



## Submitted Comments

The following compiles feedback received by public and stakeholders via the project website, e-mail or by other means, from October 1, 2013, through February 5, 2014. Correspondence has been presented as it was submitted and neither edited nor grammatically corrected.

| Name                                                                  | Organization                    | Date      | Correspondence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Jamie Brown                                                           | Pima Association of Governments | 2/5/14    | Please see the <a href="#">attachment</a> containing a letter from PAG Transportation Planning Director, John Liosatos, along with a PAG Regional Council approved resolution related to the I-11 and Intermountain West Corridor Study.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Mary Worman<br>(Comment submitted to Pima Association of Governments) |                                 | 1/23/2014 | <p>I could not open your agenda items for today's RTA Meeting but believe you may be discussing the I11 Corridor. I cannot attend but wished to comment as follows:<br/>Bend, Oregon, faced a similar highway alignment issue many years ago. Options then were</p> <ol style="list-style-type: none"> <li>1. An east route through residential areas</li> <li>2. A central route along an existing highway</li> <li>3. A west route through wild forested areas and wildlife habitat</li> </ol> <p>Bend wisely chose to improve the existing highway through town.<br/>I speak for the desert creatures in Avra Valley who cannot speak for themselves when I ask you to please adopt the central I-11 route solution. Beef up I-10 including the stacking of lanes, a viable and economically feasible alternative. Please leave Avra Valley (and its remaining wildlife habitat) and the eastern residential areas untouched.</p> |
| Albert Lannon                                                         | Avra Valley Coalition           | 1/17/14   | This January 5 <a href="#">New York Times article</a> ought to be provided to all participants in the I-11 Stakeholders Partners meetings. Since highway building carries development along with it, and a number of major developers are among the Stakeholder Partners, the potential loss of half of Arizona's share of the Colorado River water ought to be factored into your planning. As you know, California has begun rationing already.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Byron Schlomach                                                       | Goldwater Institute             | 1/14/14   | At this point in the state's development, there is no reason for an I-11 and the only reason for this study is, perhaps, long-term (very long-term) planning. Having driven to Las Vegas more than once I can say that the few delays along the route break the monotony but have no real impact on travel time. There is not an economically justifiable reason to build I-11 except that there is obviously some belief the federal government will fund it to a level it has funded other interstates - 95% of cost. I don't want Arizonans funding even 5% of this boondoggle. The other interstates have some real economic justification. I-11 does not, at least for the foreseeable future.                                                                                                                                                                                                                                  |
| Michael Johnson                                                       | BLM Arizona State Office        | 1/8/14    | Here are comments from BLM Arizona's <a href="#">Kingman Field Office</a> and <a href="#">Phoenix District</a> on the I-11 Corridor Study, as we discussed earlier today by telephone.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |



COMMENT LOG (OCTOBER 1, 2013 THROUGH FEBRUARY 5, 2014)

| Name          | Organization          | Date   | Correspondence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Albert Lannon | Avra Valley Coalition | 1/4/14 | <p>The following article appears in the January Desert Times newspaper and Picture Rocks Digest. It has been sent to the politicians listed at the end with requests for comment. Wanted to make sure you knew about it.</p> <p>Albert Lannon<br/>Avra Valley Coalition</p> <p>UNTANGLING THE I-11 WEB BY FOLLOWING THE MONEY</p> <p>Guest Opinion by Albert Lannon</p> <p>O what a tangled web we weave / When first we practice to deceive<br/>--Sir Walter Scott</p> <p>Business and politics have always gone together, sometimes to good ends, and sometimes not. Sorting out who gets what from whom in the Interstate 11 saga, especially as it affects Pima County and the Avra Valley, is to pick through a tangled web of connections. Of course there are real estate developers, construction companies and others who see profit in a new highway, and there are politicians who, for good reasons or bad, jump out front in support. The I-11 Coalition recently formed to support the Las Vegas to Phoenix route is an example. Check out their website at <a href="http://www.interstate11.org">http://www.interstate11.org</a>.</p> <p>Less visible are other connections that might explain some curious developments. For instance, how does Pima County Administrator Chuck Huckelberry get away with publically and continuously championing routing I-11 through the Avra Valley contrary to Board of Supervisors policy? The County Administrator is legally charged with reporting to the Board of Supervisors and carrying out Board policy.</p> <p>A 2007 Resolution puts the Supervisors on record opposing “the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed that the environmental, historic, archaeological and urban form impacts could not be adequately mitigated.”</p> <p>Huckelberry has been quoted in the press saying, “The concept of Interstate 11 should be from Canada to Guaymas ...We cannot be left out of this.” He has written in Picture Rocks Digest and Desert Times: “That (I-11) corridor needs to extend to Mexico and it is critical we remain engaged in</p> |



| Name | Organization | Date | Correspondence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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|      |              |      | <p>that discussion...These opportunities will pass us by...if we don't address the looming weakness that is an undeveloped interstate surface transportation network that doesn't meet current demand, much less future growth...The proposed (Avra Valley) route is a starting point...As a transportation engineer, I am the last person who will try to convince you that a new highway would have no impacts on the surrounding area..."</p> <p>Those "impacts" on the Avra Valley include the likelihood of urban sprawl into a rural valley, families being forced from their homes, traffic noise and air pollution and their effects on health, impacts on wildlife and archeological sites, potential groundwater contamination, loss of tourist dollars due to pollution and noise at Saguaro National Park, the Desert Museum, Kitt Peak, Ironwood Forest National Monument, etc., and the end of a peaceful way of life that has lasted for thousands of years. While temporary construction jobs would be created, there would be a loss of permanent jobs along the existing I-10 corridor.</p> <p>IT'S A SMALL WORLD</p> <p>Huckelberry, as County Administrator, has dealt over the years with real estate powerhouse Don Diamond and his Diamond Ventures, as both allies and adversaries. Huckelberry and Diamond have served together in many civic groups. Huckelberry has been among the select few invited to Diamond's exclusive birthday bashes, and the Pima County Administrator has described Diamond as "extremely influential...he's a smart, crafty and intelligent individual."</p> <p>The New York Times, in 2008, described Diamond as "Arizona's answer to Donald Trump – an outsized personality who invites public officials aboard his flotilla of yachts (the Ace, King, Jack and Queen of Diamonds), specializes in deals with the government, and unabashedly solicits support for his business interests from the recipients of his campaign contributions."</p> <p>That support included Huckelberry convincing Pima County to purchase a "buffer zone" around Raytheon on the basis the land was needed to prevent the company leaving the area. According to the Arizona Daily Independent, the land was purchased from Don Diamond for 200 – that's two hundred -- times its assessed value.</p> <p>Among Diamond's legal counsel is the Tucson-based firm of Lewis &amp; Roca. Real estate lawyer and L&amp;R partner Si Schorr, who has worked for Diamond, chaired the State Transportation Board in 2008 when approval for a "major investment study" of an I-10 bypass</p> |



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|      |              |      | <p>through the Avra Valley was rammed through. According to Inside Tucson Business, Chuck Huckelberry supported Schorr's bypass. Schorr now supports I-11. It's a small world.</p> <p>Wilford (Wil) Cardon is a multi-millionaire real estate investor based in Mesa. He self-funded his unsuccessful campaign for U.S. Senate against Jeff Flake in the 2012 Republican primary. He is now running for Arizona Secretary of State in the 2014 election. Prominent on his campaign committee are Don Diamond and Diamond Ventures president David Goldstein.</p> <p>Cardon's companies own large chunks of vacant land in the path of Huckelberry's Avra Valley highway. According to Pinal County records, Cardon's BOA Sorte Company owns 175 acres in the Casa Grande area. That acreage is in the area of the Hunt Highway, expansion of which has been a "top priority" for the county.</p> <p>In Pima County, Arizona Corporation Commission and County Assessor filings show that Cardon's companies own at least eight parcels with over 1500 acres along various parts of Sandario Road – near Amway, Picture Rocks, Manville, Ajo and Valencia Roads. Clearly, Cardon stands to make a chunk of money if the Avra Valley highway goes forward.</p> <p>An early entry into the Secretary of State contest, three-term State Representative Steve Montenegro withdrew in favor of Cardon. Among Montenegro's supporters was Pima County District 4 Supervisor Ray Carroll.</p> <p>Carroll is a rare Republican who has won the support of environmentalists with his opposition to the Rosemont mine. Carroll also voted in favor of the Board's 2007 resolution opposing any I-10 bypass in Pima County.</p> <p>Carroll has withdrawn his opposition to Huckelberry's highway route, telling his colleagues in July, "There's no immediate call for a question on the route, so hopefully this can be worked out to expedite goods and commerce yet preserve the integrity of our fragile Sonoran Desert." Despite promise of a reply from Carroll's staff, the Supervisor did not respond to the question of whether Montenegro's support for Cardon also carried Carroll's support. It's still a small world.</p> <p>WHY NOT DOUBLE-DECK A BIT OF I-10 ??</p> <p>None of the Avra Valley Highway supporters seem to want to talk about the viable alternative of double-decking several miles of I-10. Huckelberry dismissed that suggestion by warning that it might fall down as happened in San Francisco during the 1989 earthquake. Elevated freeways are common throughout the world and, in fact, Huckelberry himself proposes an elevated highway at Sandario</p> |



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|                |                                         |          | <p>and Mile Wide Roads. This is to avoid the right-of-way bottleneck caused with the Tucson Wildlife Mitigation Corridor on one side and the Tohono O’odham Reservation on the other. The mitigation corridor, administered by the federal Bureau of Reclamation, which opposes an Avra Valley highway, was established to allow wildlife movement when the CAP canal was built.</p> <p>The double-decking proposal did not originate with opponents of an Avra Valley highway. It was first raised by Arizona’s Deputy Director of Transportation and State Engineer Jennifer Toth during the I-10 bypass discussions in 2008. Toth found that double-decking six miles of I-10, from Ruthrauff to I-19, would meet traffic needs for the next 30 years, and that it was “technically feasible (but) not cost-effective.”</p> <p>Toth’s cost concerns, however, were based on the per-mile costs of double-decking versus constructing a new highway. The total cost of double-decking six miles of I-10 would cost one-third that of Huckelberry’s 56-mile highway, saving taxpayers nearly \$2 billion. Those numbers were confirmed “right” by ADOT planner John McNamara at the I-11 Study Group’s public meeting in October. Other research suggests that less than six miles of double-decking could do the job. Double-decking a small piece of I-10 would meet Canamex Highway needs and save the Avra Valley, but it would not enrich real estate speculators. It’s a tangled web indeed, but the question needs to be asked: Is the drive for an Avra Valley highway motivated by the public interest, or by political cronyism and greed?</p> <p>###</p> <p>Sent to: County Administrator Chuck Huckelberry, Pima County Supervisors Ally Miller, Ramon Valadez, Sharon Bronson, Ray Carroll, Richard Elias; Tucson Mayor Jonathan Rothschild; State Senator Al Melvin, State Senate Candidate Jo Holt, State Representatives Steve Smith, Adam Kwasman; Secretary of State Candidate Wilford Cardon</p> |
| James Charters | SWAT / Transmission Corridor Work Group | 12/31/13 | <p><a href="#">Letter RE: SWAT Comments</a></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Gene Dalby     |                                         | 12/13/13 | <p>As a citizen of Yuma I see one more attempt to move major plans away from the Southwest. We are well connected to Mexico and much effort has gone into developing trade with Mexico. It seems to me that this is the area that needs the attention of the federal government. When you look at 30% unemployment, that is another reason to make a sizable move in favor of southwest Arizona. Transportation to and from San Diego along the Mexico boarder is critical to the development of</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |



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|                       |                                                                           |          | movement of large volumes of freight. The roadway between Las Vegas and Phoenix does almost nothing to develop trade with Mexico. I am sure YMPO can add meaningful comments regarding the plan for I11.                                                                                                                                     |
| Jose Verdugo          |                                                                           | 12/12/13 | I suggest that the new state highway 195 and the new port of entry at San Luis, AZ be part of the study as it pertains to the "Priority Corridor Segment", you would be including a major city in Arizona...Yuma.                                                                                                                            |
| Vashti "Tice" Supplee | Audubon Arizona                                                           | 12/11/13 | Please find attached the <a href="#">environmental scoping letter</a> from Audubon Arizona for the northern Arizona and Phoenix portion of the I-11 Corridor Phase Two. I can provide further information or detail on request. Thank you for the opportunity to provide the I-11 planning team with our information for your consideration. |
| John Shepard          | Sonoran Institute                                                         | 12/10/13 | <a href="#">Letter RE: Sonoran Institute comments</a>                                                                                                                                                                                                                                                                                        |
| Tim Herrick           | Nevada Department of Wildlife                                             | 12/10/13 | <a href="#">The response to your inquiry regarding the I-11 Corridor data request is attached</a> with this email. Thank you for requesting information from the Nevada Department of Wildlife.                                                                                                                                              |
| Adrienne Reed         | Bureau of Reclamation, Lower Colorado Region, Resources Management Office | 12/10/13 | Please see the attached <a href="#">subject letter</a> and related <a href="#">enclosure</a> sent on behalf of Valerie Simon, Chief, Resources Management Office.                                                                                                                                                                            |
| Haylie Hewitt         | Sonoran Audobon Society                                                   | 12/9/13  | <a href="#">Letter RE: Environmental Scoping Comments; Phase 2; I-11 Corridor Study</a>                                                                                                                                                                                                                                                      |
| Joyce Francis         | Arizona Game and Fish Department                                          | 12/9/13  | <a href="#">Attached please find the Arizona Game and Fish Department's phase 2 analysis for the Interstate 11 Intermountain West multimodal Corridor.</a> We appreciate the opportunity to work with ADOT on this important planning project.                                                                                               |
| Tom Mackin            | Arizona Wildlife Federation                                               | 12/9/13  | <a href="#">Attached you will find some brief comments from the AWF.</a> Please continue to keep us informed regarding this proposal as we welcome the opportunity to provide input and recommendations as they impact wildlife and habitat.                                                                                                 |
| Marcos Robles         | The Nature Conservancy, Tucson                                            | 12/6/13  | Thank you for the opportunity to comment on the I11 corridor alternatives as part of PEL level 2. <a href="#">Attached is our comment letter along with supporting materials.</a>                                                                                                                                                            |



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|                  | Conservation Center                               |         | <p>A couple of notes regarding our comments.</p> <ol style="list-style-type: none"> <li>1. We provide a comprehensive summary of our impacts analysis and options to offset impacts in these materials. Additionally, we have more detailed quantitative information regarding direct and indirect impacts of each segment that require interpretation for appropriate use. It was beyond the scope of the capacity and staff we had on this project to adequately document the metadata and use of this information, but we would be happy to sit down with ADOT at any time in the near future to describe and share the information if that would be helpful.</li> <li>2. Given the short timeline, we used the GIS files on I11 level 2 segments that we received on October 15<sup>th</sup>, not the version that was sent out after the environmental and land management agency meeting on November 22<sup>nd</sup>. By November 22<sup>nd</sup>, we had already completed all of our initial analyses and did not have time to run them with the new data set. However, we looked at the new dataset qualitatively and saw that the minor changes would not change our impact results or offset recommendations in any substantive way.</li> </ol> <p>Let us know if you have any questions. We look forward to working with you on this as the project continues.</p> |
| Diane Arnst      | Arizona Department of Environmental Quality       | 12/6/13 | <p><a href="#">Comments on I-11 Corridor Environmental Screening Ratings</a></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Leigh E. Johnson | Maricopa County Parks & Recreation                | 12/6/13 | <p><a href="#">Please see attached letter for comments.</a> We will provide our comments as we work through this process with MCDOT, ADOT, and MAG.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Tiffany Sprague  | Sierra Club - Grand Canyon Chapter                | 12/6/13 | <p><a href="#">Attached [are Sierra Club - Grand Canyon Chapter] comments regarding sensitive areas through the priority section in Arizona.</a></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Catrina Williams | Bureau of Land Management, Las Vegas Field Office | 12/5/13 | <p><a href="#">Letter from BLM Southern NV District office.</a></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |



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| Dorothy Dickey        | Bureau of Land Management, Las Vegas Field Office | 12/5/13            | The Bureau of Land Management, Las Vegas Field Office is submitting a response comment. <a href="#">Please see the letter...[with]attachments.</a> Thank you so much for allowing us to be part of your planning sessions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Jennifer Birk<br>Josh |                                                   | 12/4/13<br>12/4/13 | <p>I vote for G,I, and LL</p> <p>I'm surprised by all the negative feedback received on this site. As a person who travels from Phoenix to Las Vegas on a monthly basis, I am very supportive of this project. The 30-mile (two-lane) stretch of highway 93 north of Wickenburg is extremely dangerous and in dire need of widening, if for nothing more than the safety of commuters. The same can be said for travel on I-10 between Tucson and Phoenix, as this is a very congested stretch of Interstate at which people still insist on driving at break-neck speeds. If the proposed extension from Casa Grande, SW of Tucson down to I-19 were to be developed, that alternative route would do wonders in relieving I-10 congestion, as well as helping relieve the traffic in the greater Tucson area.</p> <p>Furthermore, with the Boulder City Bypass already in the works, it makes perfect sense for I-11 to tap into that, but then stay east of Las Vegas (I like the Sunrise Mountain proposals), as I foresee Lake Las Vegas growing (as long as we can find a way to preserve Lake Mead water levels). Plus, the 215 Loop along the west side already seems like an adequate artery for Summerlin and company.</p> <p>Lastly, I know that there have been many bids and proposals concerning the extension north of Las Vegas. It seems the most reasonable route would be to follow Highway 95, given its connection to Reno/Lake Tahoe/Carson City. Plus this would allow it to connect to I-80 at its southernmost point. This would also give residents of Las Vegas and Phoenix an alternative route to Portland/Seattle (as well as Sacramento and the Bay Area) while avoiding the I-5 congestion.</p> <p>While I am sensitive to folks' localized concerns regarding air pollution in regions and valleys, a solid counter-argument can be made that by creating an alternative thoroughfare, it relieves congestion and increased particulates caused when cars are idling at less-than-efficient speeds. Plus -- let's face it -- travel by fossil fuel is not going away any time soon, and airfare costs are on the rise. This is the exact kind of infrastructure both local and federal governments have been touting. Let's take advantage of the fact that it's being developed for our direct collective benefit.</p> |
| Ken Taylor            | Upper Santa Cruz Providers & Users Group          | 11/29/13           | Our interest is in sustainable water for the Santa Cruz Valley in south Pima County. We want to follow the project to identify potential impacts to our water supply.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |





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| Jack Katschke | Lincoln County-Coyote Springs Consolidated General Improvement District | 11/27/13 | <a href="#">Letter from Lincoln County-Coyote Springs Consolidated General Improvement District regarding Northern Nevada eastern alternatives</a>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Jack Wilt     |                                                                         | 11/25/13 | Please choose the route thru Maricopa, Az for the new Interstate 11. This route makes the most sense.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Dianne Barker |                                                                         | 11/19/13 | Never loose sight that I-11 corridor is a "multi-modal" entity. It need serve the public in the utmost possible benefits of safe, efficient transportation for fostering health!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Roger Davis   |                                                                         | 11/16/13 | <p>I would like to voice my support for the proposed alternative route using Alamo Rd and connecting with I-40 in Yucca. I am a property owner of a 40 acre parcel just north of Chicken Springs Rd and just east of Alamo Rd. I use this route when going to Phoenix and it makes the most sense. Itt probably reduces the distance by 30 miles and will better help utilize the land along I40 that has been defined as the Industrial corridor.</p> <p>My one suggestion would be to shorten even more by trying to be as direct as possible in connecting to Alamo Rd. Maybe further south near Signal Rd avoiding the Hualapai Mountain range altogether and keeping it as direct as possible. Not sure what issues prevent that but that would be my one suggestion.</p> <p>Overall, this alternative makes the most sense. It reduces travel time and it connects with the east-west I40 route in a perfect area where Mohave County would like to develop as industrial. The other option is mainly desired by Kingman because they depend on the sales taxes it would provide which they would still get to some degree, just more from the Beale St area as opposed to Route 66 and Stockton Hill Rd. but it would help reduce their traffic problems on Stockton Hill.</p> <p>I see the Alamo option as having a mucher impact for our area right where the County wants it to take place as well as providing a greater incentive for the development of the Pravada community in Golden Valley. Thank you for allowing me to voice my opinion.</p> |
| Mike Boyles   | Lake Mead National Recreation Area                                      | 11/12/13 | <a href="#">Letter from National Park Service submitted to NDOT regarding the I-11 project.</a>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |



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| Vern Deveraux   | Las Cal Corproation Taco Bell | 11/12/13 | I am very interested in keeping up with this study, I see great potential in growing our business along the I-11 route in Nevada. I would also like to get information on getting on your board.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| David Miles     |                               | 11/12/13 | Please include my email address to your distribution list for all elements of the I-11 highway project (aka. Canmex corridor) which are proposed to extend any points north of Las Vegas, NV. From the preliminary info and studies shown this project seems to have many special interest carts ahead of the proverbial planning phase. How can agencies plan for southern routes if we do not know the best routes north?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Robert Kerry    |                               | 11/10/13 | If this thing goes south down Hwy 286 to the border you will have destroyed on of the "hidden" treasures of Arizona. A lonely, beautiful, vast desert valley which used to be the rule Arizona but is a rarity these days. Having worked in DC at the Department of Justice in the Land and Natural Resources Section I know how little agency personnel think about these values so I am skeptical this comment will do any good but I cannot in good conscious say nothing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Marilynn Lowder | Tubac Chamber of Commerce     | 11/9/13  | I think this is a great idea and am looking forward to any and all information regarding the progress of this project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Ron Miller      |                               | 11/7/13  | <p>I realize I am commenting fairly late in this process but I believe getting political, economic, and local interests involved and discussing the larger idea of buidling upon the I-11 corridor could bring major rewards to Az., Nv., and the Intermountain West.</p> <p>As a long time resident of SOCAL and new resident of Wickenburg, I believe the only way for the IW to support future growth is to step up and become semi-independent of the transportation system centered around California. Just as Gov. Brewer has done by reaching out to contacts in India and elsewhere, community and transporatation planners in Az and Nv. need to 'think outside the box'. We should not be building the I-11 only because DC has identified it for funding - we should be intgerating it into a wider plan for the 21st Century. If we don't plan for the Intermountain West to be a rival to the West Coast and to Texas, it will be crushed under the influence from both sides. Las Vegas is an international city, not a weekend playground for LA. Phoenix needs to be able to grow into the commercial hub for the southern IW, not remain an often overlooked commercial alternative with underdeveloped infrastructure.</p> |
| Ron Miller      |                               | 11/7/13  | I would like to thank your team for all the hard work done to date but also present you with a larger challenge. The I-11 corridor project should be expanded to include an international inter-modal freight hub centered around a new airport west of Phoenix, north of the I-10, and southwest of Wickenburg. This facility would become a mecca for distribution as an alternative to the expensive congestion of Los Angeles. Adding rail access would tie the air and road (I-11) access together.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |



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|                  |                                    |           | <p>Future expansion could include passenger rail between PHX and Vegas, or expansion of the new airport to add passenger service, which would add major relief to the outmoded airports in both cities. A new facility could also allow planners to build in enhanced safety and security features into the new facility. I understand the high political hurdles to this concept but when realized it would put Az. in a superior position and provide needed capacity to handle the growth expected in the region in the future.</p>                                                                                                                                                                                                                                                                                                                                                            |
| John Neville     |                                    | 11/7/13   | <p>The primary consideration that has been ignored in this process is the impact of resource depletion, cheap liquid fossil fuels, on the entire project and its value to our economy over the long term. Under sustainability, there are no considerations for how transportation options will be fueled and no considerations of the impacts on climate change if we attempt to expand the usual truck-based shipping methods.</p> <p>The analysis seems to be based on a “business as usual” approach which ignores the realities of life on this planet and, typically, externalizes the true costs and potential risks of this sort of development.</p> <p>Please let me know when you begin including climate change and resource depletion realities into the value analysis of this project. When you do, then perhaps the analysis will be of some real value to long-term planning.</p> |
| Richard P. Bonar |                                    | 11/5/2013 | <p><a href="#">Comment Letter</a></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| China            |                                    | 11/3/13   | <p>This is unbelievable! If this project is approved, it will used to help them complete their North American Union structure. This means our sovereignty and our borders will be in jeopardy! To track and trace their masses(servants), building on the massive displacement of humanity, caused by globalism, the New World Order is rapidly building the control grid. Their goal is to re-wild the rural areas, ripping out the roads and have people move to the cities. They will cordon off roads and some towns will be deserted. We have been N.A.U, since 2006!, betcha didn't know that. Have you got your N.A.U. drivers license with the RFID chip in it? They are paving the way for the New World Order! Beware! Have you heard the phase "All roads lead to Rome?" Wake up people!, they have the FEMA camps ready for us!</p>                                                   |
| Sandy Bahr       | Sierra Club – Grand Canyon Chapter | 11/2/13   | <p><a href="#">Letter Re: Comments on the Level 1 screening and draft alternative corridors for Interstate 11</a></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Tom Carty        |                                    | 11/1/13   | <p>Here is some feedback from me about the proposed I-11 Interstate Freeway. I am all for the proposed Interstate and as you will see on my feedback/attachment I believe I have a few really</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |



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|              |              |         | <p>great idea's on financing the project and getting Lake Havasu City and Parker more exposure and \$\$\$ from visitors/travelers using the new proposed Interstate freeway. Go after the most profitable companies on the planet for naming rights and nearby off ramp for land leases or purchases!!! Good luck and keep me posted with the latest updates/info on any I-11. I believe the proposed I-11 Interstate freeway is a great idea and has great economic potential! Some ways to finance it could be having the states ex. Arizona, Nevada sell naming rights to certain sections/area's of the freeway such as U.S. Airways/American Airline Arizona I-11 Corridor or Google/Microsoft AZ I-11 Interstate or Caesars Nevada I-11 Interstate freeway—you get the idea. Also the states could develop certain offramps to provide gas &amp; food but have the state AZ-Nev own the land and lease it to the big oil/gas companies &amp; fast food franchise such as McDonald's, Burger King KFC 7-11, [Circle] K. Or you could develop the land and just outright sell it to those companies. Also be sure to connect Lake Havasu City/Parker to the I-11 so travelers on I-11 can easily visit &amp; supports \$\$\$ those river/Lake cities.</p>                                                                                                                                                                 |
| Judith Malen |              | 11/1/13 | <p>I believe the route being considered through Avra Valley is totally without merit and would cost more and destroy more than the alternative double decker route over I-10. I am sure you have received many reasons already but I want to add a few:</p> <p>*I don't believe anyone has considered the effect the Avra Valley route would have on Kitt Peak Observatory, it vital research facility. Houses being built on Sandario Road are considered in a "Low Light Area" to protect Kitt Peak research. If this route travels down this area it will create significant light and air pollution which will effect Kitt Peak.</p> <p>*This route crosses migratory routes that were created so save the unique fauna and flora in this area.</p> <p>*In addition to Kitt Peak being negatively effected, the following will also permanently effect the Desert Museum, Saguaro National Monument, the Tucson Mountain Park, Ironwood Park, and other tourist attractions. If these are destroyed, so will tourism.</p> <p>Last but not least, truckers will not go way out west just to go back east. It will add unnecessary time and miles to their trip which they avoid as much as possible. This is why the double decker route makes so much sense - in addition to costing less and creating less damage to our community. Please do not take the route through Avra Valley for I-11, do the double decker.</p> |



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| Jim Garza         | White Pine County  | 10/31/13 | <p>I have attached my public comment form and supporting docs per I-11 Corridor alternative discussions. Thanks for accepting our comments.</p> <ul style="list-style-type: none"> <li>• <a href="#">White Pine County Comments</a></li> <li>• <a href="#">Public Meeting Comment Form &amp; Supporting Docs</a></li> <li>• <a href="#">North Power Line ROW</a></li> <li>• <a href="#">South Power Line ROW</a></li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Susan M. White    |                    | 10/31/13 | <p>"Back to the Future" is a good working title for the I-11 Canamex road construction proposal. The proposal is in no way innovative, but rather, puts forward interstate construction ideas that come from the 1950's.</p> <p>What is needed for freight hauling is Big Rail, not more Big Roads and Big Trucks. Rail freight is by far the most cost effective, fuel efficient and least polluting bang for the buck.</p> <p>"Opening the Southwest" and the other pie-in-the-sky reasons for constructing a massive new interstate are simply not sustainable, given the new realities of the Southwest region, not the least of which are water shortages, climate change, overpopulation, air pollution, and more.</p> <p>As others have commented, upgrading existing routes, limiting I-11 construction to the Phoenix-Las Vegas corridor only;, double-decking the 6 mile stretch of I-10 through Tucson, adding another freight and/ or passenger rail line along the I-10 corridor from Tucson to Phoenix with no bypass through Avra Valley are all viable alternatives to a massive, intrusive Canamex highway.</p> |
| Mayor John Cook   | Town of Wickenburg | 10/30/13 | <p><a href="#">Town of Wickenburg Second Comment Letter Regarding Proposed I-11</a></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Peg Porter-Helbig |                    | 10/30/13 | <p>No I-11 through Avra Valley. There are too many treasures here. You would be endangering the Saguaro National Park. This is only one of a very few places on the planet where Saguaros grow and thrive.</p> <p>The Arizona-Sonorora Desert Museum<br/>         Tucson Mountain Park<br/>         Iron Wood National Forest<br/>         Wildlife Mitigation Areas</p> <p>Low light area for Kitt's Peak Observatory Native American sacred land The Picture Rocks in the National Park Only to name a few Please do not destroy this beautiful area</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |



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| Janie Schembri |              | 10/30/13 | <p>I attended the Public Information Meeting on October 10 in Tucson. I'm appalled that, once again, our beautiful desert is threatened by "progress". We fought the Central Arizona Project, transmission lines, and now this, a highway running through our backyards.</p> <p>I challenge you to spend a few days and nights out here. This is what you will witness:</p> <ul style="list-style-type: none"> <li>• The darkest of skies. Have you ever seen the Milky Way? It spills across my house and lights up the pathways—that's how bright it is! Constellations sprinkle the sky. When there are meteor showers, I don't have to drive to dark skies---I just go outside and look up!</li> <li>• An abundance of wildlife. Though I'm no fan of rattlesnakes, there are lots of cool critters that inhabit my neighborhood. Bobcats, mule deer, kit fox, owls, hawks, Gila monsters, coyotes, and javelina. There's enough road kill each morning on my drive to work. I can't imagine what semi-trucks will do to these animals.</li> <li>• The quietest environment. I know it's very rare, but some nights and days, I hear NO MAN-MADE SOUNDS! No planes, cars, people talking, engines running. Just sounds of nature.</li> </ul> <p>At the meeting, there was no mention of the highway proximity to our schools. I teach at Picture Rocks Intermediate School and I fear that, if there is an accident, our children would be exposed to toxic chemicals or whatever is transported in these trucks.</p> <p>We rely on groundwater or well water out here. Can you assure us that a highway or its run-off won't ruin this?</p> <p>Besides ruining our dark skies, the highway could well affect the Kitt Peak Observatory's telescopes dark skies, views from the Arizona-Sonora Desert Museum and Saguaro National Park West. I hope you will reconsider an alternative to a highway through our beautiful desert. The double decking of the existing I-10 makes more sense (we don't have earthquakes of any significance so what happened in CA won't happen here). A gentleman at the meeting suggested widening I-10 in high traffic areas with center lanes for trucks. That seems like an idea worth looking into.</p> |
| Steven Baker   |              | 10/30/13 | <p>I have a question regarding the proposed northern Nevada corridors evaluated. I am in agreement with the preliminary findings but I would like to know if there was any consideration of an additional corridor option that would be a partial combination of Corridor SS and Corridor DD. Specifically leaving US-95 by Hawthorne crossing Lucky Dog Pass via the existing gravel road to SR-338 and then following SR-338 to Wellington and then following SR-208 to US-395 and then continuing northward</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |



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|                           |              |          | towards Reno via Carson City. This routing avoids the environmental concerns with Mono Lake, Topaz Lake, Walker Lake and the Reservation lands by Shurz. I also avoids agricultural lands in the Mason valley.<br>I would appreciate at least a cursory review and evaluation of this route.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Darrell Pistone           |              | 10/30/13 | I will vote against any one who approves this highway, the study or implementation. This is an outrageous waste of taxpayer money and a pipe dream I refuse to back. Environmental concerns cannot realistically be met. Money making as usual is the ultimate concern.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Maria Minichiello-Pistone |              | 10/30/13 | I do not want a super highway in my backyard. There is absolutely no need to put it here, and there are other easier alternatives to having a viable highway put in, but not in my area. This highway would create too much of an environmental mess, and there is enough of that going on in Tucson as it is, we do not need it.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Bob Middag                |              | 10/29/13 | I attended I-11 MTG in Las Vegas. Very informative thank you. My thoughts:<br><br>A) Alternative QQ – best meets objective of I-11 overall project<br>B) EX Northern Beltway at 2 lanes each direction already conjested – planning failure<br>C) National Park Service/Environmentalist/Lawsuits will never allow a FRWY on park/BLM land on east side of Sunrise Mtn. NDOT is only wasting time/money on a location which realistically won't be built.<br>D) Clark County failed to construct eastern segment of Beltway along Nellis Blvd corridor—TH Reasoning not valid. If Caltrans could build I-105 across part of L.A. basin then so could Clark Co.<br>E) Sheep Mtn Pkwy will never be built through [Desert National Wildlife Refuge] & Nellis property.<br>F) Carson City/NDOT has no idea on how to design Frwys in So. Nev<br>G) Predications/realism—only Boulder Cit By-pass and I-515 widen will be built |
| Luchia Young              |              | 10/29/13 | Please, consider G, I, and LL.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| George Pass               |              | 10/29/13 | It seems using and expanding the already established I-19 and I-10 roadways makes the most sense in the Nogales to Phoenix leg and would have the least developmental impact on the area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Jan Anderson              |              | 10/28/13 | I am concerned about a possible route through the Avra Valley. Tourism is the 4th largest segment of our Tucson economy and Saguaro National Park is the second most visited site in Arizona after the Grand Canyon. Putting a freeway in front of Saguaro National Park West will diminish its view-scapes and the experience of being in a natural setting, In the long run it will encourage urban spawl. Urban planning experts tell us there is no such thing as a by-pass. If you build one, it will only encourage development. Additional truck traffic from Nogales obviously must be handled but not at                                                                                                                                                                                                                                                                                                           |



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|                |              |          | the expense of our local economy and the character of our community. Route the traffic on already existing transit corridors such as I10.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Hyatt Simpson  |              | 10/27/13 | <p>It is irresponsible to spend tax dollars on a study of a route that cannot be built without an Act of Congress (i.e., one that infringes on the buffer for Saguaro NP).</p> <p>I am against the building of a new interstate, period. I believe this kind of transport should be done by rail.</p> <p>Will you study in equal detail the establishment/use of a rail line to achieve the transport goods? That would seem to be a more responsible approach, in terms of environmental impacts and impacts on the use of fossil fuels. If not, inquiring minds would like to know WHY NOT!</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| John Louis     |              | 10/22/13 | It would seem that Alt G with segments 28 and 10 at the south end would be a viable candidate in Section 1.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Marco Velotta  |              | 10/22/13 | For the record, I think Alternative Z (overlying/co-signing I-11 on the existing I-515/US 95/US 93 designation) makes the most sense; the other alternatives listed seem to be costly propositions or would be problematic/opposed for/by Nellis AFB, SNWA, Lake Mead NRA, and "Old Henderson" residents. I believe other "Eastern Beltway" proposals that have been looked at over the years also came to the conclusion that such a facility would be in the billions of dollars. If Alternative Z is a matter of assigning a new number to an existing route, I doubt more people would use it other than what's currently projected on it. PBS&J's I-515 Corridor study from a while back noted a number of alternatives for improvements to handle additional capacity, including replacing the aging viaduct through Downtown LV to facilitate movement to Project NEON and 15 North. The link to Northern/Western Nevada also makes the most sense; as I drive that section to Reno at least 4-5 times a year, I know of several sections between Mercury and Fallon that are dicey for two-lanes only; striping for passing/sight distance is outdated in a few areas and do not reflect the reality of travel speed exceeding 70 mph. If ever built to full interstate standards, I'm sure the opportunities to develop in rural Nevada would increase as pressure to sell off additional BLM land along the corridor would rise. |
| Eugene Boronow |              | 10/22/13 | <p>I wrote yesterday, but I'd like to add more:</p> <p>This proposed highway will almost certainly have a negative impact on tourism in Tucson. Specifically, it will ruin recreational cycling for the area west of Tucson, including the Saguaro Park area.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |





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|             |              |          | <p>I am a competitive cyclist and before moving to Tucson, I used to come here for a few weeks every winter for training. Many cyclists do the same-- professional, amateur, and recreational riders alike. The climate, terrain, and open roads facilitate a fabulous on-bike experience for all.</p> <p>If the planners have their way, the Avra valley will develop like the Phoenix area, where nobody goes to ride. Everything that visitors love about that area will be destroyed forever.</p> <p>I recently learned that a large portion of Tucson's tourism comes from cycling. When new, large roads are built, people stop riding in the affected areas. And if I-11 gets approved, that portion of Tucson's tourism will certainly prefer to go somewhere else.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Brian Terry |              | 10/21/13 | <p>Ms R—See your name twice in “Interstate 11 routes begin to take form” (LVRT 180c). Why not let the Mexican drug cartels pick the route and pay for construction? After all, they’ll be the most efficient major users and beneficiaries. From 1%er Harry’s radiotoxic U232/U233/U235 dumpsite and ATM—O’s gift to his Nevadan voters. 4 MY ‘70</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Robert      |              | 10/21/13 | <p>Building an interstate through Avra Valley would destroy what people throughout the West value; unbroken vistas, clean air, dark skies, and the tranquility that people living in Avra Valley find to be important. It would also lead to further urban sprawl, again destroying what has made this area unique.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Mary Worman |              | 10/21/13 | <p>Thank you for a most informative meeting on October 10 regarding the CANAMEX highway proposals. The corridor is certainly a good idea economically. Probably you should consider tying it into the ALCAN highway to the north and running it on down to the Panama Canal. One downside I didn’t hear discussed is the unfortunate creation of an efficient corridor for drug smuggling, human trafficking and gun running. Hopefully some safeguards can be engineered.</p> <p>You should be aware that Pima County has evidently designated a route for the southern portion of the proposed I11 corridor, right through Avra Valley. I question the wisdom of this approach. All the sound bites recorded for the media focused on the economic benefit of this corridor to Tucson, not Avra Valley. Also, the Avra Valley route is being called a bypass which doesn’t make much economic sense for Tucson.</p> <p>I hope Pima County does not have the deciding vote on this issue and that ADOT considers the very negative impact of the Avra Valley route on such economic engines as the Desert Museum, Kitt Peak, agriculture, the Saguaro National Park West, Tucson Mountain Park, Ironwood National Forest, Picture Rocks as well as on CAP, wildlife corridors and archaeological sites. I hope I need not mention the negative impact of air, noise and light pollution on the tens of thousands of Avra Valley</p> |



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|                |                 |          | <p>residents.</p> <p>Tucson is already polluted, noisy and visually unappealing. One more ugly structure will make no difference there. Please align this corridor through Tucson using the economically viable stacking proposal already floated by ADOT planners. Please don't spoil Avra Valley.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Eugene Boronow |                 | 10/20/13 | <p>Please don't do this to us. New highways add a huge traffic volume to surrounding areas, and destroy the quality-of-life for everyone who lives nearby. If you build this highway, you will affect a permanent and detrimental change to us. This type of project might bring in new money. But when the job is done, we'll be stuck with the mess that a highway will create.</p> <p>Please don't do this to us.</p>                                                                                                                                                                                                                                                                                                                         |
| Susan Foster   |                 | 10/20/13 | <p>I have no interest in going to Las Vegas. But I have GREAT interest in preventing this highway going South from Phoenix to Mexico.</p> <p>Phoenix has no concept or desire to preserve desert land. Even though you are trying hard to get business from Mexico, I think you need to change Az laws, attitudes, and tear down the fence before they will want to come this way again.</p> <p>WE DO NOT NEED MORE ROADS.</p> <p>What ever happened to extending the rails so we have a train from Tucson to Phoenix? That was a good idea. Meanwhile, I haven't found a good reason to make the awful drive to Phoenix -for many years. But I would go for shopping or entertainment if I could read a book while being driven by a train.</p> |
| Raymond Stirn  |                 | 10/20/13 | <p>Hi I have been traveling 93 to pheonix for years and like the idea of I-11. I would like to note though that it would be quicker if u made I-11 go straight thru kingman diagnal to pheonix and avoided making it overlap i40. Instead Kingman could have 2 freeways like Vegas had for years with a spagetti bowl in the middle of town. I also like the Idea of it taking the 95 from i 15 to reno as the future of it past its first segmant. all you'd have to do is fix the 95/i15 spagetti bowl by widening the 95.</p>                                                                                                                                                                                                                 |
| Melissa Sotelo | Women's Cycling | 10/20/13 | <p>I would like to ask that you not continue with Interstate 11 as it directly affects the wild-lands of west Tucson as well as directly affecting the cycling community of Arizona. Many bicycle tourists</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |



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|                 | Association of Arizona |          | <p>come to Tucson and spend a lot of money here training during the winter months. It is quite common for professional cyclists as well as novice riders to pay for training camps from one week to up to the whole winter. Those training camps include cycling in Tucson and its surrounding areas including much of the preexisting road that Interstate 11 will occupy. By allowing Interstate to come through the route that is suggested many cyclists will turn their backs on training here in Southern Arizona and in turn we will lose the revenue that was already here. As I understand it El Tour de Tucson is one of the largest money making events on the Tucson calendar. I can't stress enough how this will negatively affect the cyclists that live locally in Tucson as well as the cycling tourists we get annually. Please do not continue with Interstate 11, it is not in our best interest.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Barbara Diamond |                        | 10/19/13 | <p>Introduction</p> <p>My comments address the Feasibility Assessment of the Southern Arizona Connectivity Segment (SACC) of the I-11 Transportation Corridor. I am a member of the Barrio Sapo community. I live on West Fort Lowell Road north of Mile Wide Road, west off Sandario Road, and adjacent to Central Arizona Project property. I write in opposition to the suggestion that I-11 be routed west of the Tucson Mountains through the Avra Valley. I believe that this route is contrary to the interests of tourism, environmental preservation, and the continued growth of the local area as a center for retirement living and astronomy. Moreover, I strongly believe that greater use of rail transportation, at least as an alternative to this segment, and possibly as an alternative to other portions of the corridor, would be a much wiser method in every respect for transporting freight and tourists, and for maximizing the availability of existing highways</p> <p>Other commenters have knowledgeably addressed the wildlife corridors, so I will simply point out that issue and direct readers to those comments. My comments concern noise pollution, air pollution, light pollution, and the unique beauty of the saguaro forest inside and outside Saguaro National Park West. I foresee adverse affects in all of these areas.</p> <p>Noise Pollution</p> <p>Although the exact distance from Saguaro National Park of a possible Avra Valley I-11 SACC is still undecided, it is incredibly close, and, thus, likely to be extremely loud. It looks as though it could be as close as one mile at the near side, and around two or three miles away at the center of the park. It is unthinkable that this project should destroy the peace and quiet of this precious land It has been set aside for the public's enjoyment since 1933 when Herbert Hoover designated it the first</p> |



| Name | Organization | Date | Correspondence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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|      |              |      | <p>national monument designed to protect a species of plant. The park was enlarged and designated a national park in 1994.</p> <p>The sounds of the wind and the birds would be irreparably disturbed by the noise of the highway. At 500 feet (one-tenth of a mile), truck traffic measures 90 decibels (90dB). Ninety dB is the level at which hearing loss can result from sustained exposure. Based on the principle that traffic radiates noise in a cylindrical pattern, and will drop by 6 dB for each doubling of distance, the sound of the highway would be down to 72 dB at eight tenths of a mile - comparable to a vacuum cleaner. On the same principle, at 3.2 miles, the sound of the highway would be down to 60 dB - comparable to background conversation in a restaurant. Compare this to the average 30 dB level of a quiet rural area, which is one-sixteenth as loud as 70 dB.</p> <p><a href="http://www.chem.purdue.edu/chemsafety/training/ppetrain/dblevels.htm">http://www.chem.purdue.edu/chemsafety/training/ppetrain/dblevels.htm</a>;<br/> <a href="http://www.arpeggioacoustics.com/resources/faqs/what-effect-does-distance-have-on-the-propagation-of-sound/">http://www.arpeggioacoustics.com/resources/faqs/what-effect-does-distance-have-on-the-propagation-of-sound/</a>)</p> <p>Air Pollution</p> <p>The heavy diesel trucks likely to transport goods along the I-11 extension are serious air polluters. The legal limit on trucks weighing more than 8,500 pounds is as much as that allowed for as many as several dozen modern cars, but many pollute up to as much as 150 cars. Air pollution will contribute to poor health, harm the beauty and appeal of the area, and cause global warming at a time when we as a society should be judging every single project against global warming.</p> <p><a href="http://www.cleanairtrus.org/trucks.dirtytruth.html">www.cleanairtrus.org/trucks.dirtytruth.html</a>)</p> <p>As to health, studies reveal several risks. The primary component of this air pollution will be diesel exhaust. According to the American Cancer Society, the exhaust from diesel (made from crude oil) consists of (1) gases, primarily carbon dioxide, carbon monoxide, nitric oxide, nitrogen oxide, sulfur oxides, and hydrocarbons such as polycyclic aromatic hydrocarbons (PAH), and (2) soot particulate including carbon, organic materials such as PAH's, and metallic compound traces. These ingredients have led many national and international agencies to find diesel exhaust a likely carcinogen, particularly with respect to lung cancer. The American Cancer Society also states, "Diesel exhaust is believed to play a role in other health problems, such as eye irritation, headache, asthma and other lung diseases, heart disease, and possibly immune systems problems."</p> |



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|      |              |      | <p>(<a href="http://www.cancer.org/cancer/cancercauses/othercarcinogens/pollution/diesel-exhaust">http://www.cancer.org/cancer/cancercauses/othercarcinogens/pollution/diesel-exhaust</a>)</p> <p>As to beauty and tourist appeal, more diesel transportation in the area will create smog. We have blessedly free of smog up until now. This is one of the attractions of the area. The particles in diesel exhaust are a component of smog. In fact, according to a 2012 study at the University of California at Berkeley, diesel exhaust is responsible for 15 times more of the “secondary organic aerosol,” which is a major component of smog, than is regular gas exhaust per liter burned.</p> <p>(<a href="http://eponline.com/articles/2012/10/23/diesel-exhaust-creates-more-smog-than-gasoline.aspx">http://eponline.com/articles/2012/10/23/diesel-exhaust-creates-more-smog-than-gasoline.aspx</a>)</p> <p>We do not need smog in the area west of the Tucson Mountains: it will harm the health of bicycle riders, hikers, and citizens. Smog will decrease the attractiveness to the area for senior citizens, many of whom come to Arizona and particularly to this area because of its relative safety for those with respiratory and heart diseases.</p> <p>Regarding global warming, the basic fact is that unless we reduce our emission of greenhouse gases immediately, the ultimate future of human and much animal life on the planet is in doubt. How can we possibly be considering a highway and truck solution to the Canada-Mexico freight issue in this situation? Despite encouragement from Congress in the Intermodal Transportation Act and the obvious greenhouse gas implications, those studying this issue appear to be considering less polluting alternatives superficially if at all. These alternatives include both by ship, and, for purposes of our area, by rail. Figuring out a way to transport not only the freight but also the passengers to be served by the proposed highway by rail has the capacity to cut greenhouse gases by 75 percent.</p> <p>(<a href="https://www.aar.org/keyissues/Documents/Background-Papers/Environ%20Benefits%20of%20Moving%20Freight%20by%20Rail%20April%202013.pdf">https://www.aar.org/keyissues/Documents/Background-Papers/Environ%20Benefits%20of%20Moving%20Freight%20by%20Rail%20April%202013.pdf</a>) The Port of Tucson - our rail hub - is in line to receive a major upgrade with federal funds. The study group should abandon the SACC and possibly the entire I-11 extension notion in favor of rail transportation along the existing rail corridor.</p> <p>c. Light Pollution</p> <p>The potential I-11 route through Avra Valley would seriously impact the progress of astronomical science pursued at Kitt Peak National Observatory overlooking the area west of the Tucson Mountains. According to the observatory’s web site, at Kitt Peak, “The world’s largest collection of optical telescopes is located high above the Sonoran Desert under some of the finest night skies in the world. Kitt Peak, on the Tohono O’odham Reservation, is home to twenty-four optical and two radio telescopes representing eight astronomical research institutions.”</p> |



| Name | Organization | Date | Correspondence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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|      |              |      | <p>(<a href="http://www.noao.edu/outreach/kpoutreach.html">http://www.noao.edu/outreach/kpoutreach.html</a>) Not only is the observatory doing nationally important research; it also received a 2013 award as a tourist Center of Excellence by TripAdvisor.com.</p> <p>A key reason the night skies are so good at Kitt Peak is the absence of light pollution. The addition of a highway roughly 10 miles from the observatory will detract from these dark skies. Even the fully or partially shielded fixtures used by the Arizona Department of Transportation reduce rather than eliminate light. Arizona DOT naturally needs to make highway safety, including volume of traffic, a primary consideration in the plan for lighting the road. So there will be lights. (<a href="http://www.darksky.org/assets/documents/State%20DOT%20Top%205.pdf">http://www.darksky.org/assets/documents/State%20DOT%20Top%205.pdf</a>) Moreover, the headlights themselves of truck and automobile traffic will also lighten the sky.</p> <p>In addition, headlights and highway lights have also recently been found to effect the ecosystems in which they occur. “[R]esearchers are increasingly focusing on the impacts of so-called ecological light pollution, warning that disrupting these natural patterns of light and dark, and thus the structures and functions of ecosystems, is having profound impacts.” The unique and fragile ecosystems of the desert through which the Avra Valley I-11 SACC would run could well be harmed by the extinction of the relatively deep darkness that currently prevails in the area. (<a href="http://e360.yale.edu/feature/bringing_back_the_night_a_fight_against_light_pollution/2681/">http://e360.yale.edu/feature/bringing_back_the_night_a_fight_against_light_pollution/2681/</a>)</p> <p>d. Uniqueness of Saguaro Forest</p> <p>As noted above, the potential I-11 extension through the Avra Valley comes very close to the Saguaro National Forest, the Tucson Mountain Park, and the Arizona - Sonora Desert Museum. These areas and the land surrounding them are principal locations of dense saguaro forest. The saguaro plant is the state flower of Arizona, and is protected by Arizona state law. The saguaro is finally recovering from its decimation by grazing in the late 19th and early 20th centuries. The saguaro forest also boasts spectacular wildflower blooms in the spring. In the entire world, the range of the saguaro plant is limited to a only portion - at most two thirds - of the 120,000 square mile Sonoran Desert. The three conservation areas noted above offer among the main points of access to the saguaro forest. A visitor to the parks or the desert museum hears many languages from all over the world being spoke by tourists from all over the world. Such visitors served by docents and other volunteers from among the active elderly population who have retired to this area, creating a productive human ecosystem around the saguaro. It is truly amazing - actually</p> |



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| Name                 | Organization | Date     | Correspondence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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|                      |              |          | <p>unthinkable - that serious consideration is being given to putting a major trucking highway right in the midst of the unique bio-system where this remarkable plant is able to thrive.</p> <p>Conclusion</p> <p>In conclusion, the proposed I-11 SACC through the Avra Valley would have adverse affects on health, tourism, population growth, the return and protection of animals and plants especially the saguaro, light pollution, attractiveness to tourists, and global warming. I strongly recommend that an alternative be selected. For example, rail transportation should be expanded or a second level should be built above the existing I-10 to serve the transportation needs for the increase in freight traffic to and from Mexico. To wreck this unique environment would be truly terrible public policy.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| David A. Lutz        |              | 10/18/13 | <p>I am opposed to the I-11 through Avra Valley because it will cause more sprawl as well as be costly to the tax payer. I propose an alternate plan. Run I-11 down the US 93 from Las Vegas to Phoenix. When it gets to Phoenix it can either be a bypass around Phoenix or double decker it over I-10 through Phoenix. Once through Phoenix it would be combined with I-10 in a 12 lane group Interstate to Tucson. The 6 inner lanes would be express lanes and the 6 outside lanes would be local lanes 3 lanes on each side. When it gets to Tucson it would follow I-10 and I-19 through Tucson. The express lanes would be double deckered over the local lanes. Once it gets through Tucson the double decking would end and the express lanes would come down to grade level and the local lanes would spread out on either side to have 12 lanes at ground level with 3 local lanes on either side and 6 express lanes in the center down I-19 rout to Mexico.</p> <p>The advantage is that this would be less expensive to puting in a bypass rout. Also the rout would go from Las Vegas through Phoenix and Tucson and Nogales and into Mexico. This would be the most direct rout to link up the centers of economic activity in Mexico and the U.S. The portion going through Phoenix can either be an I-11 by pass or double decker it over the existing I-10 rout through Phoenix depending what residents of the Phoenix Area want. The Tucson portion would be double deckered through Tucson because the Avra Valley bypass is so unpopular.</p> |
| Jack and Jill Sample |              | 10/18/13 | <p>Economically, it makes the most sense to "STACK" the I-11 highway. The monsoon flooding on the west side of town would make a highway there unwise. Also, on the west side are two of our natural beauties of Tucson, Saguaro National Monument &amp; AZ Sonora Desert Museum. They are dedicated to nature, and a major trucking highway would be anti-environment. Those of us who have moved to this rural area, have moved out of the city for a reason. Although the reasons vary: (peace &amp; quiet, <u>clean</u> air, communing with nature &amp; interacting with wildlife), we chose not to be in town, nor</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |



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|                    |              |            | have “town” come to us. I myself have a multiple chemical sensitivity disability. My health deteriorates when exposed to care and diesel exhaust fumes. Moving from this area would be very difficult for us (as we are senior citizens). Tucson would benefit more by “stacking” highways. Keep the money for business opportunities in the city, utilizing the current transportation corridor.                                                                                                                                                                                                                                                                                                                     |
| Roland Winters Jr. |              | 10/18/13   | We attended the Avondale meeting and found it very informative and I liked alternative “G” because it keeps the Interstate away from congested areas, but cuts off the south western corner that alternatives H & MM travel in. (saves time)                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Clark Atkinson     |              | 10/18/13   | After attending a public meeting 10/10/13 in Tucson, I am convinced I-11 is not a good idea. The main justification for this new corridor seemed to be a hope that Las Vegas and Phoenix (and perhaps Tucson) will become industrial centers. It seems an ill-founded hope. I am also very concerned about environmental impact. Comments from seemingly well-informed audience members made me suspect obfuscation is occurring in Pima Co.                                                                                                                                                                                                                                                                          |
| Joan Fontanilla    |              | 10/18/13   | I am shocked and dismayed to learn of any possible highway cutting through Avra Valley. Change is inevitable, but not at such a cost to nature, human displacement and permanent wildlife damage. I suggest that more attention be paid to the double deck added to the already existing highway. I believe that architects/artists can find a way to make that portion of the highway uniquely attractive, perhaps even a tourist attraction! Many bridges in Tucson and in the county are really lovely to look at.<br>No one has dared to mention this idea, but such construction/destruction in Avra Valley smacks of cronyism, deceit, and underhanded politics. Who stands to profit REALLY from this project? |
| Sue Perlin         |              | 10/18/13   | I would like to support the new i11 highway. Having grown up in the midwest, coming to Las Vegas makes it seem like we are living on an island - it takes a long time to get to major cities, north and south including our own northern cities. I often travel both to Reno and Phoenix. The roads are dangerous and the trips time consuming. I would love to see more efficient links to our neighboring cities. It is much more important than special interest groups wanting raises.                                                                                                                                                                                                                            |
| Matthew Thompson   |              | 10/18/13   | This is a fantastic concept. I hope to see it completed sooner than later!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| David Smith        |              | 10/17/2013 | Modify the route starting (ref. US 93) just south of Willow Beach, then have new route go west to intersect with US 95 south of the existing interchange of 93 and 95 (near railroad pass). This would also bypass Boulder City and a new bridge with the appropriate number of lanes for an Interstate Hwy. Don’t restrict an Interstate Hwy. to 2 lanes each way (bridge at Hoover Dam).                                                                                                                                                                                                                                                                                                                            |
| Kevin Phillips     |              | 10/17/2013 | Lincoln Co., White Pine Co., and Elko County support the Hgy 93 N-S Corridor. It should not be eliminated from consideration for I-11. Therefore in Priority Section 3, Las Vegas Metropolitan Area,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |





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| Name            | Organization | Date       | Correspondence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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|                 |              |            | <p>Alternatives BB, QQ should be further studied. What is needed is to keep this large increase in traffic out of the metropolitan Las Vegas area, and connect to US 93/I-11. Alternatives BB &amp; QQ accomplish this.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Louis Loupias   |              | 10/17/2013 | <p>I would like to see on this project that the successful bidder must participate in a federal or state apprenticeship program, instead of training hours the contractor must use percentage of apprentices in each craft classification. Example 20% of workforce for operators must be at least women &amp; minorities in each job classification.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Roger Patton    |              | 10/17/2013 | <p>I support Alternatives Y and QQ as alternatives with: the least environmental impacts, avoidance of Downtown; use of the Beltway where the costs to reduce congestion by widening would be the least. From south to north, US-93 to I-215 (cc-215) to US-95 makes the most sense.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Nick Christenen |              | 10/17/13   | <p>I'm a fan of Alternative FF, as it's the way I normally drive between Las Vegas and Reno anyway. I'm hopeful that further analysis will look at alternatives that shave miles, particularly by routing directly between Coaldale Jct. and Goldfield, bypassing Tonopah. North of Reno, I would prefer a corridor that heads north/northwest, towards Lakeview or Klamath Falls. Anything further east of Lakeview (particularly a routing north from Winnemucca) would not be useful to me as a driver and would limit freight access to Oregon cities.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Edward Neidert  |              | 10/17/2013 | <p>Speaking from my experience as a long haul truck driver, I have some comments on the proposed I-11 corridors. Corridor DD is by far the worst option, and should be removed from consideration. The problem with this corridor is that this section of 395 goes well above 8000 feet, making it treacherous in winter, and a long hard climb for a truck anytime of year. I always turn right at Bishop California in order to avoid the 395 corridor, especially in winter, and so does every trucker I know. Reno is 40 miles farther via 95 but it is very much the better route.</p> <p>Another problem with DD is that the proposed corridor continues following US 395 north of Interstate 80. There really is nothing for a truck until you get to Interstate 5 at Weed, California, some 100 miles farther up the road.</p> <p>Corridor FF is much preferable. Not only does it avoid the hard climb and the unnecessary ice and snow at eight thousand plus feet, but the proposed corridor FF continues into Idaho north of Interstate 80. There is a lot of cargo traveling between Idaho and Southern Nevada and I have hauled a share of that.</p> <p>Corridor SS is unnecessary because Corridor DD should be abandoned.</p> |



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| Name             | Organization   | Date       | Correspondence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Andrea Packo     |                | 10/16/2013 | This is a terrific idea to keep NV up to speed with future needs. My only comment would be that we need to being traffic into Las Vegas from the SW and thru to the NW.Our highways are filled to capacity and further clogging of these important thru ways needs to be closely monitored.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Steven Cardon    |                | 10/15/2013 | las vegas and Arizona to work as one to bring businesses networking corporations world wide to are two states if we can bring satellite facilities to Mohave county from all over the world and silicon valley to Kingman it wood be a win-win for Arizona and Nevada could be developed along highway 93 las vegas to kingman and the large company's can tie in to hoover-dam for power if Mohave county has win farms that is good for large company's.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| John Ruger       |                | 10/15/2013 | I would like to see the existing corridor maintained and improved, rather than making a new one out of Chicken Springs and Alamo Rd.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Adam R. Mayberry | City of Sparks | 10/14/2013 | <a href="#">City Council resolution in support of I-11 specific to a route coming through the Truckee Meadows from Southern Nevada</a>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Sondra Cosgrove  |                | 10/14/2013 | The 21st Century is going to be the post-nation state century in the sense that borders will no longer hold significance for shopping, travel, or interpersonal interaction. Cities with the best broadband and the best transportation infrastructure will thrive, while isolated localities will wither away and die. If Las Vegas wants to continue to exist and not be added to Nevada's list of boom and bust towns, this new highway is an absolute must.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Francyne Hamholm |                | 10/14/2013 | Our daughter and family lives in Florence,AZ area,which is between Phenoix & Tucson and traveling on Hwy 79 is terrible. AZ has done a great job between Wikeup & Wickenburg,those round-about don't stop people from going into town to have a meal or lodging.Hwy 93 from Wikeup to I-40 needs more help. Overall, I think AZ has don't a good job with most of their roads. Nevada needs to get their act together and think about the benefit of this Intermountain Interstate,the amount of people that will use it to get further north out of the heat during the summer months(maybe buying homes in north NV or UT)The interstate commerce,jobs,new business,new gas stations,just to name a few. Lets hope our two States can get their heads together and work something out for the benefit of all of us out here in the .....West. Lets not be like our government and show everyone else how proud our two States are at working together. |
| Michael W. Brown |                | 10/14/2013 | I believe that the proposed I-11 corridor from Phoenix to Las Vegas - and to other points afterward - is vitally necessary for the economic engine of the West to continue. The 'routine' east-west traffic on both northern and southern Interstates has been interrupted by heavy traffic-stopping snows to the north and multiple damaging floods to portions of the south. Absent completion of this addition to the national Interstate system between these two vital state city hubs is imperative, and should                                                                                                                                                                                                                                                                                                                                                                                                                                    |



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| Name                             | Organization | Date       | Correspondence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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|                                  |              |            | be approved - and completed - as soon as fiscally possible. Both states have a great deal to gain - and nothing to lose in this joint venture.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Stan Grabinski                   |              | 10/14/2013 | <p>I have driven on US 93 several times from Las Vegas to Phoenix. I have almost been hit head on by drivers who pass and misjudge their distance to on coming traffic on the 2 lane sections. I've seen several bad crashes because of this.</p> <p>Beside this, an interstate freeway linking Phoenix and Las Vegas would be an economic boost to both communities as this would eventually open another corridor from Mexico to Canada. With this corridor in place, I believe more businesses would relocate nearby as moving there goods would be a less expensive to ship.</p> <p>This project should be put on the fast track. Thank You</p> |
| Franklin St. Jean                |              | 10/14/2013 | I have driven between Las Vegas and Phoenix , usually about twice a year and this is a road that need to become a Interstate . I support this as a much needed Interstate.                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Edward Kriksciun                 |              | 10/14/2013 | Please, no tolls.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Susan Joostberns                 |              | 10/14/2013 | I am writing in support of the proposed I-11 and Intermountain West Corridor. As a former Chamber of Commerce executive in Michigan, I support the economic benefits that this new highway would bring to Nevada and the greater Las Vegas area. It would also make it more convenient for residents Nevada to travel to our neighboring states and the country of Mexico. Please proceed ASAP with funding and construction of this new highway.                                                                                                                                                                                                   |
| Don Stormoen                     |              | 10/14/2013 | I'm in favor of this project! I believe it will crate jobs and opportunity to the southwest.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Mary Germain                     |              | 10/14/2013 | As a 40 year resident of Las Vegas I am highly in favor of the I-11 from Las Vegas to Phoenix. This freeway is long overdue.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Fred Sistilli                    |              | 10/14/2013 | I approve of the I-11 Intermountain West study and would like to see it approved.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| P Getty                          |              | 10/13/2013 | I stand with Sierra Club on this issue. Furthermore, I-11 would be an unnecessary disturbance of the environment along the Rt 93 corridor. In addition, the risk of aiding illegal activity between Mexico & Las Vegas does not outweigh any benefit of the proposal.                                                                                                                                                                                                                                                                                                                                                                               |
| Neil Miller and Paul Brouillette |              | 10/12/2013 | As property owners and Pima County taxpayers at 12233 West Fort Lowell Road in the Avra Valley of Tucson, we strongly oppose the siting of 1-11 through our neighborhood. The road would be about a mile from our property. This area, surrounded by Saguaro National Park, the Ironwood National Forest, and other natural wonders is one of the few areas close to Tucson to avoid over-development. It is a beautiful and pristine area that is a major attraction for tourists and retirees.                                                                                                                                                    |



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| Name          | Organization | Date       | Correspondence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Sandra Fizell |              | 10/12/2013 | <p>The idea of wrecking it by putting through a major highway-- predominately to be used by trucks no less-- is a threat to the the environment, the quality of life, the heath and safety, and the peace and serenity of all the residents of the area. The economic loss sure to accrue to tourist attractions like Saguaro National Park West and the Desert Museum should be reason enough to find another route Surely, there is another way to do this! We urge the I-11 corridor study to consider another route.</p> <p>As a resident living near Avra Valley, I would urge ADOT to choose an I-11 Corridor that follows the existing I-10 and I-19 routes by either expanding the lanes and/or double decking. Enhancement of existing routes seems much preferable and more cost effective than building a new interstate through an eco-sensitive area of Tucson that will ruin the experience for all who visit Saguaro National Park, the Arizona-Sonora Desert Museum, and Tucson Mountain Park, to name a few. In addition, the CAP provided a Wildlife Mitigation Corridor and assured the public that no right of way would ever be allowed along the proposed Avra Valley route.</p> <p>Traveling this country's Interstates, I see a huge need for upgrading and improving the existing roadways and bridges which are in need of serious repair. It feels wasteful to build new projects when we apparently can't afford to overhaul the roadways we already have.</p> <p>I further question whether an I-11 Corridor will even be needed in the future. Water consumption in the desert southwest cannot sustain the growth that is associated with new highways and the associated sprawl.</p> <p>Please ----- No I-11 Corridor through Avra Valley.</p> |
| Walt Grey     |              | 10/11/2013 | <p>I am concerned about I-11 being looked at primarily as a route from Phoenix to Las Vegas and the northwest. I have been out of state and unable to attend the open houses. This means I have not had access to the maps and other information for I-11. It also means that I have been unable to protest current open house format. I believe open houses for major public works projects should be held in the public hearing format, with public rather than private testimony. I also believe the open houses should be publicized better to attract as large an audience as possible. A public hearing format alone would bring more people.</p> <p>My concern about I-11 is that it will become more than a travel corridor, but also an economic development asset. This means we, as a region and state, will be investing in an asset that will be moving economic development away from low income neighborhoods in Phoenix, Glendale &amp;</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |



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| Name             | Organization | Date       | Correspondence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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|                  |              |            | <p>Peoria. MAG and its member cities need to plan now for more workforce development and economic development in low income neighborhoods so that these people can take advantage of job opportunities in their communities and the region, thereby producing more fair, balanced and stimulating development in the region. This will reduce infrastructure costs; produce better community building, and boost the region's economy.</p> <p>I hope there will be future opportunities for public hearings on this project.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Jacqueline Breen |              | 10/11/2013 | <p>I attended your meeting last night, which was very informative and I thank you for that. After looking at some of the alternatives that you presented or that were presented with, I couldn't help but think of a much more feasible alternative that might be worth looking at. I feel as though it has been presented to "we the people" (for want of a better expression) as a "Freight highway" this conjours up big trucks, semis etc., and not, per se, regular traffic? If this is, in fact, the case, has anyone suggested that, there already being a freight train depot right there at the border of Nogales, that adding additional train lines that run to the newly approved HUGE freight train yard at RED Rock, AZ (approximately 25-30 miles west of Tucson), an area that has very little population, and almost out in the middle of nowhere?</p> <p>While this HUGE train yard is being constructed, perhaps ADOT could construct a HUGE Truck Stop Hub right there by the freight train yard and freight can continue on its way from there either by rail or by truck. Everyone knows its so much cheaper to ship by rail.</p> <p>I would greatly appreciate hearing from someone if this is feasible in any way, or totally out of the question, especially as I am personally only considering an alternative to this I-11 bypass of the Tucson area/Avra Valley area. I am in no way against building new freeways, just not in my back yard and my beautiful valley of Avra.</p> <p>I still have many questions, i.e. Why should I, who have lived in this valley for 27 years, care about manufacturing in Las Vegas? Manufacturing will not come to Tucson if a new Freeway were to come anywhere near it, believe me I've seen so-called manufacturing enticed to move to Tucson with huge tax breaks for 5 years and so on, and I've seen that so-called manufacturing stay for the 5 years then move everything down to Mexico, time and time again. (Weiser Lock for one, IBM, McCullough Saw Co, and so on), so our "illustrious" Chuck Huckleberry is not going to sell anyone in Tucson with the idea of bringing more manufacturing to this town.</p> |



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| Name          | Organization | Date       | Correspondence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Doug Robinson |              | 10/11/2013 | <p>I represent the Pingitore (ETAL) family. They own the DG Ranch which covers 49,000 acres (State/BLM/Fee). The ranch is on both sides of Hwy 93 - about mile marker 167.</p> <p>We have attended previous state meetings regarding future planned improvements to Hwy 93 in the past. Our stated concerns were:</p> <ol style="list-style-type: none"> <li>1) Ingress/Egress for traffic headed north off the east side of Hwy 93 at the ranch road entrance (there is a gated entrance there now)</li> <li>2) Cattle passage under the improved (if improved) Hwy 93) so that cattle can pass back and forth - east side to west side of Hwy 93 as is provided now.</li> <li>3) Ingress/Egress for traffic headed south to the ranch entrance on the east side of Hwy 93. Entrance to the ranch needs to be accessible from both north and south directions.</li> </ol> <p>I can provide more detail, but you may have a copy of our previous correspondence. It looks like the planned improvements to Hwy 93 will not happen in favor of the I-11 Freeway project.</p> <p>We certainly want our concerns heard early on and look forward to hearing from you when that appropriate phase of I-11 hits the area of planning.</p> |
| Bill Bouwhuis |              | 10/11/2013 | <p>Reading the Wickenburg paper, it seems that the business owners in town are touting for a Freeway I11 through their town. As a resident of the town of Wickenburg I would strongly recommend to design the I11 Freeway as far away as possible from the town of Wickenburg. I am concerned about the noise, pollution, health and safety. Also, nobody wants to see a divided town, unless costly connections are made. Even then, it is still a divided town!</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Ed Hawley     |              | 10/11/2013 | <p>I do appreciate all the information provided at the meeting last night. I do feel this is important to the southern Arizona economy and to continue to build trade with Mexico and Canada. I know the current traffic congestion on I-19 and the I-10 in the Tucson metro area needs to be mitigated and anything that can be done to move the truck traffic from any direction out of the downtown corridor would be welcome. I also see the opportunity to move train traffic out of downtown Tucson and improve the traffic at grade intersections. If one corridor can accommodate the vehicle, train, utility and other intrusions I think it is a good thing.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Greg Mattison |              | 10/10/2013 | <p>Any project that bisects the wild life migration area from Saguardo Park and Tucson Mtn. Park to the Brawley Wash will not be acceptable. This corridor has already been severely disturbed by the C.A.P.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |



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|                  |              |             | canal and its security fencing that inhibits normal animal migration from Tucson MTNS to Avra Valley.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Jan Van Echo     |              | 10/10/2013  | The state of AZ is well positioned among the economic generators of CA, Texas and Mexico with E-W corridors of I-40& I-10, but is very much underserved with a complete N-S corridor. This I-11 corridor, a continuation of the CANAMEX corridor, needs to be the new N-S corridor of the future—it needs to be more so than just a corridor between PHX and Las Vegas and continue north to Canada and south to Mexico. Please continue with the alternative study, please continue with ways to position AZ to benefit from the economic powerhouses of CA , Texas, and Mexico. Economic diversity, development, and growth are keys to AZ continue to be a place to live and provide opportunity for jobs, freight movement, trade, and safe multi-modal travel. I support this effort, understand that we are early in the study and analysis, look forward to future studies, and will follow closely the development of this project. |
| Unknown          |              | 10/10/2013  | Thank you for considering multi modalism, and adaptive reuse of existing alignments & infrastructure. If we increase the value of land in Avra Valley where will the meth labs and puppy mills go?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Suzie            |              | 10/11/2013, | I support G, I, and LL as options for I-11.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Albert Lannon    |              | 10/10/2013  | Talking about a “broad corridor” is misleading. I-11 cannot come through Saguaro National Park, Ironwood National Monument, The Tohono O’odham Nation, or the center of Tucson—leaving the Avra Valley “Huckleberry Highway.” The alternative of double-decking a small portion of I-10 is cheaper by \$2 billion, uses the existing highway footprint, & saves the Avra Valley                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Rose Svedberg    |              | 10/10/2013  | I live in a rural part of Tucson, AZ. I live her for a reason. I love being in a rural community, with quiet and the ability to be away from the traffic and hustle of the city. I am very concerned about this project coming in and disturbing my life style. I am concerned about the environmental affects as well. What happens if the project is started & then Government funding runs out???                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Julia Hamel      |              | 10/10/2013  | I do not think that another interstate needs to be added. The state cannot even maintain the roads and bridges that are already in place. A new pathway will not really help in the long run but will end up costing taxpayers a fortune and someone else will end up rich off of this project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Teresa Underdown |              | 10/10/2013  | I am a business owner in Wickenburg and I wish to have the I-11 highway to go on the current highway 60/89/93 by the town. I would not like the bypass to be five miles out of town it would possibly ruin my business.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Jana Happel      |              | 10/10/2013  | I am very concerned about the environmental effects of a new freeway through the desert, but believe that it should be constructed. The Tucson area will benefit from the increased commerce                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |



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|                  |              |            | and I-10 cannot handle more traffic. Also, a bypass around Tucson will ease traffic through the city. But wildlife corridors and other environmental mitigations must be prioritized.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Joel Spurlock    |              | 10/10/2013 | Love it- way past due for this project!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| John T Lewallen  |              | 10/10/2013 | I'm concerned about the adverse effect any expanded traffic corridor in Avra Valley would have on quality of life and property values. My home is located at the corner of the wildlife corridor created during the construction of the CAP and Sandario. A major highway in this area would ruin the peace and tranquility that attracted us to this area, not to mention the value of residential property.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Olando A. Retana |              | 10/10/2013 | This is a great idea, connecting these two great cities and the two great states in this manner. I can only see benefits to both states and as long as it is built in a responsible manner, I believe this plan will be embraced by both communities, Arizona and Nevada.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Daniel Tice      |              | 10/9/2013  | I don't feel we need an I-11. We already can not maintain our existing roadways to a high standard. I have driven the proposed alternative Q extensively and feel it just needs some improvements such as the Beale St. interchange in Kingman. If the project goes forward, I would favor the Alternative Q. Alternative UU would disrupt a wilderness area from Yucca east towards the existing U.S. 93 near Wikiup. Alternative UU might potentially have steep grades which could excessively slow truck traffic and contribute to traffic accidents.                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| E. Curtis Arnett |              | 10/9/2013  | Thank you for the meeting on i11 held here in Wickenburg, AZ last week. It was informative, helpful. I have been a Wickenburg resident for more than 40 years, was a Wickenburg Mayor in the 1970's and have been a business owner, Wickenburg Tax Service, for more than 20 years. I am opposed to any i11 corridor which would be on the US 60 alignment or which would go through town or be generally along the US60/93 Wickenburg "interim bypass" route. The i11 corridor running north/south should be several miles west of Wickenburg.                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Martyn Cox       |              | 10/9/2013  | I am a property owner on hwy 60 at milepost marker 112 1/2. I can not believe that you are even considering using hwy 60 as part of the I 11 Canamex interstate. You would have to buy out numerous property owners along this road & that would wipe out numerous businesses. The property owners that would be left would then be subject to very limited access to the freeway. The cost of buying out these 'easements' & the cost of building additional frontage roads would be enormous. I'm sure several property owners [including myself] would make every attempt to block & delay any compulsory buyout. This proposal was put forward by selfish town businesses owners who only care about their 'bottom line'. Wickenburg is & should remain a destination town & not a drive through truck stop. The damage to this little town would be enormous. Businesses come & go but once a freeway is built it will be there forever. I am already suffering from the increase in noise |





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| Name        | Organization | Date      | Correspondence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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|             |              |           | <p>from the last widening of hwy 60. If it were to become a freeway the noise &amp; pollution would be intolerable. There would also be an increase in accidents. I complained to ADOT about the increase in noise &amp; 2 noise studies were carried out but I was told that the noise level would have to be more consistent &amp; 10 times louder for a sound wall to be built. I doubt this freeway would be 10 times louder but the noise would be intolerable. I have a unique piece of property with unique zoning &amp; I do NOT want to move.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Jason Smith |              | 10/9/2013 | <p>I have a somewhat unique perspective on this project (surely I am not alone, though) because I am a native to Las Vegas and I now live in Phoenix, and have so for the last 10 years. Additionally, I work in the mining industry and I regularly drive from Phoenix to Las Vegas and on to Elko, Battle Mt., Winnemucca, etc. on a very regular basis. The majority of that drive is on 2-lane roads. US-93 between Phoenix and Las Vegas is a death trap. Its a bit better now since the widening efforts have commenced over the last decade, but it is still very dangerous. I cant count how many times I have witnessed near head-on collisions on that road, and the same applies for the heavily traveled 2-lane highways in NV as well. In fact, my last trip north 3 weeks ago was met with two near head-on collisions within 3 minutes of eachother near Beatty, one of which included my vehicle. These arent exaggerations- I was run off the road into the nonexistent emergency lane at 70 mph. For years I have said to myself and to my wife how I dont understand why there is not a true interstate between Las Vegas and Phoenix. I understand that the route may not have the same economic commerce value as I-10 or I-40 or I-15, but surely there is A LOT of traffic on that road, with countless semi trucks included. I see the yearly repaving of I-80 in northern NV- I have been working up there for 14 years and there hasnt been a single year yet where I-80 hasnt been under construction during the summer between Wendover and Winnemucca- not a single year. I realize that this stretch of I-80 experiences cold weather and high/heavy traffic wear, but I watch stretches of road get repaved that seem perfectly fine. Im not an engineer by trade, and surely there is a legitimate reason for this, but there seems to be plenty of highway money for that project year after year. Perhaps some of it can be directed to the I-11 project. In closing, I am 100% in favor of this project for a variety of reasons as listed above, and the families of those lost on these roads would welcome the additions too.</p> |
| J. Edwards  |              | 10/9/2013 | <p>Phoenix and southern Arizona are in great need of a more secure corridor such as an interstate highway to and through Las Vegas. With all the trucking building up on existing highways, capacity will max out fairly soon. Trade with Mexico is only going to grow so we need to plan ahead and not fall behind the curve, so to speak.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |



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| Name           | Organization                 | Date      | Correspondence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Ed Mears       |                              | 10/8/2013 | The presentation of alternatives were all missing future SR 30 and SR 202L S. Mountain Frwys. The SR 202L S. MTN FRWY will most certainly be an important freight corridor and is programmed in the MAG Transp. Plan. There seems a 'golden' opportunity to consider this (I-11) corridor w/ the SR 202L S. MTN for development as presented by ADOT or w/ consideration/the GRIC land. Please add these programmed highways to the study.                                                                                                                                                                                                                                                                                   |
| Ted Carr       |                              | 10/8/2013 | Have staff mingle with visitors. NOT stand around their own _____ circle. On display maps show what each color means on routes shown. Address the option of 303 use, ID as 303 not "22", as it was the first west corridor. Lettering on projection info. Is so small cannot read as is handout is to small print. "Poor" use of the mike/audience.                                                                                                                                                                                                                                                                                                                                                                          |
| Tim Lank       |                              | 10/8/2013 | I would like to see/hear more rationale on the rejection of the Level I alternatives. The remaining (Level II) alternatives appear to be the most expensive in terms of ROW & new pavement. The rejected alternatives include most existing roadways. What is the weighting of the 18 Level I evaluation criteria? Is cost weighted the same or lower?                                                                                                                                                                                                                                                                                                                                                                       |
| Cathy Carlat   |                              | 10/8/2013 | I am in favor of Alternative I.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Larry Doescher |                              | 10/8/2013 | How volatile/sensitive are the alternative corridors to new development. Would something like a new port in Mexico negate the current study? Are there small efforts/expenses that AZ/NV can make to protect the value of the high value alts? Need to protect ROW cost and access control. Have you evaluated/ID'd possible "game changer" scenarios and the likelihood of them being realized? Color graphics are difficult to interpret. Suggest having someone w/color challenged eyesight proof boards/graphics.                                                                                                                                                                                                        |
| Mike Richey    |                              | 10/8/2013 | With projections calling for Maricopa to become the largest city in Pinal County, it is critical that the alignment of I-11 be as close to Maricopa as possible. Alt G; I; or LL would be supported by the Maricopa Chamber of Commerce.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Marla Lewis    | Maricopa Chamber of Commerce | 10/8/2013 | As a strategic partner for the growth and development of Pinal County in Arizona, the Maricopa Chamber of Commerce supports the study of the Interstate 11 freeway system that will link Las Vegas to the southern corner of Arizona. Positive growth and economic development for our community and the state of Arizona are constant determining factors for the businesses and organizations that we partner with, and the life-blood of our existence. We are in support of the new proposed interstate system, and welcome the opportunity to be informed in an ongoing basis with the progress of the initiative. Please keep the Maricopa Chamber of Commerce informed of your initiative and upcoming meeting dates. |
| Zack Lucevic   |                              | 10/8/2013 | This is a much needed roadway that would help and grow the Southwest part of the United States.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |



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| Fidel Salazar                    |              | 10/8/2013 | I lived in Las Vegas for 42 years and have traveled to Phoenix numerous times and it is a dangerous drive. It is time to hook up to the new Bridge and it will add to commerce for all who live anywhere between these two great city's.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Cliff Wilkinson                  |              | 10/8/2013 | I support this project. This would be great for both ends.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Commissioner Chris Giunchigliani | Clark County | 10/7/2013 | The I-11 project is integral to creating a hub that would benefit Az and NV. It could help us move goods and people. Jobs and economic development are direct benefits. We must improve our infrastructure. Thank you and good luck. This is an exciting project that could interconnect the region.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Jon Dokter                       |              | 10/7/2013 | Nothing more than a connection between Phoenix and Las Vegas is needed. Even that is questionable, in my opinion, but it is understandable. Occasionally, traffic from Wickenburg to I-40 is pretty heavy.<br>Where does the idea that this needs to run from Mexico to Northern Nevada come from, exactly? I'll tell you where from - from construction contractors salivating over it. Meanwhile, ever more of our beautiful Southwest will be denatured, and almost none of the locals want it.                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| David Lucas                      |              | 10/7/2013 | There is a definite need for I-11 and I look forward to the results of your study.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Nancy Hughes                     |              | 10/7/2013 | This projected Interstate is definitely needed! We live near intersection of I-8 & I-10 and an alternate route to Las Vegas would be ideal. Thanks!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Kathi Campana                    |              | 10/7/2013 | I=11 should extend south to the Mariposa Port of Entry in Nogales, AZ. Better access to our southern border for trade with Mexico is necessary for the economic well-being of the entire U.S. and specifically Arizona and its trading partners.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Bernard                          |              | 10/6/2013 | Why is it desired to connect to Mexico? Why is it needed?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Melissa Hahn                     |              | 10/6/2013 | My family drives from the Phoenix area to Las Vegas several times a year, both for vacation and for business conferences, and we are always amazed that there is no Interstate route linking the two cities from start to finish. After all, our family in Los Angeles can make the drive on the Interstate, as can our family in Flagstaff. Phoenicians and Tucsonans, by contrast, must cobble together a route with various state and US routes.<br><br>The shortest route for us is to drive on US 60 through Sun City and Wickenburg, which is scenic but full of traffic lights and speed traps. Worse than being inefficient and time consuming is the fact that it feels unsafe for so much traffic to be sharing what is often one lane in each direction. While we have, thankfully, never been in an accident on these trips, we have witnessed many close calls that could be attributed to road rage, a lack of a strong shoulder, and a lack of lighting. |



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|               |              |           | <p>On our most recent trip, for example, there was a long queue behind a semi truck, which itself may have been stuck behind a sedan. We were about thirty minutes out of Wickenburg, headed back from Vegas, and the sun was setting. We were going the speed limit, and were close behind the line of cars ahead of us, but the cars behind us were impatient. One by one, they passed us, even though there was not enough time to get around us as traffic barreled toward us in the opposite direction, and not enough space to cut in front of us. We repeatedly witnessed this same pattern as the cars tried to pass each subsequent vehicle in the queue ahead of us. Suddenly, we heard a lot of honking and saw brake lights flashing. Then, at the last minute in the now dark night, we perceived that several cars had tried to pass and were now squeezing their way back into our lane. We had to pull onto the barely-existent shoulder to avoid hitting the cars in front of us, even though we had hung back in order to stay out of the fray. Fortunately, since we had been paying extra attention, going more slowly, and driving a low-clearance vehicle with modern electronic stability control, we did not veer off into the ditch or flip over, but the scenario could have played out much differently.</p> <p>Certainly, an Interstate route will not be a panacea for road rage or the impatience for which Arizona drivers are well-known. However, it will be a safer road over all, with better lighting, grading, and shoulders, and with more lanes which will allow passing to occur as the desire emerges rather than forcing drivers to wait for long periods of time while they are stuck behind slower traffic. It would certainly also help with trade in the entire region as truckers would not have to use smaller state routes as main arteries for interstate deliveries.</p> <p>I encourage you to continue developing a plan for I-11, a route which we would surely use several times per year with much greater confidence and security than we can currently use US60 and other state routes.</p> |
| Ralph Goodall |              | 10/6/2013 | <p>I think it is a great idea to look at this new interstate highway corridor for the future, but before you plan on putting a lot of money toward design and construction, please upgrade the rest of I-10 between Phoenix and Tucson to minimum 3 lanes, and finish the last remaining gap of non-divided highway 260 east of Star Valley.</p> <p>I-10 between Phx and Tucson is probably one of the heaviest traveled interstate highways in AZ, and maybe the US. And it is also one of the heaviest used truck routes. It has needed a complete upgrade to a minimum of 3 lanes each way for far too long. You are almost there now. Please finish</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |



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| Name          | Organization | Date      | Correspondence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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|               |              |           | <p>it soon, and make it a priority.</p> <p>Hwy 260 between Payson and the Rim country is another heavily used and vital route. You only have one segment left to complete this fully divided highway. Please place this on a priority list as well. Hwy 87 north of Payson is another dangerous, 2-lane, capacity-limited, critical highway in AZ that needs attention before starting a brand new Interstate 11 project.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Thomas Mickel |              | 10/6/2013 | As an alternative to more blacktop why not a high speed train connecting Phoenix to Las Vegas and potentially Los Angeles? Less emissions, more efficient travel for the masses. European countries do it all the time. Let's think about the future.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| John S Jones  |              | 10/5/2013 | Alternative G utilizing Segment 14 creates the greatest connectivity for the Pinal County communities of Maricopa, Casa Grande, and Eloy. A future eastward extension to AZ 87 and/or the proposed N/S Freeway would connect to Coolidge and Florence while providing access to the East Valley including Eastmark, Gateway Airport and the planned Superstition Vista area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Doug Meyer    |              | 10/5/2013 | <p>I have traveled SR 93 since the days of it being a meandering 2 lane country highway. We just completed the renovation from Wickenburg to US 40. How much faster does it need to be? It is an incredibly good road, very fast, and services Wickenburg. There is no new road necessary. Funds need to be spend on bridge and surface repair. It is difficult, really almost impossible, to imagine how this could be needed. If anything needs to be fixed it is the miserable road called US 60 through Glendale, El Mirage and Surprise. Every time I look at the map I am tempted to use this in lieu of 17 and the cutover at 74. But every time I try I am trapped by the stop lights which seem to be synchronized to halt traffic at every opportunity.</p> <p>I am sorry but this seems like nothing more than a works project for large construction companies. The funds would better serve us by repairing our crumbling infrastructure.</p> |
| Jane Monson   |              | 10/5/2013 | I frequently travel on I-10 from Tucson to visit my aging parents in Phoenix. A high rate of accidents occur on this freeway because it is inadequate to handle the volume of traffic (especially in the section through the Gila Reservation that has not been increased to three lanes). My concern is that if a link from Phoenix to Vegas is completed without addressing the inadequacies of I-10 from Tucson to Phoenix (which is already a heavily used trucking route from Mexico) that I-10 will become even more dangerous. I would LOVE to see this project paired with a light rail connection between Phoenix and Tucson to get some of the non-trucking traffic off I-10. The traffic is so bad on I-10 that I use the Arizona Shuttle rather than drive, and based on the demand I've seen and comments from my shuttle drivers, a light rail connection would be very well used.                                                           |



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| Belinda Boyles   |              | 10/4/2013 | Please do ALL YOU CAN to facilitate the expansion of this Corridor connecting Las Vegas to the Phoenix Metro Area. My family lives in Las Vegas and we all regularly have to drive this route to care for my aging Father and this road NEEDS TO BE WIDENED AND IMPROVED, IF NOT REPLACED ENTIRELY. Also, the ways into the South East Phoenix Metro area leave A LOT to be desired. We only have ONE INGRESS AND EGRESS FROM SAN TAN VALLEY and it's ELLSWORTH ROAD, which is LOADED with traffic and DIFFICULT to navigate in the best of circumstances.                                                                                                                                                                                                                                                                                    |
| Logan Mitchell   |              | 10/4/2013 | <p>This is all about a transportation route for transportation companies out of Mexico to the northwest. It will damage much of the desert and harm the wildlife and the one to profit is the transportation companies, especially those running out of Mexico. We really do not need it. there are many more projects that need to be repaired before starting something of this magnitude.</p> <p>This is only to the benefit of trucking companies going from Mexico to the northwest. There are too many other projects in this state that need to be repaired or completed before starting a project of this magnitude. There are so many natural deserts and wildlife that will be harmed all for the benefit of Mexico. DON'T EVEN ATTEMPT TO START THIS.</p>                                                                          |
| Gilbert W. Cronk |              | 10/4/2013 | My only suggestion would be to select a route that does not include expansion of existing freeways except perhaps the 17 which should be widened anyway. The folks on the 210 (including me) have been burdened enough! Any new freeways should be built where they have the least amount of impact on existing populace, especially a freeway carrying the huge amount heavy truck traffic transiting from Mexico and Canada.                                                                                                                                                                                                                                                                                                                                                                                                                |
| Steve Franks     |              | 10/4/2013 | <p>Brothers, I'm sorry, but we really don't need any more freeways at this point. Look at what the Chinese are doing with rail! Roads are the past. Why don't we spend a small fraction of the billions that would get [word omitted] away on a new interstate and just lay down some fresh track and leave it at that. No high-speed rail, nothing fancy, just some good freight tracks to stimulate the economy, and if there's cash left over, maybe Amtrak will add a couple stops for good measure.</p> <p>America simply can't afford this crap any longer! Look at the great recession! Look at the shutdown! Look at the BRIC's dumping T-Bills in favor of gold. Now is just not the time for more pavement. I wish it were. I used to love long family vacations...</p> <p>Time to adapt to reality. Taxes don't grow on trees.</p> |



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|-------------------|--------------|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Henry A. Deutsch  |              | 10/4/2013 | Build it... and they will come!!! Consider the aesthetics of the desert ecosystems and the scenic views of the proposed routes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Scott Jones       |              | 10/4/2013 | All potential routes should avoid direct and indirect impacts to protected and sensitive public lands, including Areas of Critical Environmental Concern (such as Saddle Mountain) and especially areas of the National Conservation Lands: Sonoran Desert National Monument, Ironwood Forest National Monument, Table Top Wilderness, South Maricopa Wilderness, North Maricopa Wilderness, Sierra Estrella Wilderness, Signal Mountain Wilderness, Woolsey Wilderness, Eagletail Mountains Wilderness, Hummingbird Springs Wilderness, Big Horn Mountains Wilderness, Harquahala Mountains Wilderness, Hassayampa River Canyon Wilderness, Hells Canyon Wilderness, Harcuvar Wilderness, Tres Alamos Wilderness, Arrastra Mountain Wilderness, Upper Burro Creek Wilderness, Wabayuma Peak Wilderness, Warm Springs Wilderness, Mount Nutt Wilderness, Mount Tipton Wilderness, and Mount Wilson Wilderness.                                                                                                                                                                                                                                                                                                                                 |
| Aliaa Abdel-Gawad |              | 10/4/2013 | <p>I am in support of the I-11 and Intermountain West Corridor project with all the positive benefits, as stated.</p> <p>Suggestion - if there is a way it can form parts of a bypass of Phoenix, for those heading to Northern Arizona on 1-17 (or reverse, from Northern Arizona, yet wishes to head to Southern Arizona and bypass Phoenix), this will be greatly appreciated.</p> <p>As a living example: I reside in Tucson, and when I visit Southern California, I utilize the Phoenix Bypass using I-8 and 85 to eventually return to I-10, yet I avoid Phoenix. (and the reverse applies, on my return trip) This is greatly appreciated!</p> <p>Visits to Northern Arizona are on an annual (maybe twice a year) basis, and traveling through Phoenix can be taxing. If there is a bypass, which would involve I-11, and perhaps the 74 (as a hypothetical suggestion). I will probably visit Northern AZ on a more frequent basis. I admit, when I think about it - I think, "Discouraging, I have to drive through Phoenix. Never mind. I will wait a few more months." With a Northern AZ Phoenix bypass, I will not. (maybe depending on planning, it is possible to use the I-8/85 bypass, and easily connect to the I-11?)</p> |
| Fred Gillies      |              | 10/4/2013 | Very good idea, esp if the rout bypasses Salt Lake City                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Cecil Guthrie     |              | 10/4/2013 | I am 65 years old and retired. We use the current highway 93 thru Wickenburg and Flagstaff to travel to Las Vegas, Laughlin, and points north. We believe that expanding the current highway 93                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |



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|                   |                          |           | would be a great idea. We travel this route several times each year. We hope this is completed in a timely manor so we can enjoy it.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| James Davenport   |                          | 10/4/2013 | This is a visionary project that needs to be designed now to be ready for the future!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Kelly Newman      |                          | 10/4/2013 | I think the priorities need to shift. Why is this new highway important? When Tucson, AZ, just got ranked 5th worst roads in the country. They can't even fill potholes down here. I think we need 3 lanes on I-10, between Phoenix and Tucson, the whole drive, not just sections of it, before we go build another road, that this state will struggles to maintain.                                                                                                                                                                                                                                                                              |
| Susanna Schippers |                          | 10/4/2013 | For the Southern Arizona alternatives, route 81 would be better because it would avoid the already congested I-19 corridor. It would also be advantageous because it would follow existing routes rather than going through undeveloped land. Route 81 would have to be developed with support of the Tohono O'Odham nation and should be environmentally and culturally sensitive. The overall emphasis of this new transportation corridor should be through freight traffic (rather than commuter traffic). Rail transport should be emphasized as a potential alternative to a new highway.                                                     |
| Joseph Fox        |                          | 10/4/2013 | I hope there will be for thought in considering adding is a rail line at the same time if and when the corridor becomes reality.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| William Kester    |                          | 10/3/2013 | As a small business owner in Downtown Wickenburg, we would like to see I11 come through the Town of Wickenburg. By utilizing State Highway 60 from the 303 in Surprise, to and through the roundabouts in Wickenburg, and then into State Highway 93 to Las Vegas, is the most direct route that wouldn't need too much construction and bring business into Downtown Wickenburg. By bypassing Wickenburg 5 to 10 mile west of the Town would greatly impact all of our businesses in Wickenburg. We want, and need, to be visible from the highway to be successful. Please allow the I11 to come through the roudabouts in Wickenburg. Thank you! |
| William Snedecor  |                          | 10/2/2013 | We need to study the traffic flow to and from the City. The freeway can not go through the town or down the hassayampa.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Katherine Okrasa  |                          | 10/2/2013 | I would like the freeway to go west of Wickenburg. This will preserve the quality of life for the citizens of Wickenburg.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Robin Clark       | Barrio Sapo Neighborhood | 10/1/2013 | <a href="#">Letter to: Pima County Board of Supervisors, Pima County Administrator Huckelberry.</a><br><a href="#">Subject/Attachment: "No Interstate 11 Highway Through the Avra Valley!"</a> petition (565 signers so far), <a href="http://petitions.moveon.org/sign/no-interstate-11-highway">http://petitions.moveon.org/sign/no-interstate-11-highway</a>                                                                                                                                                                                                                                                                                     |





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|-------------|--------------------------------|-----------|---------------------------------------------------------------------------------------------------------------------------|
| Cindy Logan | Wickenburg Chamber of Commerce | 10/1/2013 | <a href="#">Letter to Mayor John Cook, Town Council Members and Town of Wickenburg. Subject: I -11 Business Statement</a> |