ALTERNATE ROUTE STUDY

The purpose of this study is to identify regional alternate routes to I-15 connecting Salt Lake City, Las Vegas, Inland Empire and San Diego, inventory the existing conditions of those routes, and prioritize a set of improvements needed to meet minimum operating conditions. While many short detours exist to re-route local traffic in emergency situations, the I-15 alternate route delineation is intended to provide a regional corridor for longer-distance trips.

A prioritized list of needed improvements has been developed and details are provided on the back.

LEGEND

- I-15 Corridor
- Interregional Alternative Route
- Regional Connector: Interstate
- Regional Connector: Highway
- Chokepoint* (*Details Provided on Back)

Various locations along entire US 93 corridor

A lack of alternative routes to I-15 exists. Major incidents that close I-15 cripple traffic, causing added congestion and lost economic dollars.

The 2014 Moapa flood forced the closure of 50 miles of I-15, requiring a 223-mile detour for truck traffic bound from Las Vegas to Utah – more than doubling the travel time. This resulted in an extra daily cost of $667,000 - $790,000 in trucking operations, not including the economic impact of delayed freight deliveries (ATRI, 2015).

The July 2015 Cajon Pass fire swept across I-15, resulting in more than 30 destroyed vehicles. Detour options exist, although none are direct and all pose additional hazards, ranging 20 to 50 miles out of direction on rural forest service roads. The Cajon Pass was closed again in August 2016 due to the Blue Cut Fire.

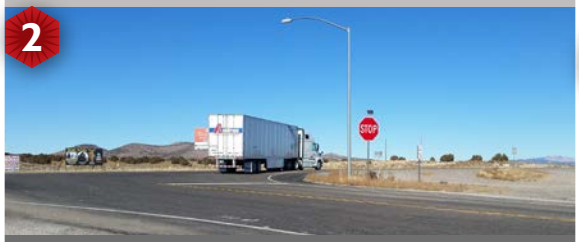
93 US 93 Recommendations

1

Constraint: Grade issues leading to Murry Summit on northbound US 6 south of Ely

Recommendation: Add Truck Climbing Lanes on US 6 to improve safety, operations and travel time

2



Constraint: Stop signs at US6/NV318 and NV318/US93 intersections

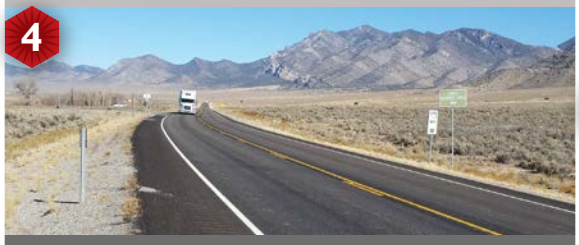
Recommendation: SR 318 Intersection Improvements to facilitate through traffic and maintain a speed limit of 65 mph

3

Constraint: Tight turns, narrow lanes, and no shoulders on US 93 around Pahranagat Lake inhibiting passing

Recommendation: Widen US 93 around Pahranagat Lake (3 widening options provided for environmental and cost considerations)

4



Constraint: Throughout the US 93 Corridor there are very few turn lanes for acceleration and deceleration at cross streets in the high-speed areas which causes delays at locations with high turn volumes, and contributes to rear-end crashes in high-speed locations

Recommendation: US 93 Corridor Acceleration and Deceleration Lanes at various locations could provide safety and operational benefits

95 US 95 Recommendations

5

Constraint: US 95 in California follows the contour of the surrounding terrain allowing storm water to overtop the roadway. A major wash crosses US 95, frequently closing the highway during major storm events

Recommendation: Wash Crossing on US 95

6

Constraint: At-grade BNSF rail crossing at US 95, experiences 84 trains per day and reduced speeds to 20 mph due to rough conditions crossing two sets of tracks

Recommendation: BNSF Crossing at US 95: Grade separation or regular maintenance of the crossing to increase speeds

7

Constraint: Consistent traffic entering/existing US 95 from Havasu Lake Road, which includes recreational vehicles that require greater acceleration and deceleration distances

Recommendation: US 95 Turn Lanes on Havasu Lake Road

8

Constraint: A consistent chokepoint on I-15 that often results in many hours of delay, occurs on southbound I-15 at Primm, Nevada. An alternate route around this chokepoint is southbound US 95 from Las Vegas to Searchlight, and westbound on SR 164 which ties back in to I-15 south of Primm. SR 164 has steep grades over a small mountain pass with unpassable curves near the summit

Recommendation: Truck climbing lanes on SR 164 would improve safety, operations, and travel time

I-15 Mobility Alliance

I-15 Dynamic Mobility Project

The I-15 Mobility Alliance received $1,250,000 funding under the Multistate Corridor Operations and Management (MCOM) Program to execute the delivery of the I-15 Dynamic Mobility Project. The end result will be a seamless alert and information sharing tool across the Alliance states, and improved agency coordination when incidents, weather and closures affect I-15. This coordination will ultimately translate into improved advanced warnings, closures, detour routes, and consistent information provided to travelers along I-15.

www.i15alliance.org