

**White Pine County  
Community and Economic Development**

---

Courthouse Annex • 957 Campton Street • Ely, Nevada 89301  
(775) 293-6592 • Fax (775) 289-8860

**RECEIVED**

**MAY 27 2014**

May 23<sup>rd</sup>, 2014

Nevada Department of Transportation  
Rudy Malfabon, P.E. – Director  
1263 South Stewart Street  
Carson, City, Nevada 89712

**DIRECTOR'S OFFICE**

**RE: I-11 Intermountain West Corridor Planning**

Mr. Malfabon:

White Pine County has been active in multiple Nevada Department of Transportation Stakeholder meetings held in Las Vegas over the past (8) months. After review of the recommendations of alternative routes through Nevada to continue the CANAMEX Initiative, we have concluded that selecting the route from Las Vegas to Reno on US-95 could cost the federal transportation project an estimated \$7.24 billion dollars more than utilizing US-93.


The data we have collected deals with costs per mile to improve a four lane federal highway at \$20 million per mile and the large number of physical features / infrastructure improvements that will need attention. We are not considering railroad track improvement costs at this time.

Per NDOT's primary alternative route choice, improving US-95 from Las Vegas, NV to Reno, NV, then US-395 into Eugene, CA, an (872) mile route, will cost an potential estimate of \$17.44 billion just in road miles. From Eugene, I-5 may not need any improvements to route traffic into Vancouver, BC. With over (142) obstacles of infrastructure improvements, at an average of \$5 million per obstacle (rebuild highway/ railroad over/underpasses, widen and/or reroute downtown community right of ways, bridge/culvert developments), this equals an average of \$710 million for infrastructure feature upgrades, totaling a potential estimate of \$18.15 billion.

Utilizing US-93 from Las Vegas to Twin Falls, ID will allow two routes into Canada instead of just one; I-84 into Portland, OR uniting on I-5 into Vancouver, BC and I-86 east to I-15 then up through Montana into Calgary, AB. Based on the same data collected, this better alternative would potentially cost only \$10.70 billion in road miles and \$205 million in obstacles, totaling \$10.905 billion, a \$7.245 billion dollar savings (40%), with two routes into Canada instead of just one, increasing the potential of traffic flow through Nevada to contribute to economic conditions throughout Nevada. I-15 tractor trailer traffic flow congestions in Salt Lake City, UT could see relief from US-93, promoting distribution center developments in Eastern Nevada.

Please review our data provided and feel free to contact me for further clarity. There's no doubt both routes will help improve economic conditions in Nevada, but could the \$7.24 billion dollar difference make or break the project from being funded and could Nevada benefit greater by pulling transportation traffic off I-5 and I-15 heading into Western and Central Canada?

Respectfully Submitted,

  
Jim Garza - Director

The White Pine County Board of County Commission have reviewed the proposed I-11 Intermountain West Corridor project and acknowledges our Congress has recognized the importance of the portion of the Corridor between Phoenix and Las Vegas and designated it as future I-11 in the recent transportation authorization bill, Moving Ahead for Progress in the 21st Century Act (MAP-21).

Developing a new north-south trade corridor through Nevada and Arizona could supplement the existing system and relieve freight congestion on I-5, one of only two (including I-15) continuous north-south Mexico-to-Canada interstate routes west of Texas. In reviewing the different alternatives for routing beyond Las Vegas, our Commission would like to bring to your attention important data collected by our staff.

The three alternative routes being reviewed for Nevada's link from Las Vegas to Canada are as followed.

Leaving Las Vegas per US-95 to Fallon, then into Reno, Nevada, up US-395 into California and terminating on I-5 at Eugene, Oregon: This route encompasses **(872) miles** of roadway that will need to address **(142) obstacles** that will need attention; i.e. bridges, railroad and highway crossing, per under and overpasses, narrow Right of Ways through townships, culverts, etc. In addition, the Las Vegas I-215 Beltway along the northern region of Las Vegas will need to be reconstructed to remove all traffic lights currently in place.

Leaving Las Vegas per US-95 to Fallon, continuing up US-95 to I-80 into Winnemucca, then into Oregon per US-20, terminating onto I-5 at Portland, Oregon: This route encompasses **(1,018) miles** of roadway that will need to address **(31) obstacles just in Nevada alone**, that will need attention; i.e. bridges, railroad and highway crossing, per under and overpasses, narrow Right of Ways through townships, culverts, etc. In addition, the Las Vegas I-215 Beltway along the northern region of Las Vegas will need to be reconstructed to remove all traffic lights currently in place.

Leaving Las Vegas per US-93, traveling north onto US-318 through Hiko and Lund, then onto US-6 for a short trip back onto US-93 north through Ely, continuing to Wells, Nevada and terminating on I-84 in Twin Falls, Idaho: This route encompasses **(535) miles** of roadway that will need to address **(41) obstacles along its entire length** that will need attention; i.e. bridges, railroad and highway crossing, per under and overpasses, narrow Right of Ways through townships, culverts, etc. In addition, the Las Vegas I-215 Beltway along the northern region of Las Vegas will not be utilized and therefore, will not need reconstruction costs allocated.

Our Commission supports the Alternative Route QQ along the eastern region of Las Vegas but only if it terminates at I-15 North and continues north per Alternative AA as previously removed from consideration. Utilizing US-93 not only saves construction costs per lane per mile at \$5M average times four lanes equaling \$20M per interstate roadway mile, it provides the least amount of private and tribal land interference, requiring land acquisition dollars.

When comparing the alternative through Reno, Nevada to Eugene, Oregon as compared to Twin falls, Idaho, there is a difference of (337) roadway miles. Based at an assumption of an average cost at \$20M per mile per a (4) lane interstate, the project could incur an additional **\$6.74B US Dollars plus the costs to address a difference of (101) obstacles**, i.e. railroad and highway under and overpass, culverts, and large traffic bridge reconstruction projects, etc.

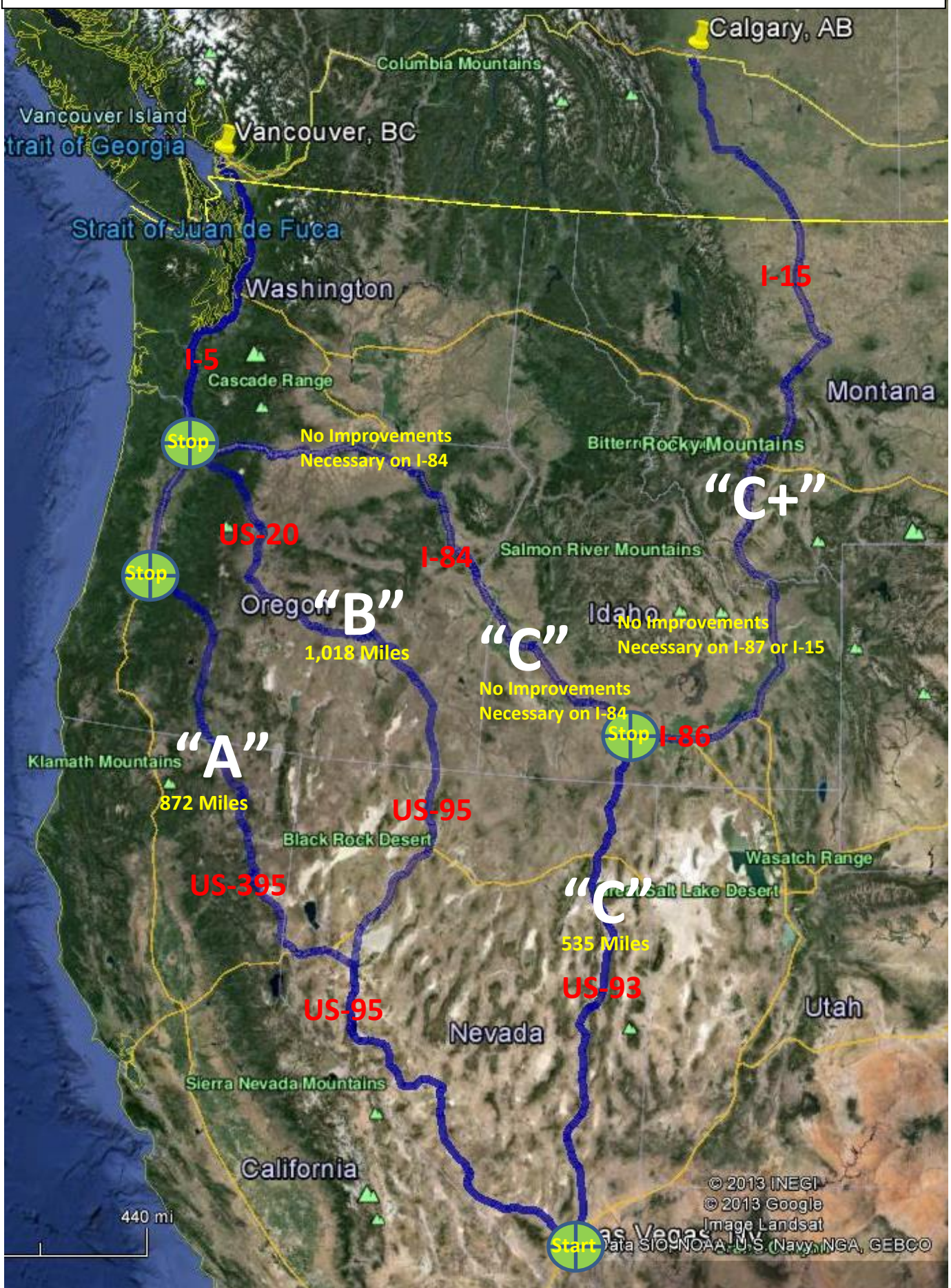
Based on economic drivers, the intent of this initiative was to include an upgraded highway, but could be paired with rail and other major infrastructure components—such as energy and telecommunications—to serve the nation’s needs in the West. White Pine County currently has the only major wind farm in Nevada, with the potential to utilize biomass, hydro and solar for future energy projects on the horizon. Oil and Gas exploration is an industrial cluster developing in White Pine County with over 1.5M acres of public lands currently leased for exploration; more than most counties in the US. And finally, the linear mileage for rail improvements along US-93 compared to US-95 are less than half of the linear miles.

Secondly, US-93 provides two access points into Canada, not just one as per the Reno – Eugene connection. US-93 enters into Twin Falls, Idaho per I-84, which extends west into Portland, Oregon then up into Vancouver, Canada. Per conversations with ODOT, the highway is under capacity and may be able to support additional traffic per I-11 commuters. If you go east on I-84 from Twin Falls, you will join I-86, which connects to I-15 from Salt Lake City, Utah and then proceeds north into Calgary, Canada. This preferred route would allow economic benefits to Nevada, Oregon, Idaho, and Montana, states with much needed boost to their economy.

Its no doubt Eastern Nevada is on the forefront of new energy development and will continue to provide a strong tax base for the State of Nevada with its Mining, Oil and Gas, and Renewable Energy Industries. Please consider the data provided to reconsider US-93 as a viable player for the most effective cost estimates to not only utilize Nevada for a section of I-11 Intermountain West Corridor, but to support the initiative to see the interstate help extend traffic flows into Canada per two destination points, Vancouver and Calgary.



US-93 is the most Economical Route to Improve with Two Access Points into Canada from Las Vegas, Nevada.







**Route "A" : Las Vegas, NV USA - to - Vancouver, BC Canada 1,176 Miles**

**Improve Miles: 872 miles from Las Vegas to Eugene, OR.**

<b>Route:</b>	<b>Destination Point</b>	<b>Highway</b>	<b>Hurdles that will need Attention / \$\$</b>
	Las Vegas, NV	I-15 / US-95	Paiute Dr. Bridge Underpass Mercury Hwy Double Bridge Overpass Downtown Beatty Narrow ROW Culvert Crossing Stonewall Mtn Downtown Goldfield Narrow ROW Culvert Hasbrouck Peak
	Tonopah, NV	US-95 / US-6	Downtown Tonopah Narrow ROW Culvert Crossing CR-89 Culvert Crossing CR-89 Downtown Mina Narrow ROW Downtown Luning Narrow ROW Downtown Hawthorne Narrow ROW Walker Lake Narrow ROW & Bridges ROW Thru Stillwater National Wildlife Refuge US-95 Culvert Bridge Overpass US-95 Culvert Bridge Overpass US-95 Culvert Bridge Overpass 2
	Fallon, NV	US-95/ US-50A	Downtown Fallon Narrow ROW Coleman Road Canal Bridge Overpass Lincoln Hwy Bridge Overpass Brush Garden Dr. Bridge Overpass Culvert Crossing Hazen Downtown Fernley Narrow ROW / Rotunda
	Fernley, NV	US-50A/ I-80	Narrow ROW along Canal Rd.
	Reno, NV	I-80/ US-395	Downtown Sparks & Reno Traffic Congestion Panther Dr. Double Bridge Overpass CR-430 Double Bridge Overpass Golden Valley Double Bridge 1 Overpass Golden Valley Double Bridge 2 Overpass Lemmon Dr. Double Bridge Overpass Stead Blvd. Double Bridge Overpass Culvert Crossing Stead Blvd. Red Rock Rd. Double Bridge Overpass White Lake Pkwy Double Bridge Underpass Village Pkwy Double Bridge Underpass Scott Rd. Culvert Crossing Scott Rd. Culvert Crossing 2 Scott Rd. Culvert Crossing 3 Hallelujah Junction Double Bridge Overpass Scott Rd. Culvert Crossing 4 Constantia Rd Culvert Crossing Constantia Rd Culvert Crossing 2 Constantia Rd Culvert Crossing 3 Bert Rd Bridge Culvert Crossing Bert Rd. Culvert Crossing 2 Doyle Railroad Bridge Overpass Laver Crossing Culvert Crossing Cowboy Joe Culvert Crossing Milford Rd Cemetary Culvert Crossing Lake Crest Rd Culvert Crossing

		Susanville Culvert Crossing
		Susanville Culvert Crossing 2
		Downtown Susanville Narrow ROW
CA-139A		Narrow winding Rd Lassen National Forest
		Wildlife Accident Potential with Trees at Road
		Ranch Barn Culvert Crossing
		Canal Crossing Bridge
		Sheephead Mtn Culvert Crossing
		Pass Thru Modoc National Forest
		Wildlife Accident Potential with Trees at Road
		Downtown Adin Narrow ROW
		Adin Culvert Crossing
		Adin Culvert Crossing Bridge 2
		Adin Culvert Crossing Bridge 3
		Roney Flat Rd Culvert Crossing Bridge
		Canby Bridge River Crossing
		Old Railroad Crossing Bridge Overpass
		Canal Crossing Bridge
		Canal Crossing Bridge 2
		Newell Culvert Crossing Bridge
		Newell Culvert Crossing Bridge 2
		Newell Culvert Crossing Bridge 3
		Newell Culvert Crossing Bridge 4
		Newell Culvert Crossing Bridge 5
		Newell Culvert Crossing Bridge 6
		Newell Culvert Crossing Bridge 7
		Newell Culvert Crossing Bridge 8
		Newell Culvert Crossing Bridge 9
		Newell Culvert Crossing Bridge 10
		Newell Culvert Crossing Bridge 11
		Newell Culvert Crossing Bridge 12
Hwy 50 / 39		Newell Culvert Crossing Bridge 13
		Downtown Merrill Narrow ROW\
		Merrill Culvert Crossing Bridge
		Anderson Rd River Bridge
		Wong Rd Culvert Crossing Bridge
		Matney Rd Canal Bridge
		Railroad Overpass
		Railroad Crossing
Hwy 140		Sharp Left Turn
		Altamont Narrow ROW
		Hwy 875-A Bridge Underpass
		Altamont Culvert Crossing Bridge
		Altamont Railroad Crossing Bridge
		Lake Ewauna Bridge Crossing
Hwy 140/ US-97		Hwy 140 US-97 Crossover Bridge
		Greensprings Dr. Crossover Bridge
		Lake Ewauna Bridge Crossing 2
Klamath Falls, OR	US-97	California Ave Bridge Overpass
		Klamath Bridge Detention Basin
		Oregon Ave Bridge Overpass
		Lakeport Blvd Railroad Bridge Overpass
		Hwy 39 Merge Bridge Underpass



		Algoma Rd Bridge Waterway
		Narrow Island ROW Upper Lake Klamath
		Hagelstein Co Park Bridge Crossover
		Farm Station Rd Railroad Bridge Overpass
		Williams River Bridge Crossover
		Hwy 422 Bridge Overpass
		Wildlife Animal Crossing Danger Zone
		Railroad Overpass Bridge
		Hwy 58 / US-97 Crossover Overpass Bridge
	Hwy 58	Hwy 58 Railroad Underpass
		Hwy 58 Creek Bridge Crossover
		Hwy 58 Dirt Road Overpass
		Hwy 58 Bridge
		Hwy 58 Narrow ROW at Lake Bank
		Hwy 58 Railroad Crossing Underpass
		Hwy 58 Bridge Stream Crossing
		Hwy 58 Bridge Stream Crossing 2
		Hwy 58 Bridge Stream Crossing 3
		Hwy 58 Bridge Stream Crossing 4
		Downtown Oakridge Narrow ROW
		Hwy 58 Bridge Stream Crossing 5
		Hwy 58 Dam Crossing
		Hwy 58 Dam Crossing 2
		Hwy 58 Dam Crossing 3
		Hwy 58 Dam Narrow ROW
		Hwy 58 Dam Narrow ROW 2
		Dilley Lane Bridge Crossing
		Hwy 58 Railroad Crossing Overpass
		I-5 Merge into Hwy 58
Eugene, OR	I-5	Possible no improvements needed
Portland, OR	I-5	Possible no improvements needed
Seattle, OR	I-5	Possible no improvements needed
Vancouver, BC	I-5	Possible no improvements needed





**Route "B" : Las Vegas, NV USA - to - Vancouver, BC Canada 1,210 Miles**

**Improve Miles: 1,018 miles from Las Vegas, NV to Portland, OR.**

<b>Route:</b>	<b>Destination Point</b>	<b>Highway</b>	<b>Hurdles that will need Attention / \$\$</b>
	Las Vegas, NV	I-15 / US-95	Paiute Dr. Bridge Underpass Mercury Hwy Double Bridge Overpass Downtown Beatty Narrow ROW Culvert Crossing Stonewall Mtn Downtown Goldfield Narrow ROW Culvert Hasbrouck Peak
	Tonopah, NV	US-95 / US-6	Downtown Tonopah Narrow ROW Culvert Crossing CR-89 Culvert Crossing CR-89 Downtown Mina Narrow ROW Downtown Luning Narrow ROW Downtown Hawthorne Narrow ROW Walker Lake Narrow ROW & Bridges ROW Thru Stillwater National Wildlife Refuge US-95 Culvert Bridge Overpass US-95 Culvert Bridge Overpass US-95 Culvert Bridge Overpass 2
	Fallon, NV	US-95/ US-50A	Downtown Fallon Narrow ROW Coleman Rd Culvert Bridge Overpass Lovelock Hwy Culvert Bridge Overpass Wade Ln Culvert Bridge overpass US-95 Culvert Bridge Overpass 3 US-95 Street Grade Railroad Crossing US-95 Culvert Bridge Overpass 4 I-80 Merge with US-95
	Winnemucca, NV	I-80 I-80 / US-95	Possible no improvements needed Major Off Ramp Construction needed E. National Bridge Stream Overpass Sharp Rt Hand Stop Sign Turn US-95 Culvert Bridge Overpass Downtown McDermitt Narrow ROW
		US-95/ Hwy 78	

**Have not completed overview from McDermitt, Nevada to Portland, Oregon.**

Portland, OR	I-5	Possible no improvements needed
Seattle, OR	I-5	Possible no improvements needed
Vancouver, BC	I-5	Possible no improvements needed







**Route "C" : Las Vegas, NV USA - to - Vancouver, BC Canada 1,216 Miles (Secondary access to Calgary, AB);  
Improve Miles: 535 from Las Vegas to Twin Falls, ID.**

<b>Route:</b>	<b>Destination Point</b>	<b>Highway</b>	<b>Hurdles that will need Attention / \$\$</b>
	Las Vegas, NV	I-15	Possible no improvements needed
		US-93	I-15/ US-93 Bridge Underpass US-93 Culvert Crossing 1 US-93 Major Detention Basin Area Guardrail Elevated ROW US-93 Narrow Above Grade ROW US-93 Narrow Elevated ROW
		Hwy 318	Cattle Guard Crossing White river Narrow ROW Downtown Lund Narrow ROW US-93/US-6 Rt Turn Stop Light US-93 Narrow ROW US-93 Narrow Murrey Summit ROW
	Ely, NV	US-93	US-93 Lt Turn Stop Light US-93 Rt Turn Stop Light Downtown Ely Narrow ROW Ely Grade Level Railroad Crossing US-93 Grade Level Railroad Crossing Downtown McGill Narrow ROW US-93 Lt Turn Protected Light US-93 Grade level Railroad Crossing US-93 Detention Culvert under Roadway US-93 Grade Level Railroad Crossing
	Wells, NV	US-93	I-80/ US-93 Merge Underpass US-93 Railroad Crossing Overpass US-93 Wildlife Overpass Crosswalk US-93 Culvert Wildlife Underpass Crossing US-93 Culvert Wildlife Underpass Crossing US-93 Wildlife Crossing Overpass US-93 Bridge Stream Overpass US-93 Bridge Stream Overpass2 US-93 Bridge Stream Overpass3 Downtown Jackpot Narrow ROW US-93 Culvert Roadway Crossing US-93 Culvert Bridge Crossing US-93 Culvert Bridge Crossing US-93 Canal Bridge Overpass US-93 Canal Bridge Overpass US-93 Railroad Grade Level Crossing
	Twin Falls, ID	US-93/I-84	Downtown Twin Falls Narrow ROW US-93 Major River Expansion Bridge
	Boise, ID	I-84	Possible no improvements needed
	Pendleton, OR	I-84	Possible no improvements needed
	Portland, OR	I-5	Possible no improvements needed
	Seattle, OR	I-5	Possible no improvements needed

Information compiled by Jim Garza, White Pine County – Community & Economic Development Office  
Google Earth shape file can be emailed upon request with pins placed at hurdles for review.  
(775) 293-5567 wpcedc@mwpower.net

# Congressional delegation to jump-start Interstate 11's Nevada stretch



Sens. Harry Reid and Dean Heller are looking to insert wording into an upcoming federal highway bill that would designate an Interstate 11 corridor through Northern Nevada. (File photo)

By Steve Tetreault  
Stephens Washington Bureau

WASHINGTON – With the proposed Interstate 11 connecting Southern Nevada and Phoenix on a path to reality, Nevada leaders are setting their sights on the next stretch, north from Las Vegas.

Sens. Dean Heller and Harry Reid are looking to insert wording into an upcoming federal highway bill that would designate an Interstate 11 corridor through Northern Nevada. While studies still are ongoing and substantive work might be a decade or more out, favorable mention in the bill would effectively plant an early flag for a project that must compete for billions in federal dollars.

At a Senate hearing Wednesday, Heller asked Transportation Secretary Anthony Foxx for his support.

“What we are trying to do is increase trade, create jobs and improve our economy,” said Heller, who noted census projections show the Mountain West growing 28.5 percent by 2030 and traffic expected to soar.

“We probably bring in double what we produce in the state of Nevada,” Heller said. “Obviously the availability to move freight will determine what world-class experience we offer in Nevada.”

Foxx’s response was encouraging, though he didn’t say he would support specific wording in the bill.

“The types of challenges you describe in Nevada are challenges we see all over the country,” he said. The Transportation Secretary said he would direct officials with the Federal Highway Administration to work with the state.

Heller made a similar pitch last week in a letter to the Senate Environment and Public Works Committee, which is working through the summer on re-authorization of highway and mass transit programs. Reid, the Senate majority leader, has arranged with committee chairman Sen. Barbara Boxer, D-Calif., to place an I-11 provision in the bill, said his spokeswoman, Kristen Orthman. Both Reid and Heller said it is too early to draft specific language as state officials have yet to select possible routes.

Orthman said a Nevada Department of Transportation board of directors meeting in June is expected to yield sufficient direction for lawmakers to pursue legislation.

With the Las Vegas-to-Phoenix project already a major undertaking, Rep. Dina Titus, D-Nev., said she believes Nevada shouldn’t look too far down the road yet, a spokeswoman said. Titus sits on the House transportation committee that will also work on the highway bill.

“The (Nevada) delegation should be focusing its efforts first on connecting Las Vegas and Phoenix,” said Titus spokeswoman Caitlin Teare. “The congresswoman will work with Nevada DOT to examine any needed changes to the current authorization at the proper time.”

Nevada and Arizona are nearing the end of a two-year study of plans for I-11 connecting Las Vegas and Phoenix. That project received congressional designation in 2012, and work is expected to begin soon on a highway bypass around Boulder City as an initial phase of construction.

Many uncertainties lay ahead, however. The cost of new highways and upgrade of existing roads to interstate standards through 400 miles of Arizona hasn’t been determined. Nor has funding been nailed down.



The study, to wrap up in July, covered seven possible I-11 corridors through Nevada and recommended two for further study. Its “most favorable” route follows US 95 north from Las Vegas to Interstate 80, then west to US 395 in Reno and north into California and Oregon.

The study also recommended further analysis of a route that loosely follows the U.S. 95 corridor through the Fernley/Fallon area, then on to Oregon and Idaho through Winnemucca.

Sondra Rosenberg, a Nevada Department of Transportation planner and project manager for the study, said the transportation board that includes Gov. Brian Sandoval and other top officials may also want to consider a route along U.S. 93 in eastern Nevada.

“If I had to guesstimate, we are a decade away if not more, or less, in terms of what routes might be taken,” said Damon Hodge, a Nevada Department of Transportation spokesman.

Contact Stephens Washington Bureau chief Steve Tetreault at 202-783-1760 or [STetreault@stephensmedia.com](mailto:STetreault@stephensmedia.com). Follow @STetreaultDC on Twitter