

Michael W. Hancock, P.E., President  
Secretary, Kentucky Transportation Cabinet

Bud Wright, Executive Director



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(202) 624-5800 Fax: (202) 624-5806 • [transportation.org](http://transportation.org) • [centennial.transportation.org](http://centennial.transportation.org)

May 21, 2014

Mr. Victor Mendez  
Administrator  
Federal Highway Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590

Dear Mr. Mendez:

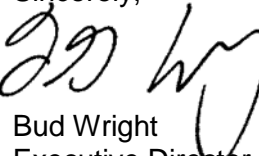
AASHTO is in receipt of the following member department applications

| <b>Member DOT</b> | <b>Request</b>                         |
|-------------------|--|
| Nevada            | Establishment of Interstate Route I-11 |

The member department sent in an application to AASHTO for its official approval. Enclosed for your record is the application from New York and it is compliant with the required documentation.

AASHTO will notify New York of the official action after we receive your decision and when AASHTO's Special Committee on U.S. Route Numbering reaches its decision at the AASHTO spring meeting May 28, 2014 in Lexington, Kentucky.

Thank you for your time and attention to these Interstate Route applications. Please contact Marty Vitale at [mvitale@ashto.org](mailto:mvitale@ashto.org), if more information is necessary. Thank you.

Sincerely,  
  
Bud Wright  
Executive Director

Enclosures

Cc: Kevin Adderly – HEPI-20  
Special Committee on USRN



**American Association of State Highway and Transportation Officials**

An Application from the State Highway or Transportation Department of Nevada for:

- Elimination of a U.S. (**Interstate**) Route
- Establishment of a U.S. (**Interstate**) Route
- Extension of a U.S. (**Interstate**)Route
- Relocation of a U.S. (**Interstate**) Route
- Establishment of a U.S. Alternate Route
- Establishment of a Temporary U.S. Route
- \*\*Recognition of a Business Route on U.S. (**Interstate**) Route
- \*\*Recognition of a By-Pass Route on U.S. Route

IR-11

**AASHTO Use Only**

**Action taken by SCOH:**

Between The junction of US93/SR172 and IR-215

The following states or states are involved:

Nevada

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- \*\*\***Recognition of...** A local vicinity map needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice.
- If there are deficiencies, they should be indicated in accordance with page 5 instructions.
- **All applications requesting Interstate establishment or changes are subject to concurrence and approval by the FHWA**

DATE SUBMITTED:5/12/14

SUBMIT APPLICATION ELECTRONICALLY TO [usroutes@aaashto.org](mailto:usroutes@aaashto.org)

- \*Bike Routes: this form is not applicable for US Bicycle Route System

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

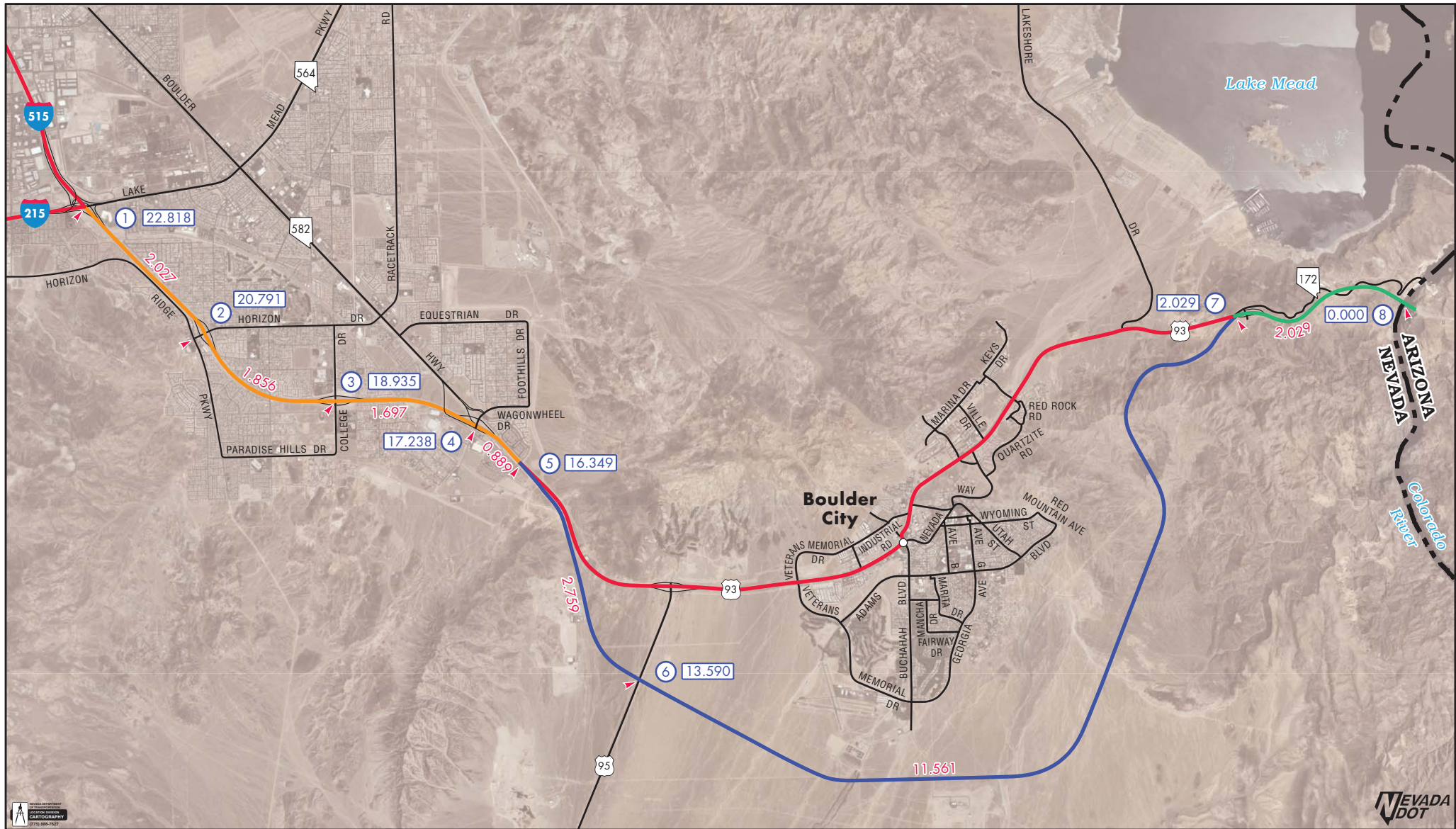
The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

**Explanation and Reasons for the Request:** (Keep concise and pertinent.) [In following with Congressional language established in MAP-21, this application is to request the name, "Interstate 11" be added to the official list of interstate routes and that certain portions of existing roadways and a future roadway planned in Nevada, be designated as "Future Interstate 11". The following locations would be designated as the future Interstate 11 in Nevada: Existing US Route 93 from the Nevada/Arizona State line to the interchange with State Route 172. Then, a new route to be constructed around Boulder City \(referred to as the Boulder City Bypass\), starting at the US93/SR 172 interchange, travelling southerly around Boulder City and terminating with the connection of the new route to existing route IR 515/US93/US95 at the Foothill grade separation in Henderson, NV. The route would then continue northerly along the existing IR 515/US93/US95 alignment and terminate at the interchange of these routes at Interstate 215. The routes indicated are shown in the attached maps. This route was Congressionally identified as a key element in the movement of traffic in connecting Mexico to Canada and was identified as a High Priority Corridor and is referred to in congressional language as the CanaMex Corridor. In the State of Nevada, this route will facilitate through traffic from Arizona around Boulder City thus eliminating heavy congestion currently in the city and will provide for a better commerce corridor for truck traffic .](#)

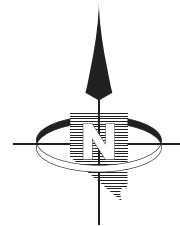
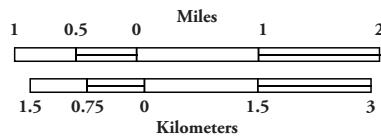
Date facility available to traffic [September 2018](#)

Does the petition propose a new routing over a portion of an existing U.S. Route? [Yes](#) If so, where? [From the Arizona/Nevada Stateline on the new Colorado River Bridge to the junction with SR172 and from the junction of US93/US95 to the beginning of IR 515 at the Wagon Wheel interchange](#)

Does the petition propose a new routing over a portion of an existing Interstate Route? [Yes](#) If so, where? [From the beginning of IR 515 at the Wagon Wheel interchange to the junction with IR 215](#)



- Proposed New I-11 Alignment
- Existing US Routes and Interstates
- Existing IR 515/ US 93/95 and Proposed I-11 Alignment
- Existing US 93 and Proposed I-11 Alignment
- State Hwys and Local Roads
- ① Control Points
- 13.590 Cumulative Mileages



## Proposed New Interstate I-11 Alignment

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.


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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 26,000 as compared to 11,000 for the year 2012 for all other U.S. Interstate Numbered Routes in the State.

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*The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973 has been read and is accepted.*

In our opinion, this petition complies with the above applicable policy.

  
DEPUTY DIRECTOR  
(Signature)

 Rudy Malfabon, PE, Director  
Nevada Department of Transportation

This petition is authorized by official action of \_\_\_\_\_

under date of \_\_\_\_\_ as follows: (Copy excerpt from minutes.)

A letter from your Chief Executive Officer with the CEO's signature is sufficient when submitting your application, if you choose not to include the signature on this form.

## Instructions for Preparation of Page 6

**Column 1: Control Points and Mileage.** Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

| <b>Column 2: Pavement Type.</b> | <b>Code</b>     |
|---------------------------------|-----------------|
| High type, heavy duty           | H               |
| Intermediate type               | I               |
| Low type, dustless              | L (show in red) |
| Not paved                       | N (show in red) |

| <b>Column 3: Pavement Condition</b> | <b>Code</b>     |
|-------------------------------------|-----------------|
| Excellent                           | E               |
| Good                                | G               |
| Fair                                | F (show in red) |
| Poor                                | P (show in red) |

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

**Column 4: Traffic.** Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

**Columns 5 & 6 Pavement Width and Shoulder Width.** These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

**Columns 7 & 8 Major Structures.** Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

**Column 9: Vertical Sight Distance.** Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

**Column 10: Horizontal Curvature.** Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

**Column 11 Percent Grades.** Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

*What follows is an Excel worksheet that you can open by right clicking your mouse and select “Worksheet Object” – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps..*



Contact Information:

**Name** [Robert Madewell or Sydnie Schlachta](#)

**Telephone Number** [\(775\) 888-7675](#) or [\(775\) 888-7179](#)

**Email Address** [rmadewell@dot.state.nv.us](mailto:rmadewell@dot.state.nv.us) or [sschlachta@dot.state.nv.us](mailto:sschlachta@dot.state.nv.us)

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The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

Where does the route begin? [At the Arizona/Nevada Stateline on the current US93 Alignment](#)

Where is it going? [South around Boulder City then Northwesterly on existing alignments of US93/US95 and IR515 to the junction with IR215](#)

What type of facility is it traveling over? [Existing and future full control access facility](#)

Explain the direction (north, east, south, and west) [North](#)

Name the focal point city or cities [Boulder City, Henderson and Las Vegas](#)

Total number of miles the route will cover [22.818 miles](#)

Where does it end? [At the junction with IR215 in Las Vegas](#)

**Begin your description here:**

This application is to request the name Interstate 11 be added to the official list of Interstate routes and for certain portions of existing roadways and future roadway planned in Nevada be designated as "Future Interstate 11. The following locations would be designated as the future Interstate 11 in Nevada: Existing US Route 93 from the Nevada/Arizona State line to the interchange with State Route 172. Then, a new route to be constructed to Interstate standards around Boulder City (referred to as the Boulder City Bypass), starting at the US93/SR 172 interchange, travelling southerwesterly around Boulder City and terminating with the connection of the new route to existing route IR 515/US93/US95 at the Foothill grade separation in Henderson, NV. The route would then continue northerly along the existing IR 515/US93/US95 alignment and terminate at the interchange of these routes with Interstate 215.



May 12, 2014

Mr. Rudy Malfabon, P.E., Director  
State of Nevada Department of Transportation  
1263 S. Stewart Street  
Carson City, Nevada 89712

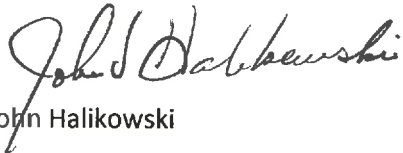
Dear Mr. Malfabon,

The vision for the Interstate 11 and Intermountain West Corridor is for a new high-capacity, multimodal transportation route that advances the nation's efforts to create jobs, encourage shared economic opportunities, and improve access to affordable healthcare and quality education. The Interstate 11 and Intermountain West Corridor is also a Arizona Key Commerce Corridor, filling a transportation gap in terms of efficient, north-south travel. Furthermore, the corridor will provide expeditious linkages between existing and future international seaports and critical east-west corridors, while enabling multimodal junctions that will create value and support, the diversification of the Southwestern economy.

As the Director of the Arizona Department of Transportation, I strongly support the State of Nevada Department of Transportation in their application to the American Association of State Highway Transportation Officials (AASHTO) for the naming addition of Interstate 11 to the Interstate System and further support the efforts of the State of Nevada in identifying the following locations within their state a Future Interstate 11 (I-11) segments;

- US Route 93 from the Arizona/Nevada state line to the intersection of State Route 172 (Hoover Dam Exit).
- The Boulder City Bypass: a new roadway to be designed and constructed to Interstate Standards in two phases from the interchange of US93 and SR172, traveling southwesterly around the city of Boulder City and connecting to the existing alignment of Interstate 515 / US93 / US95 just south of the grade separation with Foothill Drive in Henderson, Nevada.
- The Interstate 515 / US93 / US95 alignment from Foothill Grade Separation to the interchange with Interstate 215 in Henderson, Nevada.

Sincerely,



John Halikowski

- c Jennifer Toth, State Engineer, Arizona Department of Transportation  
Mike Kondelis, Kingman District Engineer, Arizona Department of Transportation  
Karla Petty, FHWA Administrator, Arizona Division