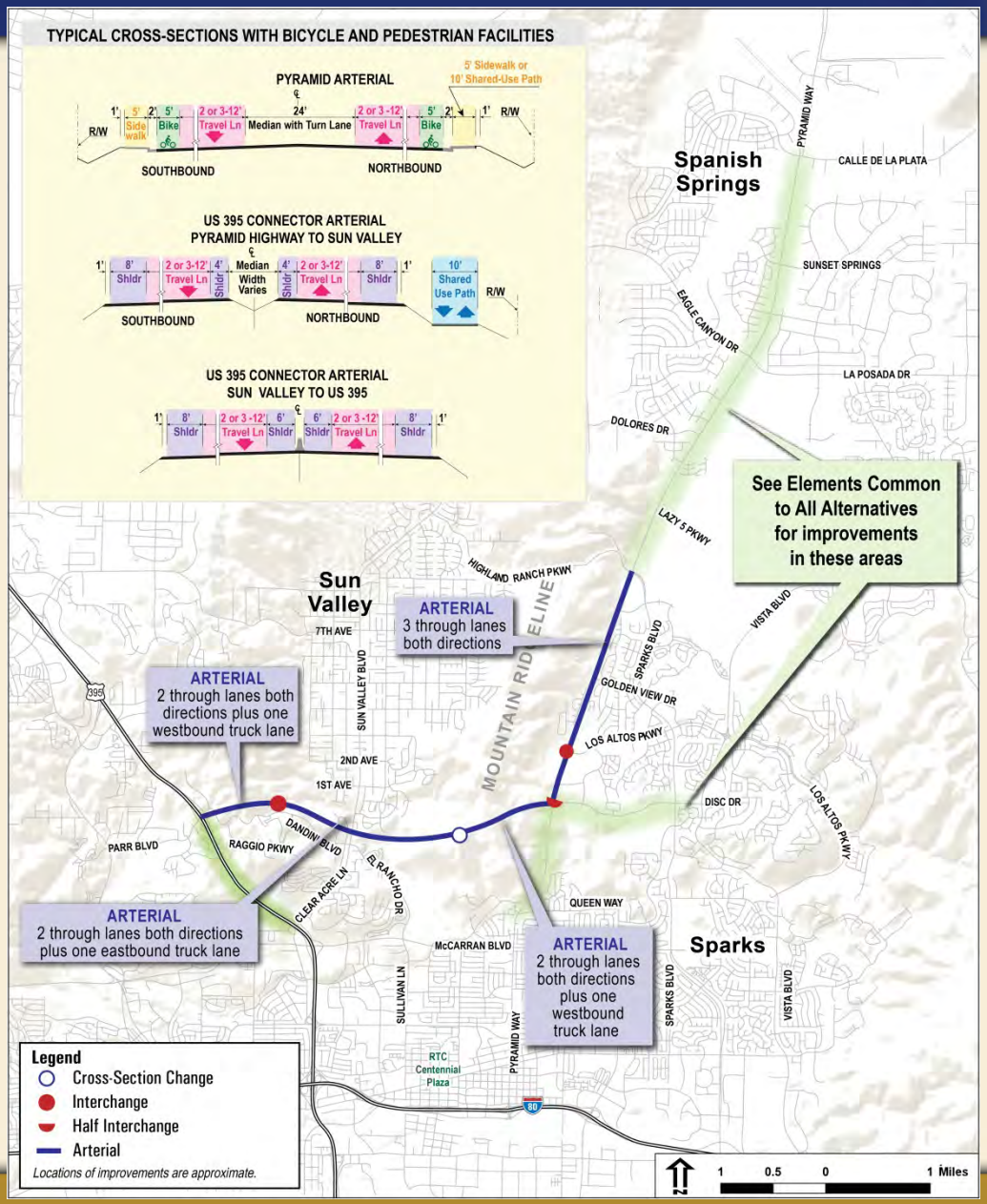
Pyramid/US 395 Connector

Arterial
Alternative 2

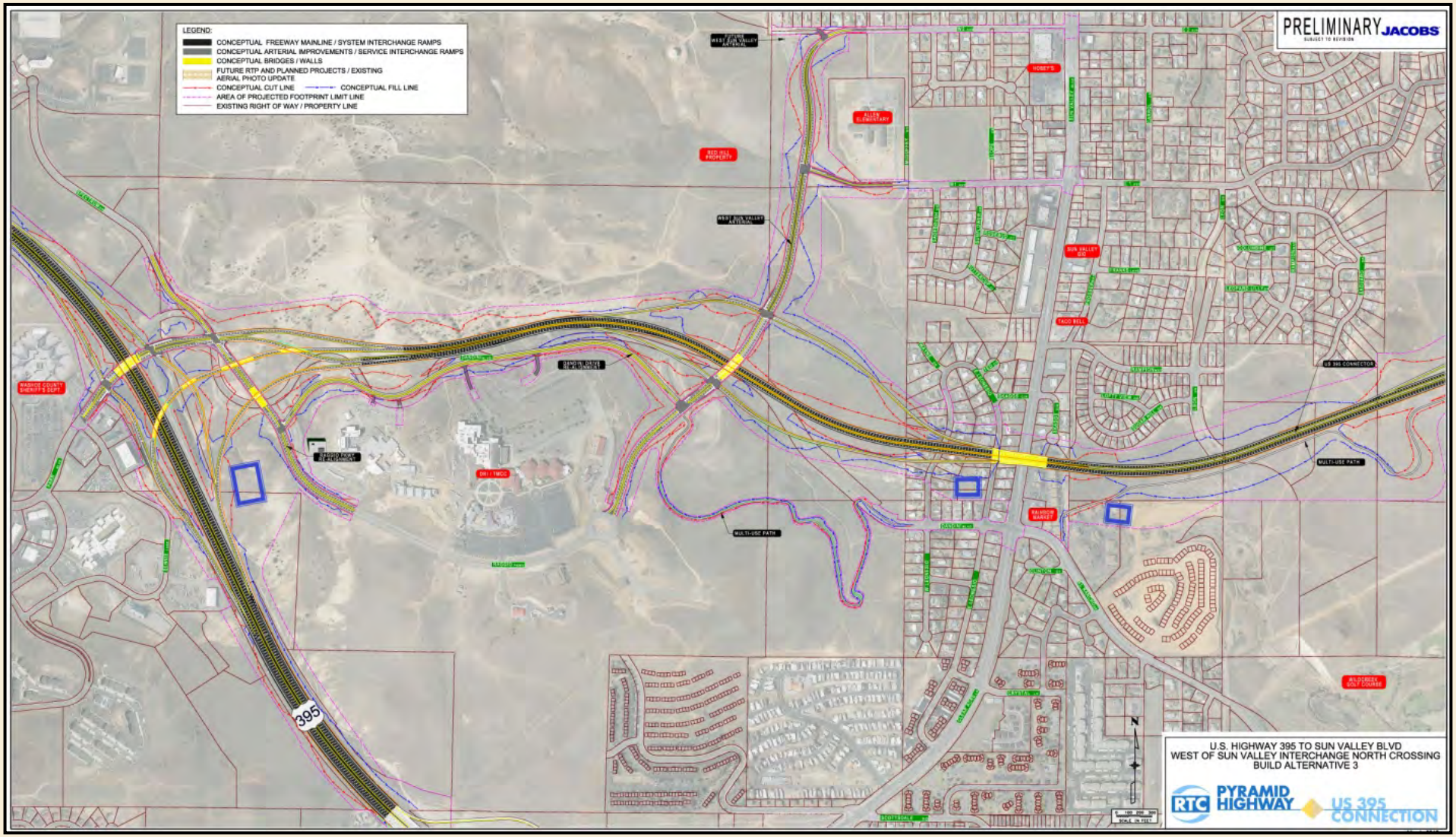


Pyramid/US 395 Connector

Arterial
Alternative 4



Pyramid/US 395 Connector
US 395 Interchange



Purpose and Need Confirmation

- **Provide improvements to serve existing and future growth**
- **Alleviate existing congestion problems on Pyramid Highway**
- **Provide direct and efficient travel routes to address travel inefficiencies**
- **Respond to regional and local plans**

Costs

Arterial Alternative Cost Estimates		
Alternative	Estimated Construction Cost Range (2017 $)	Estimated ROW Cost Range (2017 $)
Arterial Alternative 1	$528M to $584M	$133M
Arterial Alternative 2	$577M to $637M	$153M
Arterial Alternative 3	$510M to $564M	$123M
Arterial Alternative 4	$592M to $654M	$157M