

BACKGROUND AND PURPOSE

A joint study by NDOT and the Arizona Department of Transportation, the I-11 and Intermountain West Corridor Study (IWCS) was completed in 2014. In Northern Nevada, a high-level analysis was completed to recommend I-11 make a connection from Las Vegas to points north along the western side of the state.

The purpose of this study is to build on the recommendations of the I-11 and IWCS by developing and evaluating specific corridor alternatives linking Las Vegas with I-80, and documenting issues, constraints, and opportunities in a PEL document, to lay the groundwork for future NEPA studies.

Intermodal Surface Transportation Efficiency Act (ISTEA)

The CANAMEX Trade Corridor, connecting Mexico and Canada, was outlined in the ISTEA highway bill, which established a series of High Priority Corridors to as part of the proposed National Highway System, including corridor #68 Washoe County, which outlined a route connecting Las Vegas and Reno.

North American Free Trade Agreement (NAFTA)

Establishes trade and manufacturing opportunities between the U.S., Canada, and Mexico, increasing the importance of creating a north-south connection in the Intermountain West.

National Highway System

As proposed in ISTEA, Congress formally established the National Highway System, which allowed individual states to receive funding for interstate improvements.

Mike O'Callaghan-Pat Tillman Memorial Bridge

Bridge bypassing the Hoover Dam eliminates a major bottleneck on the CANAMEX corridor.

I-11 and Intermountain West Corridor Study

Arizona and Nevada validate the I-11 Corridor on US 93 between Wickenburg and Las Vegas, and define a wide corridor for further study from Wickenburg to Nogales, and from Las Vegas to I-80.

Fixing America's Surface Transportation (FAST) Act

The future I-11 designation is officially extended south to Nogales and Las Vegas to I-80 in federal transportation legislation.

NEXT STEPS

The project team will collect information from stakeholders and the public to help identify Study Area issues and opportunities, and refine the alternatives and screening criteria, as applicable. Screening results and the corridor alternative(s) recommended for advancement will be presented at the next round of public meetings.



Governor Brian Sandoval and Governor Jan Brewer unveil Future Interstate 11 Sign at the Hoover Dam, March, 21 2014.

I-11 Northern Nevada Alternatives Analysis

Advanced study of the Northern Nevada connectivity option recommended in the I-11 and Intermountain West Corridor Study. This includes alternatives development, analysis, and evaluation of corridor options between Las Vegas and I-80, including an updated Planning and Environmental Linkages (PEL) document, with the goal of identifying recommended corridor(s) to advance into future NEPA studies.

I-11 Corridor Tier 1 EIS

Formal National Environmental Policy Act environmental review process begins on the I-11 Corridor Study, from Nogales to Wickenburg, Arizona, with the goal of identifying a Preferred Corridor Alternative.

Moving Ahead for Progress in the 21st Century Act (MAP-21)

Future I-11 from Phoenix to Las Vegas is designated in federal transportation legislation.



The Nevada Department of Transportation (NDOT) welcomes your input on corridor alternatives being considered as part of the Alternatives Analysis Study and Planning and Environmental Linkages (PEL) effort which will evaluate proposed corridor alternatives for Interstate 11 (I-11) between Las Vegas and Interstate 80 (I-80) in Northern Nevada.

Please review the corridor alternatives, and provide your feedback on any known issues or opportunities. These

corridor alternatives were developed based on input from prior studies, stakeholder coordination, and technical analysis conducted to date.

WHAT IS I-11?

I-11 is envisioned as a continuous high-capacity transportation corridor that has the potential to enhance movement of people and freight, and to facilitate regional connectivity, trade, communications, and technology.

What is a PEL? PEL is a study conducted during the corridor planning phase on environmental, social, and economic factors potentially affecting the corridor selection. The resulting information will inform the environmental review process required under NEPA (National Environmental Policy Act).

How long will this PEL process take? It is anticipated the PEL will be completed for I-11 by mid 2018.

Will there be opportunities for public input through the PEL process? The PEL process involves relevant stakeholders, resource agencies, and public to build consensus and establish a foundation for NEPA.

What is the outcome of the PEL process? The PEL process provides the future NEPA study team with documentation on the outcomes of the alternatives analysis process, including the history of decisions made and the level of detailed analysis undertaken.

SCHEDULE OVERVIEW

FEB

Methodology Outreach with Stakeholders

MAR

Methodology Outreach with Public

APR

Evaluation Results Outreach with Stakeholders

MAY

Evaluation Results Outreach with Public

JUN

Final Executive Summary

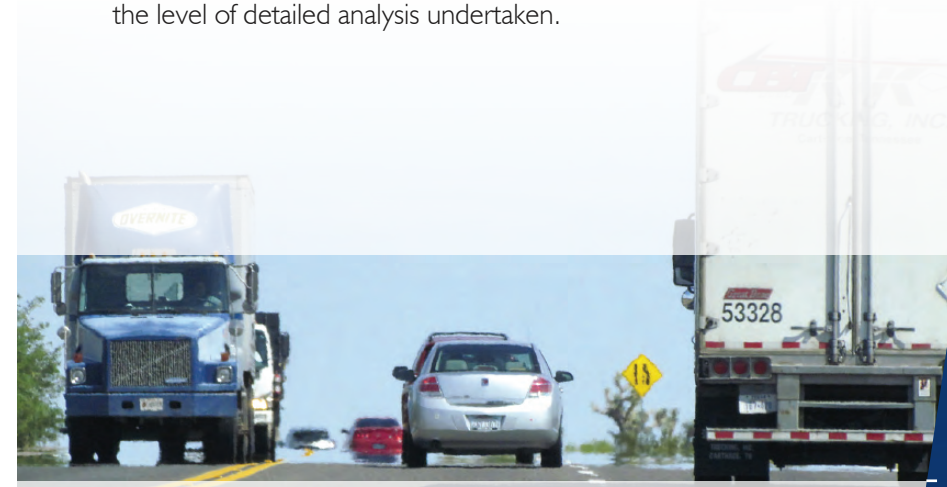
How you can get involved:

Attend a public meeting to review the study information and provide comments. View meeting materials online at:

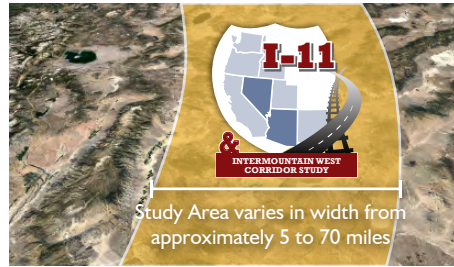
- i11Study.com
- Facebook: Nevada Department of Transportation

To provide comments or ask questions contact: **Kevin Verre** (775) 888-7712
KVerre@dot.nv.gov | 1263 S. Stewart St., Carson City, NV 89712

Please submit comments by **Friday April 13, 2018** so the project team can include your comment in the meeting summary.



WHAT IS A CORRIDOR ALTERNATIVE?



The I-11 and IWCS defined a broad connection between Las Vegas and I-80, establishing the study vicinity for future efforts.



PLANNING
This PEL will identify and screen corridor alternatives within the broad study area, advancing the most feasible alternative(s) into future NEPA studies.



NEPA
Future NEPA efforts will develop and evaluate specific alignments within proposed alternative(s). A single alignment will be recommended for design and construction.

RANGE OF CORRIDOR ALTERNATIVES

EVALUATION CRITERIA

The range of corridor alternatives are illustrated on the map, and were developed based on concepts from prior studies, input received during previous planning efforts, as well as various topographical, environmental and other technical planning information that identified opportunities and constraints. These alternatives are being evaluated against the following categories to determine the most feasible options for more detailed design and study.

EVALUATION CATEGORY

- Modal Interrelationships
- Capacity/Travel Times and Speeds
- Economic Vitality
- Transportation Plans and Policies
- Environmental Sustainability
- Land Use and Management
- Cost
- Technology
- Community Support

PROPOSED ALTERNATIVES

PROJECT DEVELOPMENT PROCESS



Develop and evaluate a wide range of corridor alternatives
Document evaluation and outreach process in PEL and Alternatives Analysis Study reports

Current study



Assess environmental impacts and determine Selected Alternative
Define implementation and phasing plan



Design roadway improvements
Determine cost estimates and obtain necessary permitting

Potential future phases pending funding availability

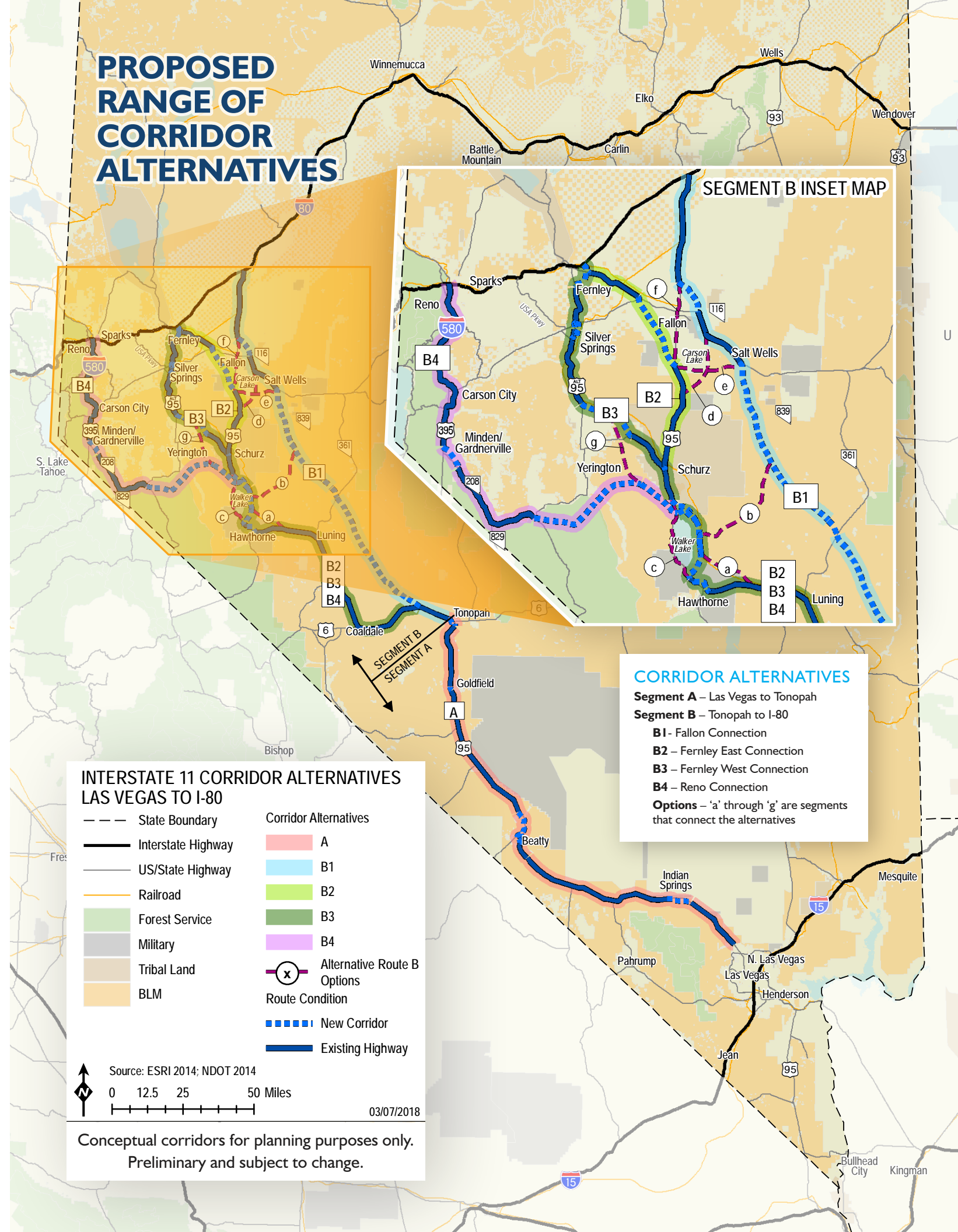


Acquire rights-of-way
Advertise construction bid



Construct transportation improvements

PROPOSED RANGE OF CORRIDOR ALTERNATIVES



SEGMENT B INSET MAP

CORRIDOR ALTERNATIVES

- Segment A** – Las Vegas to Tonopah
- Segment B** – Tonopah to I-80
- B1** - Fallon Connection
- B2** – Fernley East Connection
- B3** – Fernley West Connection
- B4** – Reno Connection
- Options** – 'a' through 'g' are segments that connect the alternatives

INTERSTATE 11 CORRIDOR ALTERNATIVES LAS VEGAS TO I-80

- State Boundary
 - Interstate Highway
 - US/State Highway
 - Railroad
 - Forest Service
 - Military
 - Tribal Land
 - BLM
- Corridor Alternatives**
- A
 - B1
 - B2
 - B3
 - B4
- Alternative Route B Options**
- Route Condition**
- New Corridor
 - Existing Highway

Source: ESRI 2014; NDOT 2014
0 12.5 25 50 Miles
03/07/2018

Conceptual corridors for planning purposes only. Preliminary and subject to change.