

# I-11 Implementation Strategies

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The following serves as an outline of potential next steps that have been time-stratified over the next 20 years to advance I-11 Corridor implementation. I-11 investments will be considered and prioritized along with other statewide needs and opportunities through the *One Nevada Transportation Plan* Prioritization Process. All horizon years are illustrative and subject to change depending on funding availability.

## Immediate Next Steps

- » **Assist Communities with Local Planning Efforts Related to I-11**
  - Work with communities along the I-11 recommended corridors, such as Indian Springs, Beatty, Goldfield, Tonopah, and Hawthorne, as well as others, to initiate the process of developing their ideal scenario (and corridor alternatives) for where and how I-11 could traverse their community (e.g., through town versus bypass). Provide the communities some tools and guidelines to evaluate potential travel corridors through or around the town (e.g., topographic limitations, interstate specifications, and other concerns/considerations). Provide guidance on the mechanisms for documenting recommendations such that they can be used in the future NEPA process (e.g., resolution, general plan amendment, master plan, etc.) to focus future study area and provide weight for future NEPA studies.
  - *NOTE: We recognize that these communities may not have the technical or economic expertise to make final decisions, so it is acknowledged that NDOT support throughout this process is important. The Governor's Office of Economic Development (GOED) is another important resource to help communities identify their needs and goals. However, this process is not to identify a preferred alternative as would be done during NEPA. This process is to acknowledge what we heard during the PEL from communities that will be impacted by the future I-11. The intent is to bridge the gap from this large 450 mile study and future NEPA efforts, so that the communities can take the time to develop strategic recommendations to inform future I-11 planning and design efforts.*
- » **Continue Coordination with existing and ongoing studies and projects in Nevada**
  - Continue coordination with US 95 Centennial Bowl and Kyle Canyon Projects
  - Continue coordination with Southern Nevada Traffic Study
  - Future planning/ environmental efforts along US 95/ Alt-95, I-80, I-515, and other critical system connectors to I-11 recommended corridors
  - Collaborate with relevant economic development agreements within the corridor
- » **Explore partnerships with entities along the corridors such as utility companies and data communication providers, that may have a desire to cooperate with fiber optic and other technology installations.**
- » **Statewide prioritization and funding identification**
  - Identify potential funding sources based on the prioritization level of I-11. Determine requirements both for further I-11 Corridor planning, as well as construction. Potential options include BUILD grants, Congressional earmarks, and programming projects in the One NV Transportation Plan.
  - Continue collaboration with GOED to identify mechanisms for communities to obtain grants or other funding sources to support current and future planning efforts.



## Short-Term/Early Action Projects

- » **Work with the Bureau of Reclamation, Bureau of Land Management, and other public agencies along the recommended corridors to understand opportunities and constraints of where I-11 could traverse their property.**
- » **Work with Native American Tribes along the corridor in coordination with the Bureau of Indian Affairs to understand opportunities and constraints of recommended corridors relative to native lands.**
- » **Advance corridor planning and construction for safety improvements along the corridor:**
  - Conduct a comprehensive safety management plan of US 95 from Kyle Canyon to Tonopah.
  - Conduct an access management study of US 95 mainline from Kyle Canyon to Tonopah.
  - Initiate NEPA studies for independent segments where the corridor follows existing highway right-of-way, that can be followed by early action construction projects.  
Examples include:
    - Widening and/or passing lanes along existing US 95.
    - Additional truck climbing lanes on US 95 south of Tonopah.
    - Additional technology and ITS implementation extended from the US 95 Northwest Corridor improvements, such as fiber optic lines and conduits for future 5G communication network.
- » **Continue statewide prioritization (One Nevada Transportation Plan) and secure funding for planning and safety related construction activities**

## Mid-Term Projects and Strategies (5-10 Years)

- » **Advance corridor planning, NEPA and construction for those portions of Segment A that have independent utility.**
- » **Advance corridor planning for Segment B including potential NEPA clearance for segment(s) with independent utility.**
- » **Continue statewide prioritization (One Nevada Transportation Plan) and secure funding for planning and construction activities**

## Long-Term Projects and Strategies (10-20 Years)

- » **Complete corridor planning and construction for Segment B:**
  - Option 1: Complete a NEPA Study (building on the Tier 1 EIS for Segment B)
    - Obtain a Record of Decision on a Selected Alternative for I-11/US 95 between Schurz and I-80
    - Complete final design and right-of-way acquisition for critical sections of future I-11/US 95 between Tonopah and I-80
  - Option 2: Prior to NEPA (assuming funding is not available), Develop a Feasibility Study and Master Corridor Plan for Elements of Segment B
    - Develop construction phasing, schedule, and associated funding needs for interchanges/ bypasses/ widening sections



- Continue securing funding and continue incorporating planning and environmental projects into the Statewide Transportation Improvement Plan (STIP) and Long-Range Plans to be prioritized with other long-term statewide needs

## Other Ongoing I-11 Activities

- » **Initiate NEPA for I-11 traversing the Las Vegas metro area.**
- » **Coordinate with Neighboring States:**
  - Create an I-11 Alliance agency agreement/charter with Executive Leadership from Western Canada Departments of Transportation and Ministry of Transport, California, Nevada, Oregon, Washington, and Idaho that meets annually to identify opportunities of connecting the I-11 Corridor further north, as well as identify/coordinate potential funding opportunities.
  - As the I-11 Alliance becomes established, further expand the group to include broader partnerships with metropolitan planning organizations (MPOs)/councils of government (COGs), cities, counties, freight and rail industries, and other public and private interest groups.
  - Evaluate the creation of an I-11 Alliance organizational framework such as a non-profit organization (e.g. 501 (c)(3)).

