



### Submitted Comments

The following compiles feedback received by public and stakeholders via the project website, e-mail or by other means, through May 14, 2013. Correspondence has been presented as it was submitted and neither edited nor grammatically corrected.

| Ref | Contact            | Date      | Correspondence  |
|-----|--------------------|-----------|---|
| 1   | Coral J. Evans     | 9/13/2012 | A US93 alignment for I-11 would have a negative impact on economic development in Flagstaff and other communities along the I-17 corridor.  |
| 2   | Darrell Lacy       | 9/26/2012 | 9/26/12: Nye County feels a connector from Pahrump to the Jean /Ivanpah area would provide significant relief for the I-11 corridor through Las Vegas by allowing a shortcut for traffic from California to Pahrump and points north.<br>10/19/12: Nye County is the location of much of the route for I-11 / Hwy 95 north from Vegas to Reno. County staff has provided extensive information to NDOT on Nevada's "Connecting Nevada" and from our perspective this includes much of what will be included in your "I-11" study. That information was driven by the County's economic development efforts primarily incident to the new airport at Ivanpah, solar energy development within Nye County, activities on the Nevada National Security Site and economic development in general. Each of these projects/efforts have the potential to affect and be affected by the I-11 Study work that you (NDOT & ADOT) are charged to accomplish. We, Nye County, request the opportunity to meet with you and appropriate members of you study group to discuss our views on each of the aforementioned topics as they apply to your study before the comment period closes November 2. |
| 3   | Steven P. Latoski  | 10/1/2012 | ...the County sees several "game changing" scale opportunities enabling I-11 to develop and function as a transportation and economic corridor throughout the Intermountain West....  |
| 4   | Brad Zerbe         | 10/2/2012 | I understand there are four different suggested routes being considered for the portion of Interstate 11 that goes from roughly Wickenburg down to Casa Grande. Is this accurate and if so where might I find the suggested route maps and/or descriptions? we have not yet considered any alignments for this corridor. Below are links to a few preliminary studies that have looked at the I-11 corridor. While we anticipate building upon the analysis done in these studies, we will not limit the alternatives   |
| 5   | Catherine Ceranski | 10/8/2012 | I'd love to see this completed between Phoenix and Las Vegas. The 35 mile stretch between Wickenburg and the divided highway is the most dangerous part of the road to Vegas now, I believe there have been two fatal accidents this year. We go to Vegas four times a year and will only travel during the daytime because of the danger. However, we have heard some talk about this being a toll road and want to go on record as being vehemently opposed to this. The New York State Thruway is a case in point, still charging tolls some fifty years after it opened. There is too much leeway for abuse of these funds, and the tolls never go away. Otherwise, the sooner this is built, the better for our Western region.  |
| 6   | Neil Cummings      | 10/4/2012 | Strong interest in the public-private partnership comprised of the California-Nevada Super Speed Train Commission and American Magline Group in participating in the ongoing I-11 & Intermountain West Study and potential for maglev technology application.   |



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| 7   | Lon Berg       | 10/16/2012 | Please keep me in the loop regarding the development of the I-11.   |
| 8   | Mary A. Hammer | 10/17/2012 | I am assuming there will be a tax attached to this project to pay for the new interstate. I think the idea is a good one and I would vote in favor of it if Tucson is added to the plans. I think it would be a very direct path with a road that is already there to go directly from Tucson to Las Vegas. It will bypass all the traffic in Phoenix. If it goes through Phoenix they will surely want to redo the Interstates in town. I will be following the plans with interest.   |
| 9   | Chuch Johnson  | 10/16/2012 | Get it done. Let's do it. Great Idea. Be sure to have a good bypass west of Phoenix for those going to/coming from Tucson. Don't spend a 100 years doing studies. Just do it!   |
| 10  | Mary Brady     | 10/16/2012 | I cannot attend either of your scheduled meetings and I would like to see the plans for the location of the proposed I-11.  |
| 11  | Robert Steely  | 10/16/2012 | BY NO MEANS RUN THIS HIWAY THRU ANY PHEONIX SUBURBAN AREA. WE ARE CROWDED ENOUGH. COMPLETE THE 202 ROAD AROUND SOUTH MOUNTAIN ! RUN THIS NEW HYWAY 11 THRU NTHE RURAL AREA OF AZ. THE NEW ROAD # 11 S OF NO USE IF ANY PORTION COMES CLOSE TO THE SURBURBAN PHOENIX AZ. WE ARE CROWDED ENOUGH. PLEASE. SHOW THR PROPOSED HYWAY PLANS YOU ALREADY HAVE ON THE BOARD. THATS WHAT WE LAY PEOPLE WANT TO LOOK AT!   |
| 12  | Sheri Robb     | 10/17/2012 | As someone who travels several times a year to Las Vegas from North Phoenix, this highway can't come soon enough. The drive to NV is so dangerous as it stands. Coming head on with 18 wheelers 2 feet from you on hilly, windy roads makes for quite a scary experience. I have witnessed dozens of near-misses by inexperienced drivers attempting to pass in the opposite lanes to go around slower moving vehicles. I've never seen a stretch of roadway covered with so many makeshift crosses in remembrance of their loved ones who died just trying to get from point a to point b. In addition, all the stop and go driving through Wickenburg and the area just north of the Hoover dam is time consuming and wasteful. Let's get this highway built, save commuters time and make the highway a safe, scenic experience for everyone involved. |
| 13  | Bill Cole      | 10/17/2012 | I fully support the Interstate 11 project. I regularly travel between Las Vegas and Phoenix and see the need for the completion of this project. I can only see positive things coming from the completion of this project.   |
| 14  | Tom Tieman     | 10/17/2012 | I favor this completely and think it is years behind, thanks for your time/effort.  |
| 15  | Greg Spence    | 10/17/2012 | Please consider the amount of electricity needed for recharging electric vehicles along the proposed I-11 interstate.   |
| 16  | Larry Robidoux | 10/17/2012 | I just read about a public meeting being held in Phoenix this month. I would like to know if there is any other information available besides the links on this page that we can read before the meeting. We have been here in Arizona for a number of years and have made numerous trips to Las Vegas and have always thought there should be a better way to go north and south. Even a couple of trips to Canada would have been easier if this road was there. I know it's something that is just in the preliminary process but I think in the long term this would be a great addition to all the states it would be going thru.  |



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| 17  | Richard Spotts   | 10/17/2012 | I think that this study should include the potential for high-speed rail (with vehicle carriers) which would likely be much cheaper to build, more energy efficient, and pose fewer adverse environmental effects and land use conflicts. The potential for high-speed rail is already being studied between Las Vegas and Los Angeles, and between other major cities in California. High-speed rail has already been proven to be safe and efficient in Europe and Japan. Indeed, I know people who have had very positive experiences using high speed rail in both Japan and Europe. It is time that we recognize the compelling need to change our transportation planning and options. We must not remain stuck in the past, but rather embrace the future. Please be "smart from the start" with this corridor planning to ensure future transportation that is economically and environmentally sound, and which has the smallest possible footprint on the landscape. Too much of our beautiful landscape is already paved over.   |
| 18  | David McGhee     | 10/18/2012 | We are looking forward to having more information. We drive from Phoenix to Las Vegas regularly and would like to improve the route for time and safety, but does this acheive our objectives?  |
| 19  | Stuart Martin    | 10/19/2012 | We're totally behind I-11, and how this infrastructure project will improve Nevada. Attached excerpt from a SNALS presentation I'll be delivering at next Wed. evening... which profiles the I-11 project an example of a Bold Nevada Initiative - Holman's Nev Initiative-Holman's NevBIM  |
| 20  | Ross L. Tennison | 10/8/2012  | I remember when US 93 was a windy two lane death trap of a highway. Since at least the year 2000, Arizona has upgraded it nicely. Better than some interstates. This is a sorely needed route to be built. I do not agree however with the city of Boulder City, NV and how they attack the truck drivers. They forget that US 93 was there long before any of these people were. Truck drivers need this route free of tolls and other bothers. All too often it is the truck driver that gets harangued. For example, when the Pat Tillman bridge first opened, these people wanted trucks to continue to go through Laughlin. Another hour to the already long trip in their day. They have been wholly unreasonable, and are using class warfare against the working class, truck drivers etc, to make sure their "lifestyle" isn't interrupted. I believe this corridor should completely bypass Boulder City, Nevada and should leave this town in the dust bin of history where it belongs. Also, the ideas to toll the highway is abhorrent. We live in the west, wide open ranges etc. We are not California, or the midwest. Leave the freeways, free. Trying to mimick other states will only harm Nevada and Arizona's tourism and the purpose of this corridor. Once a highway is tolled, the tolls are never taken down. Also,if this new highway is tolled, then trucks will use highway 93 still as this is a primary physical route. Banning trucks if this highway is tolled is ridiculous and a bad idea. This highway will link the two principal cities, Phoenix and Las Vegas. Making more expense to engage in commerce is also a bad idea. This highway will bring so much to the region, we should be grateful for the idea. |
| 21  | Gary Powell      | 10/17/2012 | I can see the potential of I-11 coming through California some day via Reno-Susuanville/US395. This communication, including any attachments, may contain confidential information and is intended only for the individual or entity to whom it is addressed. Any review, dissemination or copying of this communication by anyone other than the intended recipient is strictly prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and delete all copies of the original message.  |
| 22  | Jim Rispante     | 10/17/2012 | Do you have actual mapping of these routes?   |



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| 23  | Joan Lima            | 10/17/2012 | Our family lives in Las Vegas and our oldest son is a student at Arizona State University in Tempe. An interstate highway between Las Vegas and Phoenix would be a positive change for the better. It would be more cost effective to drive between the two cities, save time and be safer. You can't finish this fast enough! Thank you. - Joan Lima, Las Vegas NV.  |
| 24  | Dean Elliott         | 10/17/2012 | I feel this is must do project. I have lived in Las Vegas for over 25 years and the drive to Phoenix is dangerous. This would increase business for both metro areas.   |
| 25  | Murray J. McClelland | 10/17/2012 | I just turned 60 years old and as a young kid watched I 15 being built from LA to SLC as my family traveled to Jackson, WY every summer. The Virgin River Canyon was a big deal for me when it FINALLY opened.. I have always thought that the missing link between I 10 and I 40 on up to I 15 was just bad planning. I am the President of the Pearce/Sunsites Chamber of Commerce (AZ)and have already forwarded ADOT's email notification of the October 23rd meeting in Phoenix to all of our members and other business interests in NV, AZ,CA and UT. I am a former RE Broker from Las Vegas now semi retired here in SE AZ. I would love to be a part of this endeavor, please let me know how I could participate. |
| 26  | Robert E. Lee        | 10/18/2012 | One of our United States Senators, Harry Reid, is the Majority Leader. He needs to take advantage of that powerful position, in a positive way, to push hard for Congressional action on getting Interstate 11 moving -- pun intended. Senator Reid could begin by having I-515 from Las Vegas down to Henderson designated as I-11, as the first step. But that's the easiest part. He then needs to see this effort through, working with all relevant parties in both houses of Congress, The White House, the Nevada and Arizona state departments of transportation, other state and local officials, and more, to get Interstate 11 going!  |
| 27  | Jack Lorbeer         | 10/18/2012 | I was formally the Planning Manager for the Regional Transportation Commission in Reno/Sparks Nevada and I know I met Sondra on several occasions and I think I met you too Michael. I am now the Transportation Planning Division Manager for Maricopa County here in Phoenix, and was sent this website by my staff. I just want to wish you success on your study. While an ADOT study, if there is anything my staff can ever be a help with feel free to contact me.   |
| 28  | Ruben Henderson      | 10/18/2012 | Stop building freeways all you create more traffic and make me a train/and trains.  |
| 29  | Paula Egan           | 10/18/2012 | I would like to be kept informed of any progress with this Interstate Highway.  |
| 30  | Brad Campbell        | 10/18/2012 | I just learned about this project idea on the news. Persoanlly, I think it would be a huge waste of money. There is already a route between the two cities - I travel it a number of times a year. There is never enough traffic, in my opinion, to warrant a project of this magnitude. Thankyou for your time.  |
| 31  | Gail Golden          | 10/21/2012 | I would like to know if you are accounting for the fact that I-11 would become a perfect corridor for drug traffic between Phoenix and LV; then later from Mexico to Canada ?? Will there be law enforcement protections on the route?  |



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| 32  | Al Lammers     | 10/21/2012 | We need to move forward into the future. We already have the highways between Phoenix and Las Vegas and they have improved dramatically over the last 2-3 years. Keep those improvements going, but shift gears to High Speed Electric Train. Reduce pollution and increase commerce/tourism- the things we should be focused on. Train would be fast, cheap and fun. Imagine a train with a family car(large screen entertainment/lunch served), a business car(private cubes for meetings and fully internet/communication service), freight cars and a party car to get the party started early (Bar, food, sports screens everywhere and entertainment). Phoenix to Vegas in 2-3 hours????? Same idea as the high speed train from Phoenix to Tucson except more exciting! And what about High Speed train to Disneyland??? Something to consider! Especially as an alternative to another highway that will still have safety, pollution and high cost issues. Lets get moving and stop polluting! Thanks! |
| 33  | Graham Kettle  | 10/21/2012 | MY major concern is that you have your priorities wrong. Before 1-11 is considered there is an urgent need to upgarde 1-17 from Anthem to Flagstaff. This road is iin a poor state of epair and there is an urgent need to widen to 3 lanes in direction as a minimum. It could be that an improved 1-17 to Flagstaff with an extension from there to Las Vegas would be he most cost effective and practical solution.   |
| 34  | Kyle Robinson  | 10/21/2012 | I support the I-11 corridor proposal. I recommend the corridor include provisions for rail transport as that is the most efficient and environmental friendly method of moving freight and material. I also recommend passenger rail capability for the corridor.   |
| 35  | Unknown        | 10/23/2012 | If there is no federal money for this project and the citizens of Arizona have not formed any groups in support of a new Interstate, where is the demand? If the proposed I-11 becomes a Toll Road, is the preference of this committee to create a public-private toll road which would require the state to sell or lease land to a private company?  |
| 36  | Michael Stone  | 10/19/2012 | I don't drive to Phoenix that often, but I have recently driven from Las Vegas to Seattle a couple of times, and there are no good routes that don't detour through Utah. I'd like to see I-11 traverse the route between Las Vegas and Twin Falls, Idaho. There are few services along that route, and once we were delayed when the road was washed out by flash flooding. For that matter how about an Interstate from Las Vegas to Reno.  |
| 37  | Irene Kovala   | 10/15/2012 | I am writing to express support of the 1-11 Corridor project. The vision of the 1-11 Corridor to establish a transportation network through western Arizona and Nevada will directly address the efforts (and challenges!) Glendale Community College has in embracing towns such as Wickenburg and Wittman by bringing access to affordable higher education to more remote communities. This intermountain connection aligns directly with Glendale Community College's mission and vision to provide innovative, quality, learning experiences for all members of the community. I am pleased to support this incredibly beneficial and vital effort on behalf of Glendale Community College as well as Maricopa County Community College District.  |
| 38  | David Jarnagin | 10/24/2012 | I'm most interested in the alignment and impact with the West Valley component of this proposal!  |



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| 39  | Sayeed Hani    | 10/24/2012 | On future I-II project I hope that we include rail road as means of transportation also, if we can use electricity for fuel on the rail system we will reduce carbon emissions in a large scale it well be very environmental friendly and cost effective way of transportations. It will help people and tourist to have a third option and be able to travel by trains instated of cars or Airplanes, I like to call the new railroad system USstare or Weststare just like the European country have their Eurostar we like to have our USstare.   |
| 40  | Rick Gutierrez | 10/24/2012 | The most recent pictures from Mars make me wonder what might have happened how water may have been lost in areas where it appeared to be rivers at some time. Time will only tell....It seems reasonable for us to look for the future on how we can sustain our water needs due to climate change and growing population in the West. For most of us who have decided to build a home, there comes a time that we are faced to have some home additions. And this is exactly what we need now. We need more resources to sustain the growing needs due to population growth as well as maintain the needs for vegetation, wildlife, agriculture and energy. (see attachment)   |
| 41  | Michael Mosley | 10/16/2012 | I am interested in following the progress of I-11 and getting involved as needed. I am an AZ native and living and working in Las Vegas now. My family and I make the trip between Phoenix and Las Vegas quite often. What an exciting project! I would love to be involved.  |
| 42  | John Jones     | 10/29/2012 | OPPORTUNITIES: A modern information and transportation corridor will tie together two of the fastest growing regions in the southwest. The economies of Nevada and Arizona will undergo a significant transformation in the coming decades. Providing faster surface transportation between the regions will allow for increases in international and long range airline travel for businesses and tourists to Phoenix and Las Vegas. Constructing fiber optic connections between the regions will ensure additional capacity for future financial and business transactions. Planning for rail connections between the cities would also facilitate additional logistic centers and connect both cites to global markets. Upgrading the existing BNSF subdivision from Williams to Wickenburg would be an enormous undertaking. The construction of a new rail line from the BNSF Transcon line east of Kingman adjacent to a new highway may be more cost effective and result in higher freight rail speeds than the "Peavine" currently affords. TRANSPORTATION COMPONENTS: Freight and passenger rail / Divided highway with truck lanes on grade. Fiber optics / High Voltage Electric transmission lines for green energy - solar, wind, solar thermal etc. Oil and gas transmission lines. SUCCESS: Increase in GDP for both regions. Increase in employment. Increase in assessed valuation. Increase in tourism. Competition and stabilization of energy and data costs. Increased travel by surface transportation between Phoenix and Las Vegas. Stabilization of air fares between the cities. Competitive truck freight rail rates to and from West Coast ports. Diversity in the economies of the SW - more manufacturing. CHALLENGES: Political will. Financing. Vision or the lack of by voters in both states. Finding champions for the Corridor. |



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| 43  | Marvin Small | 10/24/2012 | <p>1. In my opinion as a citizen, The corridor should be several hundred feet wide to allow for other modes and utilities any of which may deviate from the corridor at various points. 2. The NB and SB directional roadways should be a minimum of 300 feet apart to allow for tolling, terrain, and crossover or U-turning traffic (Michigan Lefts). 3. The corridor should pass about 10 miles from any city or major highway so as not needing to deal with existing access, but close enough to services as needed. 4. Utilities needing security need double fencing for their protection and component storage. 5. Naturally, the highway design speed (&gt;85 mph) needs to somewhat mimic that for any high-speed rail envisioned with flat curves horizontally and superelevation of up to 10%. 6. 12 foot uncurbed shoulders on both edges of each roadway and protection from any potential rockfalls. 7. Planning for occasional scenic pullouts to relieve driver boredom through the Joshuas, rivers and mountains on each side (right angle reentries or crossovers from a stop cannot be allowed).</p> <p>8. Make the wildlife stay out and go around. Plan for it and they will adapt. 9. Treat the utilities as minor players, telling them to provide their requirements and then get out of the way, or else they will relinquish their chance and it will be provided to another. 10. Provide very few entry or exit opportunities, &gt;25 miles between them. 11. Solicit donations of R/W. I think you might find quite a few. 12. Take your work seriously. Very few people get the chance to start with a clean slate to plan an endeavor having so much future impact on so many people. Invent your own design menu of Standard Treatments early; then solicit comment.</p> |
| 44  | Richard Some | 10/25/2012 | <p>I am a resident of Southern Arizona. My wife and I travel at least once a year to Las Vegas and also to Laughlin. The US 93 corridor is our preferred route, being the shortest and the least congested. The problem with the current right of way is that is difficult to access, and almost devoid of services between Wickenburg and the I-40 junction. The conversion of this corridor to an Interstate Highway would presumably mitigate these problems yielding a safer and more comfortable trip. From my viewpoint access to I-11 should be made easily available from I-8 via AZ85. The current I-8/AZ85 bypass around Phoenix is extremely attractive when bound from Southern Arizona for points west along I-10. It would be a benefit to capitalize on this route when bound for Nevada as well. In considering extension of the I-11 corridor south of Phoenix to the Mexican border, I think that the AZ85 corridor should be considered.</p>  |
| 45  | W.T. Gilmore | 10/25/2012 | No Toll Roads In Arizona.  |



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| 46  | Stuart Boggs   | 10/29/2012 | <p>OPPORTUNITIES: Corridor would link the Phoenix and Las Vegas metropolitan areas, two of the largest metro areas in the southwestern U.S. that are not linked by a direct interstate highway connection. Would contribute to the development of the Canamex corridor that would enhance the movement of goods between three countries, Mexico, the U.S. and Canada. Would provide the opportunity to develop multi-modal transportation options along this corridor by developing a corridor that can accommodate both road and rail modes. TRANSPORTATION COMPONENTS: Should be included in the Corridor to fulfill the preliminary identified needs (e.g., freeway, passenger/freight rail, utility accommodation, others) Freeway, passenger/freight rail, electric transmission line to tap into the developing solar power generating capacity in southern Arizona and the developing wind farm capacity in northern Arizona. Corridor should also include room for telecommunications conduit and possibly oil/gas transmission lines. SUCCESS: If it gets developed that would be a definition of success since funding and political support are still uncertain. Development of a truly multi-modal corridor would also be a sign of success. CHALLENGES: Funding, political support, environmental concerns, effective outreach/partnering with Native American communities. Legislative obstacles that may make it difficult to utilize State Trust land for this corridor.</p> |
| 47  | Cash Jaszczak  | 10/22/2012 | <p>Ms Quigley, attached is some of the correspondence I mentioned to you at the I-11 Corridor Study meeting. The most significant point to be made is Nye's view that southern Nye County is part of Southern Nevada. It is Nye's hope to have the RTC of Southern Nevada not be limited by the Clark/Nye border. Discuss at your convenience if you so desire / ATTACHED: RTC Letter Re: RT Plan 2009-2030 - dated; 10/23/08/ NYE Letter Re: Review &amp; Comments to RT Plan 2009-2030 - dated; 10/6/08</p>  |
| 49  | Tamara Bennett | 10/29/2012 | <p>would like to see a close up of the proposed interstate 11 around wickenburg - we have received different information - one that it would be west of wickenburg and the other that it would go up highway 60 which would encroach on a lot of businesses/actually would eliminate them and what about the river preserve. We are concerned citizens and would like to see a map that showed where it beyond the ones I could find which you couldn't tell exactly where it was as you could not enlarge the wickenburg area.</p>  |





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| 48  | Lauren Harvey | 10/30/2012 | <p>Hello and thank you for the opportunity to provide comments at this early stage of the project. As you move forward with high level visioning between Phoenix and the border with Mexico, it seems likely that the Avra Valley located west of Tucson will be considered a potential corridor since this area was the subject of ADOT's I-10 Bypass Study. There are a number of issues associated with this particular area that I want to bring to your attention. First is the existence of the Central Arizona Project Tucson Mitigation Corridor that physically and biologically connects Pima County's Tucson Mountain Park with the Tohono O'odham Nation and the mountains to the west. This 4.25 square mile corridor was acquired by the Bureau of Reclamation as partial mitigation for construction of the Central Arizona Project. It is managed by Pima County and Arizona Game and Fish is a third party to the cooperative agreement that states this area is only to be used to preserve plants and wildlife and to provide an undeveloped corridor for wildlife movement. The ADOT I-10 Bypass Study proposed bisecting the Tucson Mitigation Corridor and omitted any information regarding this critical existing corridor. The Bureau of Reclamation, Pima County Board of Supervisors, and the Arizona Game and Fish Department opposed the I-10 Bypass and have since opposed the SunZia Transmission Project in this area. I strongly urge you to contact Carol Erwin Area Manager of the Bureau of Reclamation Phoenix Area Office, the Pima County Board of Supervisors, and the Arizona Game and Fish Department regarding the Tucson Mitigation Corridor. In addition to the agencies noted above, the National Park Service opposed the I-10 Bypass and the SunZia Transmission Project in this location due to inconsistencies with the establishment of Saguaro National Park including its designated wilderness area. The National Park Service recommended that an Environmental Impact Statement consider the effects on natural resources including the spread of invasive species and habitat fragmentation, degradation of cultural resources, and visual impacts from sensitive viewing areas such as the Arizona-Sonora Desert Museum. The SunZia Transmission Project subsequently removed this corridor from consideration due to the potential impacts. I suggest you contact Darla Sidles Superintendent of the Saguaro National Park regarding their concerns. The Pima County Tucson Mountain Park Management Plan addressed the Tucson Mitigation Corridor, lease properties such as the Arizona-Sonora Desert Museum, and the management of visual, biological, and cultural resources. 62% of visitors to Tucson Mountain Park visit the Arizona-Sonora Desert Museum and park road pull outs. These areas overlook the iconic Sonoran Desert landscape of the Avra Valley, and an interstate corridor in this location my result in negative impacts to the multi-million dollar tourist industry in southern Arizona. Please contact Kerry Baldwin Natural Resource Superintendent with the Pima County Natural Resources, Parks and Recreation Department to discuss this project. Tucson Mountain Park and the Tucson Mitigation Corridor are part of the Pima County Conservation Lands System. The Pima County Sonoran Desert Conservation Plan identified priority vulnerable species, cultural resources, special management areas, and critical linkages that may be impacted by a highway in this location. The Sonoran Desert Conservation Plan contains a wealth of information regarding these resources and I urge you to contact the Pima County Administrator's Office to access this data. In closing, local roads such as Sandario Road, Kinney Road, and Gates Pass Road are designated Major Scenic Routes by the Pima County Zoning Code and the intent of that designation is to preserve and enhance the visual resources of the natural and built environment. Areas within one mile of Saguaro National Park, Tucson Mountain Park, and the Tucson Mitigation Corridor are within the Pima County Buffer Overlay Zone which is an area designated to foster wildlife habitat. Most of the private land adjacent to Saguaro National Park, Tucson Mountain Park, and the Tucson Mitigation Corridor is included in the Resource Transition Zone land use category of the Pima County Comprehensive Plan, and development of these lands is to blend with the natural landscape and support environmentally sensitive linkages. I am very interested in participating in this project as it may relate to the Avra Valley and appreciate being included in your mailing list.</p> |



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| 50  | John Mahr      | 10/16/2012 | 10/16/12: Save the Joshua trees west of Wickenburg ; 10/18/12: We make the drive at least once a year. We would consider it more with an interstate.   |
| 51  | Chuck Onwubu   | 10/16/2012 | If an interstate designation can speed up widening US 93 in Arizona, I'm all for it.   |
| 52  | Andrew Stocker | 10/26/2012 | OPPORTUNITIES; This is an opportunity to increase rail travel. TRANSPORTATION COMPONENTS: Passenger and freight rail should be considered. CHALLENGES; More sprawl.  |
| 52  | Jim Robinette  | 10/17/2012 | This project is just in time to provide much needed infrastructure for future growth in the Southwest US and future trade with Mexico and beyond   |
| 53  | Gianna Walker  | 11/28/2012 | Is there a google earth .kmz file for the I-11 corridor route (possible route) available? Or is it just a broad general plan and that's why it's shown at a small scale map. What software does ADOT use to create their maps?   |
| 54  | Gary Hancock   | 12/3/2012  | This looks like an outstanding opportunity to direct growth, create business hubs and transportation corridors throughout the region. At this point I'm interested in the routing options and the draft EISs. Also in receiving information on upcoming public events and press releases.  |
| 55  | Rick Gutierrez | 12/4/2012  | Attached is the I-11 Project Information from the materials I got from the public meeting in Phoenix. I showed the Prescott corridor alternative for I-11,,,,which will use part of I-17, Highway 69, highway 89, part of I-40...to Kingman,,,then to Las Vegas. This corridor will benefit greater areas that will be served by roadway, rail, water, gas and other utilities. The most important of all is water getting to the high country and then serve larger radial communities. |



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| 56  | Larry W. Doescher | 12/15/2012 | <p>Coordination with ADOT's CANAMEX Team might help cut some corners, saving time and money spent evaluating AZ segments.</p> <p>I really like this concept/idea of evaluating/developing a new port facility in Mexico. It would be possible to bring commodities/product up through the Yuma, AZ area northward into Nevada.</p> <p>At the Phoenix, AZ meeting, it was mentioned this facility should evaluate all types of goods/services/commodities which might benefit from a multi-modal corridor. While I see the benefits of a broad approach, I would caution against getting hung-up on forcing/requiring all types of transportation in the same corridor. Just like our highways sometimes benefit from a bifurcated alignment so too may the different modes of transportation. Examples of these, which most or all were mentioned, would be recreational use/access, trucking, freight rail, highspeed commuter rail, and energy transmission (electric, gas, oil, fuel). Please consider population centers which might benefit or provide logical nodes along the route. Existing facilities and features might prove to be attractive starting points as initial investment can be substantially lower. Consider the needs of those who might use the corridor. Where are existing population centers, truck stops, fueling opportunities, lodging, refineries, rail systems, airports, transmission lines and rest areas? What areas are more attractive to expanding such facilities/features? Where might the access control be easier to obtain or more absolute? Consider the development of inland ports as potential nodes. In AZ, Kingman look like a decent choice. Kingman has rail, highway and an underutilized airport.</p> |
| 57  | Ken Bateman       | 12/17/2012 | <p>Why cant the existing route 60/93 be used with updates? Just make it the divided highway where it needs to be and any other improvements to consider it as part of the Interstate Highway System. Stop wasting time on this as the longer this is delayed, the higher the cost: Look what I-10 cost thru Central Phoenix after all the years of debating where/how it should be built. When finally done it was done as to the original route, just not elevated as originally proposed. The Hoover dam bypass bridge has been a great start to make I-11 happen.</p>  |
| 58  | Lew Sowards       | 12/21/2012 | <p>Letter to Wickenburg City Council, ADOT, and Wickenburg Sun</p>  |
| 59  | Thomas Roller     | 12/28/2012 | <p>Where is the map of the proposed route?</p>  |
| 60  | Dave Booth        | 12/29/2012 | <p>After recently retiring from a 40 year government career, I fully support this project and recognize the need for an interstate roadway between Phoenix and Las Vegas. My career included;</p> <p>Washington State Patrol (25 yrs.)<br/>           Washington State Department of Labor &amp; Industries (6 yrs.)<br/>           Washington State Department of Transportation (4 yrs.)<br/>           City of Phoenix (5 yrs.)</p> <p>Let me know if I can help, and thanks for your work on this project.</p>  |
| 61  | Reed Kempton      | 1/2/2013   | <p>I would urge you to include ways for people to walk and bicycle in and across the corridor.</p>  |



| Ref | Contact       | Date      | Correspondence  |
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| 62  | Steve Norwood | 2/9/2013  | Please add my name to the mailing list. I note that there are already several interstate highways leading into population centers in Canada, so funding should not be spent for this portion. After completion of I-11 between Las Vegas and Phoenix, a new segment to much more populous Mexico and later a wider highway to Reno makes sense. I would like to know the exact route of I-11 where it will cross existing old Highway 80 in SW Maricopa County.   |
| 63  | Landry        | 2/13/2013 | I've read through some of the comments in the stakeholders meeting* said that Interstate 17 exists and could be extended for considerably less money than I-11. I'm originally from Kanab, Utah, which was near that proposed corridor, and noticed that one of the factors that eventually led to I-11 being prioritized over an I-17 northern extension was cost. What will the cost for I-11 be as opposed to an I-17 extension? I haven't seen anything concerning the price of I-11 or an I-17 northern extension and what the cost would be in 2013 dollars.  |
| 64  | Linda S. Darr | 2/14/2013 | I would love to see the highway between Reno and Las Vegas improved, especially in the Walker Lake area, possibly rerouting it around Hawthorne and move it to the east of the lake. The curvy 2 lane road is very dangerous and many accidents happen there. I make many trips to Phoenix and that Lake area is the worst part of my journey.  |
| 65  | Terry Bown    | 2/14/2013 | Back in about 1997, while living in Las Vegas, we came across the idea of the CanaMax project. We were very excited about this project but never heard much about it after our visit to the Mall. We have moved to northern Nevada, Fallon, and recently heard about the project on the morning news. Do you have any proposed route from Las Vegas to Canada? Currently we have trucking dropping down from Idaho headed to the L.A. area. We also have trucking from Reno's industrial park. Would the I-11 be near or thru our area. We also have property off I-10 in the Tucson area. Being in our 70's we realize we most likely will be gone before this comes about BUT we are excited to the possibility of growth in the Fallon area. How would this route impact the proposed hub in KC?   |
| 66  | Terry Bown    | 2/19/2013 | <p>Several years ago there was a segment on Goodmorning America on the Transportation hub being built in KC. It was stated that the highway from Mexico, going thru Austin Texas would end up in KC. From this article, it appears that rather than having distribution points at various sea ports everything would be trucked to KC than sent out to warehouses in the US. I did deduce that the infrastructure was already underway.</p> <p>We have a family member who is a cross country driver and I was surprised that companies dispatch there drivers from Reno thru Fallon, Hawthorne and over the Sierras into the Southern California area. Trucks from Idaho take this same route. Not many trucks come out of Las Vegas and use this route. Thus the I-15 corriador is busy. The routes I mentioned are mostly two lane with a speed limit of 70 mph. Also of interest is the Commercial Center East of Reno, which has the potential of drawing more warehouses from the Bay Area. Trucks from this center either go back thru Reno and south on the 395 or take I-80 to Fernley, Fallon and the previously mentioned route.</p> <p>A Freeway grade road would open up so many oppertunties for many areas of our economey. Shipping from the northwest ports could miss the heavy traffice on northern California roads, Lake Tahoe would be easier to get to, and many other reasons to consider this route.</p> |



| Ref | Contact            | Date      | Correspondence  |
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| 67  | Ed Mears           | 2/19/2013 | We are very interested in the development of this corridor to provide a safer freeway system.   |
| 68  | Jeffrey Allen      | 2/20/2013 | Private investors have offered to fund to 99% of the \$330 Million budget of the I-11 Boulder City Bypass toll road.  |
| 69  | Robert Lee         | 3/2/2013  | <p>Also submitted same comment to NDOT website:</p> <p>As a trucking company owner and a citizen and taxpayer, I am very interested in seeing the building of the proposed Interstate 11.</p> <p>1. While I understand and support the 'core' segment of an Interstate 11 being established between the Las Vegas and Phoenix metropolitan areas, I would strongly encourage a northward extension of an Interstate 11 into Reno-Sparks, Nevada. Reno-Sparks is a major transportation and logistics hub in, for and beyond the Intermountain West. The Reno area is currently served quite well in an east-west direction by Interstate 80. However, in the north-south direction, surface transportation companies (like mine) and individual motorists must settle for the much slower and circuitous and inefficient use of U.S. Highway 95 to travel to and from Reno and Las Vegas. And using U.S. 95 to and from Reno requires a long, 30-plus miles diversion down Interstate 80 to and from Fernley, and then another approximately 25-mile, lengthy travel segment on U.S. Highway 50 to and from U.S. 95. A more direct route between the Reno-Sparks and Las Vegas markets via an Interstate 11 would only positively add to the economic growth and prosperity of Nevada, in particular, and to the Intermountain West, in general.</p> <p>2. As a business owner who must save every dollar possible in the successful operation of my company, I would strongly encourage that an Interstate 11 NOT be entirely a tolled highway. Depending on the cost, both as a businessman and private citizen, I would likely NOT use an Interstate 11 that is totally tolled. I believe that only the most congested and highly used portions of an Interstate 11 in the urban areas of Reno, Las Vegas, Phoenix (and Tucson, if an Interstate 11 extended that far south) should have some tolled lanes. And I emphasize the incorporation and use of only "some" tolled lanes in those urban areas, and not "all" lanes of an Interstate 11.</p> <p>3. Finally, I would encourage the government agencies and other entities that are conducting the "I-11 and Intermountain West Corridor Study" to use social media sites like Facebook and Twitter to help inform the public about the proposed Interstate 11. The American public, including companies and individuals, will benefit enormously from the economic and travel contributions of an Interstate 11, and have a great stake in knowing about its potential development.</p> |
| 70  | Benjamin Challinor | 3/5/2013  | As a citizen of Nevada who travels between Reno and the Las Vegas area, it would be a great idea for the proposed I-11 to pass through Las Vegas. As the Las Vegas to Phoenix corridor is already close to being reality, pending the State Legislators and Federal Funding, it should be extended northwards towards Reno, or close to it. Nevada is already missing a major North/South corridor. And with Reno becoming a major distribution hub, a proposed I-11 extension through, or near, Reno from Las Vegas would help commerce and much much more.  |



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| 71  | Larry Tinney  | 3/15/2013 | Interested in potential extensions through Nye County, especially possibility of future I-11 route serving dual purpose of a "Pahrump Bypass".  |
| 72  | Ryan Denke    | 3/18/2013 | I drive this route frequently and I think the existing roadway is adequate. It just needs to be developed to 2-lane separated highway the whole distance and it will serve us well for decades. Raising the speed limit would also help   |
| 73  | Jeffrey Allen | 4/5/2013  | Globalcrossroadscapital.com is a US Vet-owned IR firms catering to corporations and governments specializing in 3P finance. We have announced in the press our objective to administrate private capital markets to finance to 99% of the budget for I-11 by pass tollroads near Boulder City, NV and around Phoenix between Wickeburg and Casa Grande as well as Project Neon on I-15.   |
| 74  | Gary Glenn    | 4/26/2013 | I grew up in Kingman Az. and I still have family there. I have been driving on Grand Ave / US 93 for 35 years and will continue to for many years to come, UNLESS there was a better route to take! If the route is improved, widened, safer, you bet I would take that route. I remember all of the white crosses along ther and I almost died on 93 several times, including totalling my truck, near Wickeburg, in may 1978. Please let me know how to help make it happen. Thank you for the opportunity to speak up. |
| 75  | Cary B. Todd  | 4/28/2013 | Very pleased this project is in the works; it is long overdue.  |
| 76  | Darla Sidles  | 5/14/2013 | Saguaro National Park is requesting to be added to your mailing list. Furthermore, as a federal agency with potential impacts that may arise from the "Canada to Mexico extension component" of this project proposal, we are requesting to be contacted directly to become involved in the scoping for that element as soon as possible.   |
| 77  | Terry Rambler | 5/8/2013  | How far does the Southern AZ connecting corridor extend? This will determine our involvement.   |