



I-11 and Intermountain West Corridor Study

Virtual Public Meeting February 2014

The Arizona and Nevada departments of transportation are working together on the two-year Interstate 11 (I-11) and Intermountain West Corridor Study (Corridor) that includes detailed corridor planning of a possible Interstate link between Phoenix and Las Vegas (Congressionally Designated as I-11), and high-level visioning for potentially extending the Corridor north to Canada and south to Mexico. Congress recognized the importance of the portion of the Corridor between Phoenix and Las Vegas and designated it as future I-11 in the recent transportation authorization bill, Moving Ahead for Progress in the 21st Century Act (MAP-21).

As part of the study, the public and stakeholders are invited to share their opinions and ideas on decision points throughout the process. The third round of public engagement was a month-long “virtual” public meeting, where interested participants could view narrated presentations on the latest study developments and draft recommendations for each segment, and provide feedback via segment-specific questionnaires.

Online questionnaires were available from 4 p.m. February 10 through 8 a.m. March 11, 2014. Over 2,028 individuals clicked through to the five segment questionnaires providing nearly 2,500 comments. Additionally, study team members fielded comments submitted via e-mail, web, phone and mail from an addition 162 individuals.

All feedback received during this phase of engagement is included in this report. Letters and submissions from stakeholders and agencies over this same time period can be found appended to this report.

The comments presented in this report represent input from individuals that participated in the “virtual” public meeting and will be reviewed and considered by the study team.

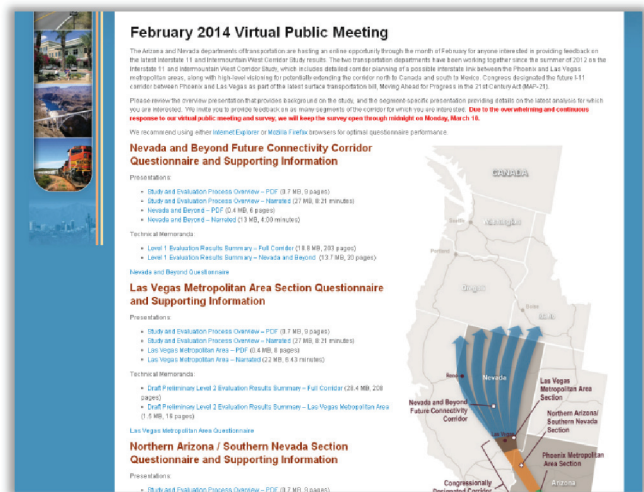


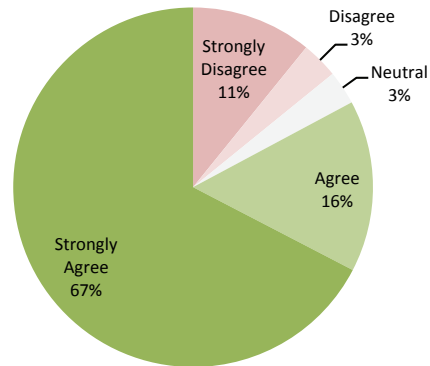
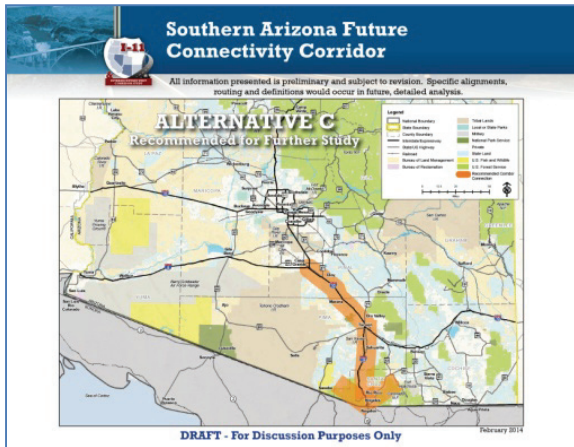
Figure 1: Screen capture of virtual public meeting web page

The purpose of the public information meetings was to provide an update on the project and to discuss and receive feedback on the Level 1 recommendations for the connectivity segments (Southern Arizona and Northern Nevada and Beyond) and on the preliminary draft Level 2 recommendations for the Congressionally Designated segments (Phoenix Metropolitan Area, Northern Arizona/Southern Nevada and Las Vegas Metropolitan Area). Full-page alternative graphics are located in the appendix of this report.

The following summarizes feedback received for each segment. It's important to note: feedback received is not statistically valid; the data presented below may include sample validity, non-responsive bias, stakeholder bias, and unverified respondents. The feedback received will be reviewed qualitatively and be used to inform the study and analysis.

Southern Arizona

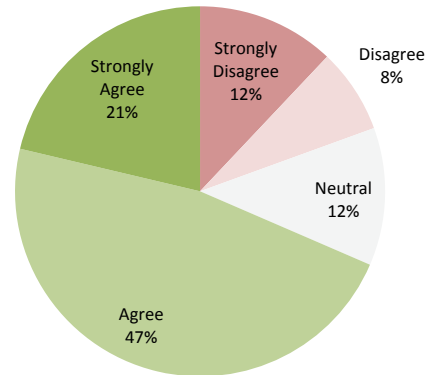
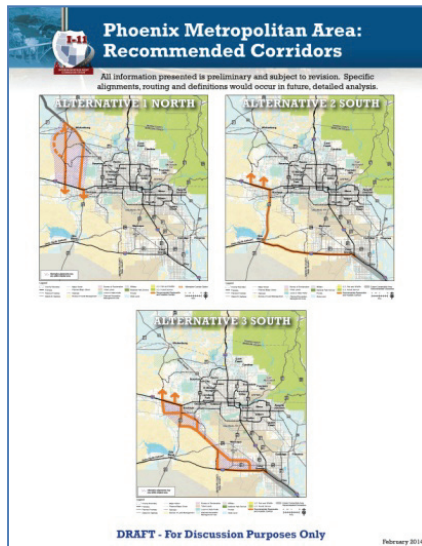
Draft recommendation: an I-11 Corridor that connects the major activity centers of Nogales, Tucson and Phoenix (the exact alignment to be determined in future studies). [693 Responses]



Feedback from the Southern Arizona questionnaires indicated support for I-11 and connecting the corridor to Mexico through Nogales north to Tucson. Feedback was varied as to whether a new corridor/infrastructure should be pursued or to improve the existing infrastructure (I-10, I-19) in the already established trade corridor. Supporters cited benefits including economic development as well as improved trade and connectivity with Mexico—the country’s largest trading partner. Concerns regarding the environment and an alignment through the Avra Valley were also articulated, although consideration for a multimodal corridor was suggested as a potential solution.

Phoenix Metropolitan Area

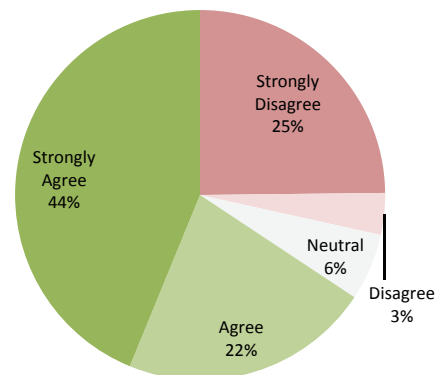
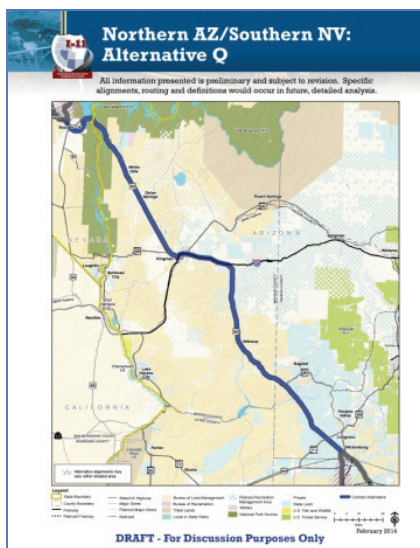
Draft recommendation: alternatives that could be carried into more detailed, future studies include Alternative 1 North, Alternative 2 South and Alternative 3 South. [108 Responses]



There was general support for an I-11 articulated in the Phoenix Metropolitan Area questionnaire, but no clear alignment favored. Many comments focused on the connection with/to Phoenix, and a desire to optimize efficiency and connectivity to the major metropolitan area while avoiding the potential to add to congestion. While several comments were offered in regards to impacts on Wickenburg, consensus as to impacts and/or a preferred alternative was not achieved. Several respondents offered the potential to improve US 60/Grand Avenue as an alternative that might better serve the Phoenix core.

Northern Arizona/Southern Nevada

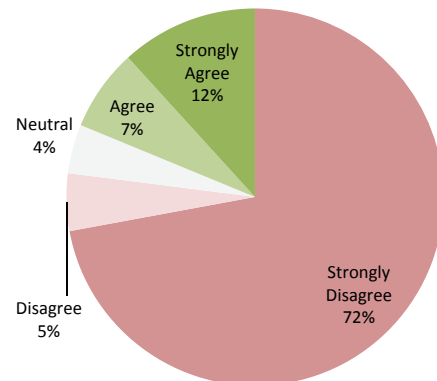
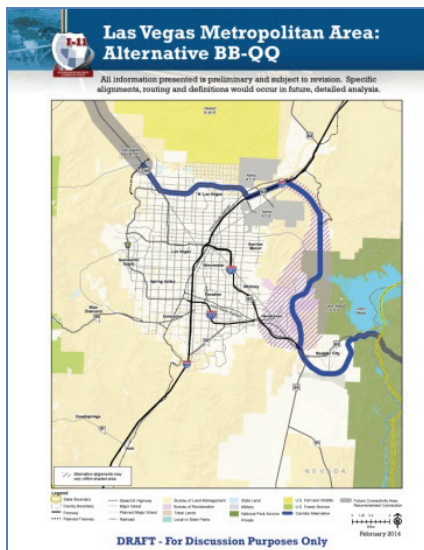
Draft recommendation: Alternative Q is a reasonable alternative that could be carried into more detailed, future studies. [137 Responses]



Feedback from the Northern Arizona/Southern Nevada questionnaire indicated stronger support for Alternative Q than for Alternative UU, particularly in terms of maximizing existing infrastructure and use of an existing corridor. Some noted concerns using an already congested I-40. Opinions varied regarding the impact and best alternative for serving Kingman, Arizona. Additionally, because of concerns from Henderson, Nevada-area residents regarding Alternative BB-QQ (see “Las Vegas Metropolitan Area”), some of the comments submitted through this questionnaire echoed opposition to Alternative BB-QQ (either stated directly, or through a presumed misunderstanding that Alternative BB-QQ is distinct to Alternative Q.)

Las Vegas Metropolitan Area

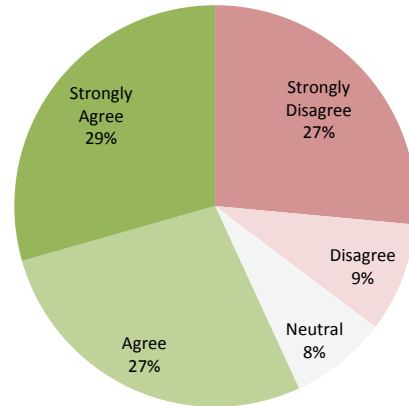
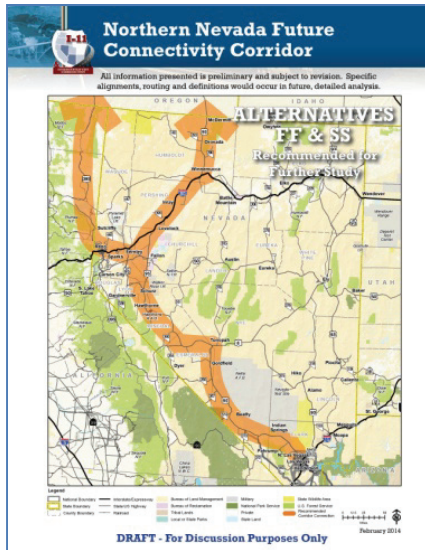
Draft recommendation: Alternative BB-QQ is a reasonable alternative that could be carried into more detailed, future studies. [570 Responses]



With significant feedback from the greater Henderson, Nevada community, feedback from the Las Vegas Metropolitan Area questionnaires articulated strong opposition for Alternative BB-QQ. Many feared Alternative BB-QQ would eliminate the River Mountain Trail Loop and that it would negatively impact environmental and recreational assets, including the Lake Mead National Recreation Area. Some articulated support for an I-11—just not Alternative BB-QQ—while others focused on expressing only their passionate opposition for Alternative BB-QQ. Those that support I-11 offered varying opinions on whether it was better to improve existing infrastructure (e.g., Alternatives Y and Z) or if that strategy would add congestion to already congested corridors. Those that articulated support Alternative BB-QQ believed that it would provide a much-needed transportation facility east of the metropolitan area and would support mobility by “closing the loop”.

Northern Nevada and Beyond

Draft recommendation: an I-11 Corridor connects the major activity centers of Las Vegas and Reno (broadly following US 95, with the exact alignment to be determined in future studies). [102 Responses]



Feedback from the Northern Nevada and Beyond questionnaire generally show support for an I-11 extending north of Las Vegas; while many indicate support for a western alternative, some indicated support for a more central or eastwardly route through Nevada.

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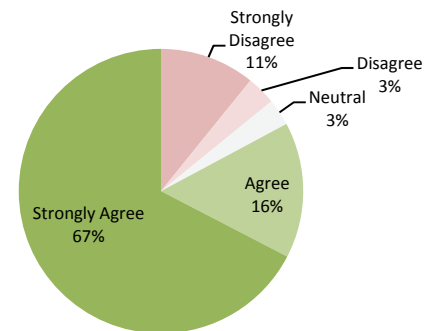
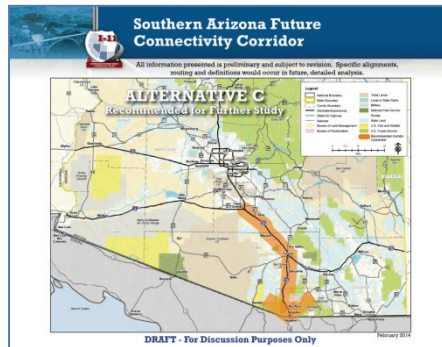


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Southern Arizona Summary

S AZ 1. Do you agree with the study recommendation that the I-11 Corridor connect the major activity centers of Nogales, Tucson and Phoenix (the exact alignment to be determined in future studies)?
(693 responses)



S AZ 1 Comments (177 comments)

Comments that generally supported I-11/connectivity through or adjacent to Tucson; comments highlighting benefits of an I-11; comments that highlight the important relationship with Mexico

- Absolutely. The cities (Phx & Tuc) are the Alpha and Beta cities in the state with the best connectivity options with other hubs and transportation methods. Rail and interstates are already in place as well.
- Mexico and Arizona have a long history of trade and visitation. If Arizona were to match California and Texas's trade on a per capita basis, trade value would double and triple over current activity. Alternatives to I-10 are required to avoid 5 hour drive time in the next 25 years between Phoenix and Tucson.
- America certainly needs a better relationship with our neighbor to the south, Mexico. By developing an I-11 border crossing, this would enhance economic development, and allow for better trade and industry to flourish.
- Creating a strong NAFTA connection is critical
- Tucson, Pima and Santa Cruz counties need this corridor for economic development.
- I am so happy that we will have direct access to Vegas
- Tucson needs it the most and should be as close to the metropolitan area of Tucson as possible.
- But it should be done all the way to Nogales and not just stop at Phoenix.
- I feel that the route should go through the Tucson metro area as it will be a huge addition for our economy. Tucson is a city lacking well paying jobs and being the first major city on this route with rail/freeway connections both east and west could expand Tucson's economy ten fold making it a sort of inland port and distribution point.
- Leaving Tucson out of the plan but expect more semi trucks on I-10 is a mistake. We'd have to get a double-decker freeway which would increase noise and air pollution.
- The Phoenix and Tucson MSAs need to be used to increase the economic activity of each other.
- If it bypasses Tucson, that would be a major mistake. It is good that only Alternative C was the only one recommended for further study. However, it would be equally a mistake to build a parallel I-11 freeway near the existing I-10 and I-19 freeways. Why not simply upgrade them? Call it I-11 if you like, but don't have two.
- It's very important that I-11 includes Tucson.
- This is Arizona's key commerce corridor and it must be designated as in need of follow-on corridor study and implementation. The I-11 corridor should reach a logical terminus in southern Arizona either at the border or connecting to I-19 between Nogales and Tucson.

- Yes, this corridor has significant existing and planned transportation and border investments: Mariposa Port of Entry with over \$220 million of federal funds, I-19 and I-10 with ongoing widening and capacity improvements, and planned improvements on the Sonora side.
- Without this connection the I-11 has no value and should not be funded by the federal government. It is a way Arizona can be unified in an approach and not look at initiatives on a project by project basis
- Existing Interstate South of Casa Grande cannot handle the increased traffic loads from Mexico without major expansion and impact.
- Arizona must position itself for the future as the principal gateway for trade and tourism between our neighbors to the North and South. If we don't, our neighbors to the West and East surely will.
- If the purpose of the I-11 corridor is to promote trade and economic growth, then it would be very shortsighted to omit the U.S. - Mexican border and the POE in Nogales. To focus on the section between Phoenix and Las Vegas ignores the true purpose of this infrastructure which is to create a transportation corridor through the west coast of Mexico through the western United States into western Canada
- Without a doubt, the study's findings reflect my opinion on the matter. It is of utmost importance for Southern Arizona in order to increase commercial flow, increase tourism and create infrastructure for the future.
- The traffic of goods from Mexico will benefit.
- I support the route that goes just West of the Tucson mountains to connect with I-19.
- The U.S. portion of an International Trade Corridor must start at the Arizona-Mexico Border, namely the Mariposa Port of Entry.
- This is essential given the amount of import/export through Mexico and to maintain the connection into Arizona. This is critical for all of Arizona to prosper.
- Connectivity from Mexico through Tucson north is critical to further developing trade with Mexico for all
- When this corridor gets to Mexico, there must be a highway there that will continue to support the transportation. For that reason it cannot bypass I-19 and go far West of Tucson. Tucson must be included.
- Given the logistics, this is truly the only choice that makes sense. With the linkage between deep water shipping, rail, interstate trucking and air capacity, to connect anywhere else would be a wasted opportunity.
- This route needs to be included NOW in the Border-to-Border plan for the I-11 Corridor - not left to be included at some later date. The Canamex Corridor was designated as the International Trade Corridor. Why doesn't I-11 follow that route to the Border.
- It has always been the intention of this state and the indeed the U.S. to build a true international trade corridor. How is that possible with a missing link between Canada and Mexico? The Tucson Metro Chamber, its 1,450 member businesses representing 110,000 employees strongly urges ADOT and all other regulatory agencies to include the Phoenix to Nogales section of I-11 in its planning immediately. Thank you.
- In order to maximize the potential of the Mariposa POE, it is essential that I-11 be designated all the way to Nogales
- minimal effect on Nature/Wildlife
- Commerce is located along these activity centers, and needs to be connected, especially building off the new Mariposa Port of Entry.
- It is imperative to connect the commerce corridor from Mexico north through Nogales, Tucson and Phoenix.
- Given its proximity to Mexico and existing connections to the expanding Port of Guaymas, other existing rail, highway, and air transport infrastructure, ongoing investments by Union Pacific in the Sunset rail corridor, ongoing investment in the Mariposa Port of Entry, and the region's existing capacity and relative low operating costs for associated logistics infrastructure, it is the best corridor suited to connect to the I-11 corridor.
- The Southern Arizona segment, which actually connects the U.S. segment with Mexico, is the most important segment of the entire corridor.



- It needs to connect through the major metropolitan center of Tucson and should utilize existing transportation corridors to the greatest extent possible. I-10 - I-19 makes sense. This is good for Tucson and Southern AZ businesss.
- THIS WOULD BRING SO MUCH WORK TO THE STATE.I HAVE HEARD THE UNEMPLOYMENT SITUATION DISCUSSED OVER & OVER. THIS WOULD PUT SO MANY PEOPLE TO WORK.
- With 20 - 25% OF THE us rail traffic coming through Tucson and Nogals to Tucson to Phoenix being a primary north south transportation route of goods transport, the Nogales, Tucson, Phoenix alignment is crucial to developing this corridor.
- Tucson has already established good business relationships with Mexico and the I-11 corridor alignment between Tucson and Nogales is esential!
- Alternative C in the Phase I clearly states that this is the Most Favorable route and it is common sense that I-11 include Tucson and Nogales from Phoenix to the Mexican border. This is the Sun Corridor and has the most efficient route to Sonora and points of commerce south to the port of Guaymas, Sinaloa and ultimately to Guadalajara and Mexico City. This is the CANAMEX route and is already Congressionally recognized as such.
- This is the only logical alignment that will easily capture West Mexico traffic via Mexico interstate 15 which has as its terminus Nogales Sonora and Nogales, Arizona, which presently connects to Interstate 19 in Arizona.
- With the New Mariposa Port of Entry, this welcomed addition to increased efficiency of transport modal will add jobs, economic growth for the state as well as both countries, Mx and US.
- It is the shortest route to the most improved Port of Entry that can handle the traffic.
- There is a tremendous amount of cargo to and from Mexico that will benefit from this route. Also, traffic between Tucson and Phoenix continues to grow and this project promises to alleviate some of that traffic pressure.
- Given the existing transportation infrastructure on both the USA and Mexico sides of the border it is baffling how any other alignment could be under serious consideration.
- Necessary for the future development of our state and for economic growth.
- This corridor forms the trunk for movement of commerce between the Pacific Coast of Mexico and the Intermountain West.
- Why terminate proposed I-11 at Casa Grande, when there is significant opportunity to expedite freight through Tucson and connect directly with Nogales, Sonora, Mexico?
- As Nogales is a major economic port of entry for multiple goods arriving by land, train and sea, it only makes good economic sense to complete this with a highway system that can rapidly move goods across the country.
- In order for Arizona as a whole to not lose out to our competitor regions to the east and west that are working very hard to be the route of choice for Mexican commerce to move northward, it is critical to connect the I-11 corridor south from Phoenix to Nogales through Tucson.
- We must have this connectivity to Nogales thru Tucson. The trade from south of Tucson is very necessary.
- we need to vastly improve the ability of producers/manufacturers from southern arizona to get their products through this area as quickly as possible. This will stimulate the growth we need in southern az
- The I-11 Corridor should connect the activity centers of Nogales, Tucson and Phoenix due to the fact that it makes the most sense.
- I think it needs to be done as it will more than offset a city council that chases businesses away.
- I-11 corridor is integral to regional growth and Economic Development expansion.
- I have been in transportation for over thirty years and in my opinion I-11 should absolutely connect Nogales, Tucson and Phoenix. Vision is what is needed now, hind sight is always 20.20.
- This is a must to build trade with Mexico in our region.
- It makes absolutely no sense otherwise.
- Trade with Mexico and their new deep water port facillities is a must and the infrastructure to support this activity vital to our reigon
- Southern Arizona MUST be included!!!!



- The I-11 corridor connecting the major activity centers of Nogales, Tucson and Phoenix to Mexico would be the most critical section of the entire corridor and provide a much needed shot in the arm to S.Az and Mexico.
- Exact route to be determined but please include Nogales and Tucson.
- Tucson will thrive. Southern Arizona will thrive. Contractors take great care with the environment. Not just because laws mandate it, but because we love our city.
- The Southern Arizona portion is vital to the statewide economy. This includes the entire route including the border area and the Nogales - Tucson connection. Thank you.
- Absolutely! Southern Arizona cannot be left out of the I-11 route. Economic development of the region will be enhanced by improving transportation between Sonora, Mexico and Tucson and Nogales, the largest cities in Southern Arizona. Please be considerate of environmental factors, but I am all for building this road for economic improvement.
- It is misguided to believe that Phoenix does not need Tucson. Phoenix does not exist in a vacuum. A stronger Southern Arizona and Tucson will feed directly into Phoenix and will make Phoenix and the Greater Phoenix area stronger.
- This is a critical part of ensuring the economic future of Southern Arizona, and for our country. We need to make sure that we quickly get to the point of having consensus and speak with one voice on both the importance of this project, and the basic alignment direction (ie: do NOT try to expand capacity of I-10 through Tucson via another deck).
- Nogales & Tucson are material to the success of the corridor. The Port of Tucson is a major player in this corridor
- This would be the cornerstone of economic growth for our region.
- It is so logical. If it is not, what are the alternatives?
- This will be helpful to the business community as well as to limiting traffic on existing roadways.
- Mexico is a key factor is Tucson and Southern Arizona's economic growth. We must be better connected.
- With the expansion of the Port of Guymas, the added capabilities of Port of Tucson, and the population growth between Tucson - Phoenix, we need an alternative to I-10 for commercial trucks. A passenger train would be great, too. ;)
- This is key to the region's economic development.
- Strongly encourage community leaders of Tucson to be a part of the planning process. The alignment should tie in Tucson.
- Be sure to include Tucson!
- Hermosillo - Nogales - Tucson (east on I-10) - Phoenix (west on I-10)- Las Vegas
I-11 can increase functionality and economic development regionally, nationally and internationally with this connection
- Mexico's infrastructure is set to use Nogales as the primary route
- I 11 without Tucson and Nogales would be useless and futile.
- It's the most logical.
- This is the most logical corridor from an economic & trade perspective.
- we need this badly.
- Tucson must be a direct connect to I-11. It's outrageous that Southern Arizona's major community is bypassed.
- WE NEED I-11 TO HANDLE THE TRUCK TRAFFIC FROM AND TO MEXICO, SO IT DOESN'T CONGEST I-19, I-19 CAN'T HANDLE THE TRAFFIC NOW!!!!
- Arizona must improve connectivity to support existing and anticipated trade activity in this region. Investment in this infrastructure will have a ten-fold return.
- Tucson has a long-standing positive relationship with Mexico. Many of her people have roots in Mexico, and our international trade is vibrant. Having this corridor as part of our future only makes sense.
- Perfect industry transportation solution
- The connecting of Nogales and Tucson is of utmost to business development between Southern Arizona and Mexico
- As long as it includes a Rail for goods and not Passenger



- I believe the I-11 corridor is a major factor in establishing southern Arizona as the primary shipping route from Mexico. It would also increase the economic viability of an expansion of the Port of Tucson and allow significant increases in its functionality, possibly including a commodity market element.
- Improving the infrastructure to increase trade with Mexico is VERY important.
- this is necessary in order to keep our business from going to Texas that is trying to take our businesses. They are actively pursuing Arizona business to use their infrastructure.
- This is crucial to international trade and logistics with our growing trade partner south of the border.
- this provides an incredible opportunity for the above communities to continue to grow and provides services.
- The I-11 corridor is vital to the economic future of Southern Arizona. I have heard that Tucson is the only city of its size in the country without an alternative route for truck traffic. This project is way overdue!
- It is ridiculous to bypass Tucson.
- The southern corridor will strengthen the ties between Mexico and Tucson, facilitating better trade routes.
- Critical for the southern Arizona economy, for which logistics-related activities may be the single biggest opportunity on the horizon.
- Tucson is in an ideal location to connection Mexico with Phoenix and on.
- We need this corridor to compete with the infrastructure already in place in Texas.
- It is the natural route, it has existed since ancient times, used by the Spanish conquistadores and still the route with the least resistance by the Santa Cruz River.
- It connects I-10 east west traffic to access from Mexican industry just south of the border both ways, as well as Asian shipping thru Mexican ports, UP rail from Mexican rail, air freight from expanded TIA. It offers expansion of I-10 which will be needed in any case
- Getting commercial truck traffic away from I-10 and routing north and south from Mexico and points north is mandatory.
- The corridor appears like a good idea to connect major cities in AZ and NV.

Comments that support using existing infrastructure/corridor(s)

- The alignment should utilize the existing transportation corridors of I-10 and I-19 rather than be expanded to include a route through the Avra Valley.
- This seems redundant with I-10/I-19. With the recent expansion of the bulk of I-10 between Phoenix and Tucson to 3 lanes, I am not sure why there is a need to build another freeway.
- Transportation between Phoenix and Tucson benefits both cities and is necessary. Less emphasis on Nogales, possibly concentrating on an alternative border city. I believe the negatives outweigh the positives with better faster access from Nogales to Tucson and Phoenix. Illegal Immigration, smuggling, car theft and gang activity. We need a new partner in Mexico.
- * See my comments regarding re-naming I-8, I-10, I-17, and re-adjusting I-11 to replace US-95. (Sharon Nichols - 12Feb14)
- The use of existing infrastructure (I-17 & I-10 makes sense, and allows for future growth with minimal impact. I highly recommend Alternative C.
- You already have existing infrastructure in place. I question the need for redundancy.
- Do no need a new corridor, work with current one.
- Build on existing infrastructure. The SR 89, I -19 and I -10. It is less expensive and realistic and doable now.
- I live in Rio Rico and travel often between there and Tucson. I-19 can be busy at times during the day, but it is not terribly busy to the point where excessive amounts of money need to be spent to provide a new freeway. I could see potentially adding a third lane in each direction between Tucson and Green Valley (which I think is already in the long-range plan), but I'm not sure this project would be necessary. I would be far more supportive of some type of Tucson bypass or crosstown freeway
- No need to build a new roadway. Expand I-10, where the infrastructure already exists.
- The I-11 corridor already does link Nogales, Tucson, and Phoenix via I-19 and I-10.



- I agree it will be good for trade with Mexico. But I disagree with the alternative route B. Stay on I-10 and away from the Avra Valley. I recommend alternative route C. I live near Sandario Rd and Mile Wide Rd and route B would ruin this whole peaceful valley. The Desert Museum and Saguaro Nat Park would be ruined!
- I might support an environmentally sound plan with full regard for all conservation concerns and full mitigation of all conservation impacts. I would favor building on an established road corridor and not in favor of opening new corridors.
- We need to keep I-11 out of areas that do not have major development. Keep Avra Valley out of the I-11 corridor! Use I-10 instead. We don't have the money to destroy our Arizona with another Interstate.
- Co-sign I-11 with I-10.
- Any new highway construction should use already established transportation corridors. We cannot continue to pave over undeveloped land. There is more to consider than just the ability to get from point A to point B quickly. Alternative C appears to use the already developed I-19 and I-10 corridors.
- Route 10 does this already
- We already have a corridor via I-19 and I-10, and do not need another freeway cutting across our desert in Southern Arizona.
- Make improvements to the existing I-10 and I-19, but do not add a new bypass or route across S. Arizona. I'm not convinced that our future holds more truck traffic going into and out of Mexico.
- Connecting with the current I-10 corridor
- The current road is fine.
- widening I-10 and I-19 would be faster and cheaper in the southern corridor
- Yes, by widening and expanding existing routes along I-10 and I-19.

Comments regarding potential I-11 alignments

- Tucson, I-10, is already dealing with overcrowding even with expanded lanes. I support I-11 going slightly west of downtown Tucson, joining I-19 at El Toro Road in Sahuarita and then going on to Nogales. A bottleneck in Tucson is not the way to go.
- I-19 already goes to Nogales having a route in Cochise County To Douglas/Agua Prieta would increase the Economic development of the entire county better connecting Sierra Vista, Douglas and the rest of the county to the rest of the state.
- The Board of Directors of Friends of Saguaro National Park strongly opposes any corridor route through the Avra Valley, west of Tucson.
- Major transportation roads of goods and person controls should be away from major cities for multifaceted safety concerns.
- The best alignment would connect to I-10 south of I-8, preferably just to the north or just to the south (via a Tucson bypass) of Tucson. If it goes to the south of Tucson it would be best to connect to I-19 and then all the way to I-10 in the southeast portion of the Tucson Metro area.
- Consider extensions to Panama Canal and AICan Highway.
- It should NOT be limited to Nogales but should include Douglas and San Luis, Arizona's other major ports of entry for both commercial and noncommercial operations
- I better corridor needs to be used. I 10 and I 19 are to congested and out dated
- The alignment should be further to the west of Marana in order to help spur economic development of this area.
- My only acceptance, would be the recognition of the Western Passage of the Canamex. The Rocky Point to San Luis coastal route that connects to 195 at San Luis II, continues to Yuma, and then to Las Vegas via 95.
- Need an alternative to a congested I-10 corridor between Tucson & Phoenix
- While California is most populous state, why not include N.M. with I10/I25 and CO. I40/I25?
- with connection in the least disruptive route I8 to SR 85 Gila Bend to I10 with that route continued for further study
- Should be a bypass route around Tucson to allow smoother travel from Nogales to points and beyond. This will alleviate truck traffic thorough Tucson and inhibit trade.



- except continue south on 85 to Ajo Road
- I would like to see the corridor go through Tucson or be a cross town loop. By passing Tucson is bad for business.

Comments that support multimodal investigation, implementation

- We already have Interstate in that corridor. Replacing US 85 would provide more benefit.
- Need to incorporate passenger rail and bicycle facilities. Just because it's an interstate doesn't mean it can not be a "complete street".
- Corridor Study should include power and freight rail easements
- An interstate corridor already exists between these three activity centers (I-19, and I-10). If they are re-designated, fine, but no new highway infrastructure aside from upgrading or maintenance of existing highways is required. Commuter and freight rail would be a preferable alternative.
- railroad
- No absolutely not! There should be rail, not another highway. This would increase pollution, carbon footprint, and cause irreparable harm to wildlife linkages. In addition, urban sprawl along the highway would be incredibly destructive as well. We would end up with islands of wildlife which would lead to decreases in wildlife population and possibly extinction. There was a recent study that showed that isolating wildlife in this was DOES lead to extinction.
- Absolutely terrible idea. Should use rail, not highway. Will add to pollution, carbon footprint and hurt wildlife linkages/corridors. We should have rail from US Mexico Border through Phoenix and beyond for commerce and also mass transit for people.

Comments that oppose I-11 in whole or part (i.e., through Avra Valley); comments that articulate concerns regarding an I-11 (e.g., environmental issues)

- It won't help southern Arizona residents. Tucson need an east west freeway across town, not to Las Vegas. WE don't get enough money from PHX now.
- There are already highways in place and those are in need of repair. The US does not have a secure southern border, we are in out of control debt.....the last thing we need is a new hwy.
- Increased congestion, diminished air quality, and putting more traffic in the path of dust storms argue against such a plan.
- Way too much of a disruption to the residents life style if the project proceeds as you wish it to.
- Three interstate highways already exist to serve southern Arizona. I-11 would merely come into the Phoenix area and traffic would then connect to the other highways where and as they need. I-17 does the same thing. The commerce between Las Vegas and Phoenix is growing and should be facilitated. Focus on that.
- I do not like the idea of building more roads. By building more roads, that will require more maintenance.
- I-10 & I-19 already connect these areas, and are already being improved or have planned improvements. If we're going to build a new interstate highway why not build in areas that don't have one.
- It looks like the study decided to do nothing with this corridor.
- We already have roadways to connect these cities. A better use of taxpayer funds should be used. I am also concerned about the impact of trash and debris from new roadway on our state lands.
- This corridor will degrade healthy desert, fragment ecosystems, and destroy the viewshed of Saguaro National Park and the Arizona-Sonora Desert Museum, impacting tourism in our area.
- There is little to support that this will include or benefit Tucson. What I read says the focus is to by pass Tucson to provide better access from Mexico to Phoenix and Las Vegas. The headline over the op-eds in the March 7 AZ Star paper says "Interstate 11 will benefit southern Arizona", yet there is not one word in the two columns by John halikowski or Ramon Valedex to support this headline.
- It isn't necessary between Nogales and Tucson.
- This is so tightly tied to the minority of interests that want a new Avra Valley freeway, that is not warranted and would be a disaster, that I believe this section should be removed from the study recommendation.



- This is a very biologically sensitive area and biologically important area. It is difficult to place a major transportation corridor through this area without causing serious damage, and greatly impairing the values of this region
- I have a lot of environmental concerns; promotion of sprawl, particularly with a route that goes through Avra Valley area.
- It seems to be the logical place for heavy vehicle traffic, but at what cost to the environment and population centers along the route? Significant mitigation of pollution, wildlife migration and noise must be addressed.

Other comments

- Would like to know exactly why the San Luis port was eliminated when they have already spent over 100 million on a new road that connects to the highway.
- Kill NAFTA.
- I need to understand the other alternatives that would be put on hold if this were to be built. I-17 needs upgrading, or does it if the I-11 were built?
- Still vague. It is a 40,000 foot impression. No real details
- As a 13 yr. resident of Green Valley, AZ, I have been long concerned about the I-19 part of the corridor from Nogales, AZ to Tucson and beyond. I am aware of the constraints with alternative routing, e.g., the mines, mountains, Indian lands, etc. HOWEVER, the massive expansion of traffic along I-19 will severely impact Green Valley and those adjacent communities along I-19. Widening of I-19 is also problematical. I strongly believe that this issue receive more public awareness and discussion!
- In principle, a good idea; in reality, it makes ALL the difference what the alignment is.
- By what collective process will be utilized to determine the collective products, i.e., the possible alignments prior to choosing collectively the final alignment?
- How will this affect illegal immigration? Will this increase the amount of drugs brought into America? Will this encourage more outsourcing from America to Mexico?
- I don't quite understand the purpose of the study. I-10 and I-19 already connect these cities, but I-10 does not have enough lanes between Tucson and Phoenix which creates some dangerous driving between these two cities. So I agree that work does need to be done in this area of the state.
- I will wait to see which route is recommended for Southern AZ.

S AZ 2. Please share any additional feedback you have regarding the I-11 & Intermountain West Corridor Study. (316 responses)

Comments that generally supported I-11/connectivity through or adjacent to Tucson; comments highlighting benefits of an I-11; comments that highlight the important relationship with Mexico

- The current I-10 and I-17 corridors within the metropolitan areas of Tucson and Phoenix are at capacity during rush hours. 5 mph speeds are the new normal in both Phoenix and Tucson during the AM rush. I-11 will offer additional economic growth if the corridor does not overlap existing interstates and other heavily traveled state routes.
- This would be vital economic boost necessary for increased growth and development of the Southern Arizona region, providing new commerce and other small, medium and large business, along with desperately needed employment opportunities for residents and citizens throughout our area.
- Without it, it would make traffic worst in Tucson
- Anything that will shorten driving time from Vegas to Phoenix is a good thing.
- Connecting Western Edges of Phoenix allowing traffic to bypass major portions of the city in order to allow traffic from CA and NV to connect growing areas like Maricopa AZ and Casa Grande and link to Tucson and into major areas in Mexico would be a tremendous resource to each country city and states. The impact would save businesses time and money and allow opportunities to abound.
- Do whatever is necessary to drag Tucson and Pima County, probably kicking and screaming, into the Modern Era.



- It should at least start out as a six-lane highway to ensure it won't need to be reconstructed for many years.
- The proposed I-11 and Intermountain West corridor will bring a lot of jobs to southern Arizona. And it will not bring in urban sprawl more than already exists in Avra Valley. It will also cut down on congestion thru Tucson by by-passing the city. And going around it and connect to I-10 via Nogales hwy and Pima Mine Road. It will bring opportunity and if carefully planned have a minimal impact on the environment.
- My husband and I both agree that this alternate route is needed - growth in the Tucson area will very soon surpass the available space for I-10. I-11 would allow through traffic and freight traffic to bypass the center of the Tucson metropolitan area. The areas west of the Tucson Mountains, such as Avra Valley and the most of the Tohono O'odham reservation are not pristine desert nor are they of high biological value - those areas have been overgrazed and over-farmed for 100 years. The environmental degradation has already occurred.
- I believe it would be a good thing if it doesn't destroy our irreplaceable desert in the process.
- This is an important corridor. The Sun Corridor Megapolitan area has almost 6 million people, and the Las Vegas area has almost 2 million people. This adds connectivity between these 2 growing areas and also could relieve traffic in the Phoenix and Tucson areas, depending on the route selected - especially in the Tucson area if the bypass to the west of the city is selected. With Pinal County expected to see heavy growth in the coming years this could help relieve already congested I-10 between Phoenix and Tucson. This also helps with shipping the Can-Mex Corridor, especially if the road is extended into northern Nevada, northern Arizona, Oregon, and Washington state.
- Bypassing the Tucson area (more specifically meaning bypassing the Inland Port of Tucson) would not be a wise economic choice in the planning of this corridor.
- I think that this project could change the economic makeup of Arizona, mainly Tucson Metro and Casa Grande. Bringing this route through the Tucson area will make Tucson the first and last stop for imported and exported goods to Mexico, which is increasing every year. This would attract distribution operations to the area, as well as higher paying jobs for University of Arizona grads (most of whom leave Tucson to find a job) as corporations put locations here to oversee their trade operations with Mexico. Privately funded infrastructure would increase at Tucson international Airport where expansions are already being planned in anticipation of higher commercial air traffic. Union Pacific is also planning a massive rail yard in anticipation and have expanded current routes to handle more traffic and you can only assume this type of development will continue both privately funded and publicly. This route is VERY important to Tucson's future! Tucson must be included!
- It's important to connect Tucson into the plan. We can't have a Mexico to Canada freeway if the last 100 miles near Mexico are excluded from the plan. I'd like to see the road start in a port in Mexico and end somewhere between Calgary and Vancouver, going through Washington and Oregon to shorten the travel time between San Francisco/Northern California, Portland and Seattle.
- If this corridor is to flourish in a predictable, managed way, we need to have infrastructure like I-11, and it needs to go from the US/Mexico border to the rest of the intermountain west.
- It's very important that any I-11 route include Tucson. Interstate 10 through Tucson will become a severe bottleneck as trade with Mexico increases if no alternative route is provided.
- It is important that I-11 not circumvent the City of Tucson since it will bypass the City's potential for economic gain by inclusion in the trade corridor.
- In order to take advantage of the business opportunities in Mexico, we need to make sure the corridor connects all major metropolitan areas from the border up through Nevada.
- All reasonable and feasible alternatives need to be considered. A factor to be considered in evaluating alternatives is economic benefit to the region.
- Equally important to finishing the widening and improvement of US 93 to interstate standards throughout is completing the planning and of an extension of I-11 south of I-10 west in Phoenix extending all the way to the Mexico Border at Nogales. As the key commerce corridor for the state, the southern connectivity corridor needs to be given top priority for corridor study and improvement.
- The Southern Corridor must be a part of the statewide planning effort to provide a Border-to-Border plan for future Trade and Transportation planning and development purposes



- The engine of economic growth will be coming up from Mexico. Eliminating this connection will cause Arizona to be by-passed.
- I-11 coming in from the west side of Tucson would provide a needed bypass of Tucson for through traffic as well as a means of handling increased traffic from Mexico. Best connection to I-19 would be at El Toro Road in Sahuarita and would continue on as a parkway to I-10 east of Tucson and the major industrial area being created south of the Tucson airport.
- Please see previous question response. I will add that Texas should be seen as our biggest threat. They understand the importance that ports of entry bring to their state as economic engines. Arizona needs to do the same.
- This connection is badly needed and should be made as soon as possible.
- Better road connections from Nogales to Phoenix would benefit the regional economies in both Mexico and the United States.
- The intermountain corridor that runs up Western Mexico into Arizona at Nogales and through the Arizona and up into Canada is the only model that should be considered. The only way that Arizona could see a corridor that runs through it from Border to Border is for everyone pulling together in this effort.
- I think extending the I-11 corridor to the border brings invaluable economic power to the entire Southern Arizona region.
- Do not skip or bypass Tucson
- we need this I-11
- This route would be a huge benefit to moving cargo into the northwest and western Canada
- With the strong Mexican Economy, this is the opportunity that Arizona needs to grow with that economy. Also, the state of Texas has taken advantage of this great opportunity.
- The southern Arizona connectivity segment is the most important piece to truly support the business case of increased trade with Mexico.
- I think it is very important given that I-10 will be at full capacity in the next few years.
- We desperately need it.
- We require this corridor a lot of business are affected to the lack of two way corridor
- This corridor has the highest potential of any other in the state to become a successful import distribution zone. With its proximity to interstates, Tucson International Airport, the Port of Tucson and adjacent rail it is critical that we make a significant investment in this type of public infrastructure. Thousands of jobs depend on trade with Mexico and thousands more will be created if we commit to extending a gateway that already account for more than \$20 billion worth of imports and exports.
- Any plan to NOT connect Mexico to Tucson, Phoenix and Nevada is very short sighted
- Bypassing Tucson as proposed in the corridor map, will send an economic blow to both Tucson and SE Arizona. SE Arizona is a vibrant agricultural area that has transportation needs.
- Southern Arizona is a vital component of the success of an I-11 international corridor. Tucson and Nogales need to be part of the dialogue.
- The completion of this corridor through Phoenix, Tucson & Nogales is critical & should be fast-tracked with funding to be provided at a Priority 1 level at the state & federal levels.
- The Intermountain West Corridor must begin at the border with Mexico and extend to the northern-most border of Nevada.
- With Mexico's economy growing, the increased trade expected from the Port of Guaymas, and the United States' emphasis on increasing our exports, this alternative needs to be included in the I-11 plan.
- Southern Arizona especially Tucson and the Port of Entry in Nogales must be included in I-11 from the beginning and we must be part of the entire discussion.
- This will speed up travel to Las Vegas and help business with transportation
- Nogales is the logical southernmost point within the U.S.
- Great plan!



- It is vital to our state and to all western states to open a true international trade corridor linking Canada to Mexico, including the link between Phoenix and Nogales. The Tucson Metro Chamber strongly urges that this critical link be considered concurrently with all other planning for the development of the I-11 corridor.
- For movement of fresh produce through Arizona (including imports from Mexico, and US exports INTO Mexico) a fully realized I-11 from Nogales to Canada is essential. The first step toward this is designating I-11 from the Mexican border. An I-11 that stretches further northward, on up to Canada, will shave up to a day off of delivery times to send Mexican produce to key population centers on the West Coast. This will give Arizona businesses a competitive edge over their counterparts in California. For US exports, connecting I-11 through Washington state creates a great route for exporting Washington apples, pears, potatoes and more into Mexico. This is a barely tapped market.
- The connection to Nogales is crucial because of the current and future trade activity between the United States and Mexico.
- There is not doubt that the Mariposa Port of Entry is the international lifeline of I-11, and needs to be focused on being quickly connected not only to Tucson and Phoenix, but also Las Vegas, Reno, and further north.
- It is critically important to Southern Arizona that the I-11 and Intermountain West Corridor connect to Mexico through the Tucson region. This is an area that is already an International Corridor and with purposeful investment and a coordinated effort (which the Tucson region brings to this discussion), the economies of Arizona and throughout the I-11 will prosper.
- It is critical to include the Nogales Port of Entry as a major piece of this Corridor, with expansion of roads in and around Tucson with access to Phoenix and further north.
- The most compelling rationale for the I-11 corridor is one that connects southward to Mexico and northward beyond Las Vegas to Canada. Equally compelling is planning and development of a "smart corridor" that integrates other linear infrastructure.
- Nogales, Tucson, Casa Grande, Phoenix is the most logical to improve. Improving connections between these established economic centers will only help advance commerce.
- The recommendation recognizes that this is the logical future for prime connectivity to and from Mexico through Arizona. It recognizes the powerful trade linkage to the east through Tucson (Inland Port of Tucson). The ultimate linkage between economic development, transportation, trade, real jobs, education, intermodal connections, and land use (development AND conservation) and helping to forward the Imagine Greater Tucson vision is vital. The next steps are tough, but this step is critical.
- With the new port capacity in Mexico and the ability to have southern Arizona benefit from this and other Mexico commerce, it would be a major mistake not to link the Nogales, Tucson & Phoenix corridor.
- Tucson and Nogales currently trade via I-19. Having this part of the study would enhance the trading opportunities and encourage future trade via this important portion of the transportation corridor.
- ADOT must immediately work with Southern Arizona to include the Casa Grande - Tucson - Nogales segment in the I-11 Intermountain West Corridor Study. If this means supporting a bill in Congress to obtain Congressional designation, then ADOT should be leading that effort!! Why would you stop before reaching the Mexican border? Southern Arizona is actively engaged in this vision and cannot fathom ADOT's failure to move forward on extending the I-11 Phase II and appropriate designation for the southern Arizona portion of the corridor.
- This corridor would tremendously have a positive impact on transit times for fresh produce crossing through Nogales.
- I-19 is a crucial part of the corridor, and should be included as a part of I-11.
- I work in the produce industry, in which we transport thru Az highways close to a billion dollars of fresh fruits and vegetables. this added thoroughfare will add increased freshness to our deliveries north to our Canadian customers while alliviating the congestion in Tucson and Phoenix area.



- Cargo and private cars coming from Nogales and east of Tucson headed to northern CA, OR and WA generally go through congested southern CA. The proposed route will give a viable alternate route and may even help to alleviate some of the traffic congestion in CA. It will also speed shipments of cargo to the NW that currently get bogged down in traffic in CA. The benefits to CA traffic and air quality are obvious but this project will also bring business opportunities to the Mountain states. Phoenix and Las Vegas are two of the largest cities in the country that are not connected by an interstate highway.
- We cannot afford to make bad decisions at this time - we need to have our feet firmly planted on the ground and make practical decisions. Arizona has got to aggressively compete for international commercial trade - other states are doing that strategically and "winning" commerce away from Arizona. It is time to make sound investments that position our state for success. Excessive slowness, wishful thinking and underinvestment are all recipes for failure. We need strong logistics and transportation infrastructure, and building on the existing trade corridor is the most expeditious and economical way to accomplish those goals.
- A corridor routed through Nogales, Tucson, and Phoenix would provide a major economic boost to the region, providing opportunity for new businesses and jobs. The corridor already has much of the infrastructure in place for multi-modal transit, and provides an effective link to existing routes and trade centers in Mexico.
- I feel it is a long time coming. I feel it has been necessary for the last decade or so.
- connection thru Tucson are into nogales is vital
- Southern Arizona will need to be a part of this corridor due to the close proximity of the Mexican border and the pre-existing ties and relationships that have already been established between the cross border businesses. This Corridor needs to pass thru the Southern Arizona area since many of the businesses that would benefit the most from this transportation corridor are located within this area.
- To improve the quality and level of Transportation Thru this Intermountain corridor would be a vital improvement in providing economic opportunities for a large number of people.
- Any study of the Intermountain West that doesn't contemplate connectivity with Arizona's busiest port of entry with Mexico (Mariposa POE) is shortsighted, considering the projections for growth in Mexico's economy and the continuation of the trend of nearshoring. Recent studies by the UofA indicate the importance of both manufacturing and the importation of fresh fruits and vegetables from Mexico on Arizona's economy. It would make sense to continue to fortify this infrastructure that would allow this trade to grow and create Arizona jobs.
- The I-11 corridor will provide an opportunity to move goods efficiently between the U.S., Mexico and Canada. It will also provide an opportunity for imports and exports from the US to have an alternative to the landlocked and over capacity Port of Long Beach. The new I-11 corridor, if extended to Nogales, Sonora, Mexico, will provide much needed economic stimulus to Southern Arizona.
- important connection needed for trade
- the most critical stretch of the corridor is the southern Arizona stretch which links multiple Mexico shipping ports with the U.S. This would facilitate not only commerce for both countries but safety as relieving the burden of heavy truck traffic on I-10. Action on this is overdue.
- This Highway has the ability to open trade routes and increase on time/fresh and local delivery throughout the US
- We have spent the money to greatly expand the crossing capability in Nogales. We now need the transportation infrastructure all the way across our state to make us competitive with what Texas and other regions east of us are doing to make themselves the route of choice for Mexican commerce to move North. The Canamex corridor must connect to Mexico and not stop in Phoenix. The portion of the corridor from Mexico through Southern Arizona/Tucson region north is, in my mind, the most critical portion of the whole corridor.
- For the economic viability for Pima county, we must push for the route through Pima County.
- Much needed corridor!
- This would be a very important corridor for businesses in the Southern Arizona area.
- It is also urgently needed for trade expansion with Mexico.



- Trade with MX is vitally important for Arizona's future, more so than providing a faster way to gamble in Vegas.
- Need to be sure it goes through Tucson
- I read, downloaded and listened to the presentation. It is very important to the State to get it right and the sooner the better.
- Connecting the largest port of entry in Arizona in the I-11 project is only logical. Hundreds of thousands of trucks pass through this port annually moving goods to the US and Canada. Failure to include southern Arizona is short sighted.
- Southern Arizona is vital to trade with Mexico and shipping from the future Guaymas seaport.
- It would seem to make little or no sense to connect to some point west of Nogales, since that wouldn't provide any obvious path for connectivity to the East, via I-10.
- Vital link to emerging markets and trade routes!!
- Necessary for a bright future for Arizona.
- Based on the Business Case in the report, the corridor should go all the way to Mexico. There does not appear to be the same level of commitment to the southern segment as there is around Phoenix.
- If the southern AZ segment is not realized, the whole thing is a waste of money.
- The I-11 corridor should absolutely connect to Nogales. The major port improvements would be wasted if such a major roadway in the CANAMEX corridor did not connect to it.
- It just doesn't make sense to not proceed with this connection.
- Tucson is always complaining that Phoenix is shutting us out. Let's join in and grow as one.
- For the corridor to be most effective, it must extend through the Tucson-Nogales corridor, which is the most direct route to the major city (and Sonora's capital) of Hermosillo and the deep-water port at Guaymas, which already is expanding. In addition, the infrastructure in Nogales already is established and the new Mariposa port of entry would be suitable for handling the increased traffic.
- I-11 should hit all the major cities in this corridor in order to supply all and provide the travelers to access to the benefits each city has to offer.
- An excellent way to increase roadway capacity and boost commerce with Arizona.
- It is very important that we have good connectivity to Mexico from Phoenix, Tucson and Nogales.
- This southern extension of I-11 connecting Phoenix, Tucson & Nogales is vital for trade & visitors from Mexico. Without this extension, Mexican shippers will be tempted to route more trade through TX & NM instead of AZ.
- We have talked about this need for the last ten years. it is time to act. Nogales sonora and Tucson need to be included as part of this effort
- This corridor is critical to southern arizona's future as a strategic part of the Sunn Corridor. Do not allow Maricopa County to isolate the southern parts of the state!!
- we need to connect Mexico with Tucson/Phoenix/Nevada the best and fast way possible
- Tucson plays a critical role in the economy between Sonora and Arizona and it would be foolish not to include it as part of the corridor.
- The I-11 corridor is a much needed avenue of commerce and trade between the governments of Canada, Mexico and the USA. Going thru Southern Arizona and the major activity centers of Nogales, Tucson and Phoenix is the most critical section of the entire corridor and is a win win for this area and Mexico.
- We need to come to grips with the fact that more people are going to move here. And if we can provide a quick and seamless path for the transportation and shipping industries, it will be a benefit for all.
- It is vital that residents of Southern Arizona begin to identify themselves as a part of a much larger commercial corridor and embrace the value being a strong and consistent partner in a regional economy. Faster transportation corridors will build regional strength for all businesses.
- Without the link between Mexico and the rest of the Canamex corridor the initial phase connecting Phoenix and Las Vegas seems like a complete waste of resources. We need to maximize the potential of the Sun Corridor and that means connectivity to our largest trading partner: MEXICO!
- The connection to Mexico through Tucson and Nogales is critical to the success of the trade corridor.



- Tucson is an important connection with major potential for growth, would be devastating not to include this City in the corridor.
- It is critical that we create this economic transit corridor for Tucson's long term growth. The continued lack of "big picture" thinking/actions has created a non competitive economy.
- It's really important to make these western cities easily accessible for future international economic growth and increased quality of life.
- This is a critical section to the entire corridor.
- This project is very important to the economic growth of Southern Arizona . We must be connected to our trade partners in the South .
- Please make sure that Southern Arizona is included in the full study.
- This would be a great way to increase trade and improve the economics of our great state of Arizona.
- Due to infrastructure investments in Sonora, Mexico, imports through the Nogales Port of Entry are expected to increase exponentially in the coming years. Having a viable multi-modal transport link between Nogales, Tucson, and Phoenix will be vital to cementing Arizona's role in international trade.
- See above comments on getting quickly to consensus and speaking with one voice on the basic alignment of this project.
- Continuing the Corridor to interconnect with Mexico is the most important aspect of the entire project in order to facilitate increased international trade. The corridor through the Tucson metro area is the obvious choice so that it can utilize the existing I-19 corridor and Nogales point of entry infrastructure.
- I also want to emphasize the importance of the Southern Arizona segment and its connectivity to Mexico as the most critical section of the entire corridor.
- The most important portion is the connection from Mexico to Tucson and Phoenix!
- It would be a great for the continued economic growth to the Southern Arizona community. All for it.
- I-11 is very important with Mexico for import into this country as well a shorter route for trucking from southern Arizona into Nevada
- This corridor will help solidify Arizona's position for the future.
- The most critical section of the entire corridor is the Southern Arizona segment and it's connectivity to Mexico!
- It makes no sense to build this corridor south to Casa Grande and then stop it. In order to meet the stated goal of connecting Canada with US and Mexico, it MUST go to the border all the way to Nogales . .
- Connecting southern Arizona to Mexico is critical for the entire country as well as the shipping industry. Increased trade, economic development, reducing the backlog of trucks and shipping from LA and many other reasons.
- The corridor should go through the community for Tucson. This city has great history in our state and is vital to the success of the infrastructure change. The business community absolutely supports this route through Tucson.
- I would hate to see Tucson miss out on being part of this project.
- We need to be competitive in this region since Texas is also developing routes that will attract the Mexican trade.
- the corridor is a very important part of the economic engine that is Southern Arizona and points west.
- Let's focus on going to the border via Tucson first.
- It only makes sense that we would want a direct connection with Mexico. Best route is through Nogales, Tucson and Phoenix.
- It is important to tie Tucson into I-11 so that all the region can benefit from the increased traffic.
- It is imperative for the alignment to include a link into Tucson for reasons having to do with Distribution centers, warehousing of products, cross-docks and the tie to the east onto I-10.
- It would be a huge mistake to not include Tucson as part of I-11.



- We desperately need this highway for Tucson, as it is a natural extension of the trade route from Mexico to Canada. Tucson has always been a trade partner with Mexico and must be included in this highway alignment for the benefit of the entire State of Arizona. Tucson needs the jobs that will be provided by this project. As a business owner for over 30 years in Tucson, we need the State legislature to finally try to help Tucson and Pima County, instead of giving every advantage to Phoenix and Maricopa County. Please step up and see the potential that Tucson has to offer!
- The Southern Arizona segment and its connectivity to Mexico is the most critical section of the entire corridor.
- I believe it would be very short-sighted to bypass Tucson in the final planning for the I-11 project. Tucson has already developed numerous facilities that would compliment routing the interstate through this area.
- Another route to support commerce in the Tucson area is desperately needed.
- Routing through southern section through Tucson area is critical and makes good sense as a natural hub for both north south and east west transportation routes.
- The I-11 bypass will be needed in the near future to manage increased traffic volumes due to pop increases, truck freight increases, and expansion of residential and commercial sectors within Pima County. Additional infrastructure for freight and passenger services by rail will also be necessary to keep pace with demand and to improve the Regional economy and international economy.
- I-19 connects to Mexico's Federal Highway 15 which connects Mexico's entire Pacific highway originating in Guadalajara. This is the ultimate CANAMEX corridor route
- For the corridor to be viable for the state and country, it must run through the major hubs of southern Arizona. Keeping it closer to current human settlements would be better for people and the environment.
- Having a new I-11 corridor established will alleviate congestion on I-10 and increase trade capacity with Mexico.
- a new alignment - separate from I-10 - is preferred instead of stacking another level atop I-10 in the tucson urban area
- Connecting an international port such as Nogales with large metropolitan cities like Tucson, Phoenix and Las Vegas makes sense to all of us.
- The southern AZ segment of the I-11 corridor is essential to the economic growth of So. AZ.
- To not have Tucson/Nogales as a high priority would be devastating to the state and region. The double stacking and/or widening of I-10 would be extreme. The Avra Valley option is ideal. Southern AZ cannot allow a small minority kill what is best for the overall region.
- I believe expanding or paralleling existing I-10 is imperative. Traffic should not bypass Tucson metro region.
- The I 11 will be the key element to facilitate trade with Mexico. Trade will become a major engine driving both sides of the border in the next 10 years.
- Connecting the Las Vegas to Phoenix corridor with a corridor to Mexico is absolutely essential, and the preferred corridor to Nogales is the best one.
- To be successful this project will require strong leadership. People are typically afraid of what they don't understand. I-11 is critical to the future health and stability of southern Arizona.
- It was well done. I fully agree with it.
- this would be a great boost to 3 major economies.
- Tucson is the obvious choice geographically speaking. A link to Tucson would benefit Nogales too.
- Tucson needs the business from south of the border, Poenix is always trying to capture all of the business. I understand if a product or service the Tucson business doesn't have available.
- With Tucson being 100 miles from the border, it makes perfect sense to have I-11 go through Tucson. The leaders of Tucson are already in economic discussions with Mexico. Tucson definitely needs the economic impact that this freeway will bring.
- The southern portion of the region from Phoenix to Nogales must be included in required environmental reviews being conducted for the Phoenix to Las Vegas segment that are precursors to subsequent studies on route alternatives.



- Including southern Arizona all the way to Mexico in the intermountain west corridor project is critical in order for Arizona and Nevada to fully develop international trade and logistics capabilities for the economic benefit of the entire region.
- sorely needed to continue to provide support to businesses in Southern Arizona
- We need the corridor, but maintain a high level of sensitivity to the environment while designing and building it.
- If we are to have a robust future, we must be connected, however we need to be. This is one great way.
- It should not bypass Tucson. It needs to enhance the trade opportunities for the cities along the corridor.
- must serve Tucson area
- Must include Southern Arizona!
- Tucson has an outstanding workforce and eager businesses that strongly desire to expand our already excellent relationship with Mexico. Please consider the many advantages that will be realized by constructing the I-11 Intermountain Corridor in this region. Thank you!
- This is long overdue
- The development of this Corridor is critical. We desperately need business development in Tucson to lift the economy of our citizens.
- Trade from Canada through I-11 should go all the way from Canada to Nogales through Tucson and Phoenix.
- It is imperative that the project move forward in the interest of supporting the greater region and communities in the corridor in spite of a vocal minority with a no-growth mindset veiled in the guise of environmental protection.
- This will be an excellent opportunity and project for all of Southern Arizona.
- If the Nogales/Tucson section is not included it would be a huge missed opportunity to increase trade, logistics and transportation businesses in AZ.
- very important for the economic development of our region
- Vital that Tucson be directly linked to Nogales
- With the new "port" in Tucson it is imperative that there be a more easy flow of goods and material between Mexico and Tucson. It will strengthen the economy of not only Sonora and Tucson but also both the US and Mexico in general.
- I believe it will be a great economic boost for the region.
- Infrastructure connectivity, technology capacity, demographic diversity, and population size are the main components necessary to ensure economic development is a key component of the transportation plan. Tucson meets all of these criteria and has the governmental, private and social service sectors necessary to ensure the sustainability of a strong transportation system.
- This must go through the Tucson area to Nogales to make any real sense.
- From a Tucson perspective, we have a clear need for better interstate options for getting around town, so this will be a great benefit in that regard.
- This is a critical link for the future of Arizona and the Tucson region. Pima County also needs more freeway facilities and I-10 is not adequate to move into the future.
- This corridor creates a supply chain for a greater area, making us attractive to manufacturers worldwide.
- A connection to Tucson and Nogales is vital to all of Arizona.
- Critical to Southern Arizona economy
- Weather and grades in Central and Southern Arizona are the best for rail, highways, aviation, and warehousing and aviation. Tucson is a great connecting point for all of this and a great place to live year round. Existing traffic in this area will expand greatly in coming decades as well with the expansion of Mexico's industrial growth and trade. Fixing things now will build our future readiness in time. Thinking small and cautious now will leave us behind. Mexico is building an infrastructure now that will prepare them for world trade.
- Bypassing Tucson between Tucson and Phoenix and point north would be a major mistake and defeat the whole purpose of a major highway to handle trade to and from Mexico. Build it quickly. Take a large chunk of money that is wasted in the military and foreign policies and put it into US infrastructure.



- Tucson is the most important point of connectivity in the whole project and must be included in any plan moving forward.
- We MUST have it!
- The southern Arizona area, if there is to be growth needs the infrastructure in place. This will be one of many steps to see that succeed.
- This I-11 corridor would be economically beneficial for all of us in Southern Arizona.
- It should include the Tucson metro area.
- If we are going to connect Phoenix to Nevada - it only makes sense to strengthen the connection with Mexico at the same time.
- we need it.
- I am excited to see this being pursued. Tucson has been steadily growing over the past five years since moving down here. I have seen excellent changes. In order to continue to foster growth and bring new industries to the city, I see an expressway system critical to drive efficiencies in this growing community. With downtown expansion, creating an infrastructure will help bring new business to Tucson, which will improve the lopsided income dispersment in the city.

Comments that support using existing infrastructure/corridor(s)

- First, I sincerely appreciate all that the study team has done to make this an informative and transparent process. This is a great improvement over previous and related studies. As I mentioned, the I-11 corridor through southern Arizona should utilize the existing I-10 and I-19 transportation corridors rather than a route through the Avra Valley. As the Level 1 Evaluation Results wisely note, a route through the Avra Valley has significant environmental and landowner issues including those associated with the Tucson Wildlife Mitigation Corridor, the Tohono O'odham Nation, Saguaro National Park, the Tucson Mountain County Park, and the Pima County Conservation Lands System. Recent efforts by the Pima Association of Governments to expand consideration to a route through the Avra Valley should be denied for the reasons noted above.
- The I-11 proposal, if built at all, should be located on existing I-10 & I-19 in Southern Arizona. Avra Valley must be avoided due to environmental, cultural and private property impacts, especially impacts to Saguaro National Park and Ironwood Forest National Monument.
- Prefer Alternative C with better connection of I-19 to Mex Hwy 15
- In the Tucson area a plan has been proposed to route the highway through the Avra Valley. The proximity of Saguaro National Park, Ironwood Forest National Monument, Arizona-Sonora Desert Museum, Tohono O'odham Nation, Bureau of Reclamation Wildlife Mitigation Corridor and a number of rural communities make this a bad choice. It's cheaper to double-deck a few miles of I-10, as discussed by the ADOT Deputy Director of Transportation during the I-10 Bypass discussions five years ago.
- Please use stacking option on existing I10 through Tucson and leave Avra Valley alone. I11 would have major negative impact on such economic engines as the Desert Museum, the Saguaro National Monument, Kitt Peak etc., in addition to causing irreparable harm to dwindling desert lands, wildlife corridors, water sheds, archaeological sites, and quality of life for the thousands of Avra Valley residents. How does a route through Avra Valley benefit Tucson, especially if it is to be a "bypass"? Please exercise fiscal responsibility and save the taxpayers billions by using the above mentioned I10 stacking option.
- Please use tax funds to upgrade current roadways to these cities instead of creating a new roadway. I'm concerned about the destruction of our lands and the additional trash and debris of the new roadway on our lands.
- No need to build a new roadway. Expand I-10, where the infrastructure already exists.
- I think community/economic growth is very important. However, since we can't afford to fix the roads we have; I think the idea of using my tax dollars on such a project is frivolous and ridiculous. Fix what we have in our community first so that we can grow as a community before we start spending money we don't have elsewhere.



- The corridor exists and has interstate highways already in place (Alternative C). Improving those highways to accommodate increased traffic flow, perhaps including making I-10 a "double-decker", would seem to make sense and be relatively cost-effective. Under no circumstance should an ADDITIONAL interstate highway be considered for this (Alternative C) corridor. There are a great many reasons, the most significant being:
 - 1) It would be impossible to complete without major negative environmental impact.
 - 2) It would be outrageously expensive.
 - 3) It would be fought endlessly and therefore might never get started, leave alone finished.
 - 4) Since interstate highways already exist along the corridor, it's not necessary to meet the plan's goals.
- I believe the alignment should use existing developed road and rail corridors, and develop these to minimize impacts on surrounding communities. I recommend that options that further fragment critical natural and minimally developed habitat be avoided. In particular, I am not in favor of the Avra Valley route.
- There is a large diversity of wildlife in this area (Sadario and Mile Wide Rds). I watch them constantly from my patio. They will be gone if you go with alternative route B ! Please choose alternative route C ! Thank you
- I-10 could be used instead of destroying our scenic landscape and ruining our native plants, wildlife, and scenery. I-11 would cost more money than we have available.
- The environmental impact is something to be concerned about, and I think that existing infrastructure should be used similar to I-10 to I-8, I-19 all interconnect
- Extending I-11 on a separate alignment through Southern Arizona would encourage more sprawl and development. Our region already has issues with sprawl and water availability and the project would only make the issues worse. Terminate I-11 in Phoenix or co-sign it along I-10.
- By improving the corridor it will bring more trade into and out of Arizona, and provide opportunities for job growth and economic stability to this region.
- The section from Tucson to Mexico should NOT disturb any more land than is already disturbed. I-19 can be modified as it is now.

Comments regarding potential I-11 alignments

- I attended the meeting at Casino of the Sun in late 2013 and agreed with virtually every facet of the Recommended Option. I like the idea of building a bypass around Tucson, through Avra Valley to alleviate traffic around Tucson. The new interstate connection at I-19, south of town, by the airport, would increase commerce and create jobs and opportunities.
- If it could also double as an urban freeway in the Tucson metro area (as opposed to just having I10 and I19 run on the outskirts), that would be ideal.
- I fully support up this but do not support going through South Mountain.
- Living in Cochise county having a route that would mainly follow state route 90 from I 10 through Sierra Vista better Connecting Fort Huchuca and Davis-Monthan AFB would be a boon to the economy of Cochise county and all of southern Arizona. It would allow Cochise county to create an inland port of entry for shipping and commerce creating a hub for the entire southwest for goods coming in and out of this country
- Time and distance should be emphasized for fuel efficiency. Freight should be moved as far around metropolitan centers as feasible. Specifically, the southern part of the project should include a westerly route through Avra Valley and an easterly route along Sahuarita Rd./ Houghton Rd. perhaps to avoid the intersection of I10/I19. The northern part of the project should include the southerly bypass of the City of Phoenix.
- Has anyone considered having the 11 merely heading east along the 74 and ending at the 17? Seems less expensive.
- I see no need to duplicate I-19 to connect Tucson and Nogales. I believe a separate, parallel corridor would be more beneficial, whether Tucson is included or not.



- Obviously I-10 is the major E/W corridor. Future traffic should be able to by-pass central Phoenix, going east or west, possibly via South Mountain Fwy. West bound could connect to the 303 loop and then connect to I-11 and take that traffic to Las Vegas. Significant improvements have been made with SR 93 from Wickenburg to I-40. Much has yet to be built. The main thrust of this work should be to complete the connection between Phoenix and Las Vegas. DO NOT over-analyze this like the Pentagon and the F-35, trying to make that plane do everything including making coffee! FOCUS. Focus on creating the primary path and connection. Yes, keep in mind the possible extensions for future action but complete the PRIMARY link. DO NOT get involved so deeply in all of the side issues. They are for the most part immaterial to the primary task at hand.....creating an interstate link from Phoenix to Las Vegas.
- I think a by-pass to the immediate west of Tucson would be fine, but I would like to see access limited, if not eliminated, on the by-pass in order to prevent the potential for sprawl that would come from providing better freeway access into the city.
- Should also connect east Tucson and provide alternate route around Phoenix.
- The proposed route passes through some rural and protected areas and will disturb rural residents as well as protected plant and animal habitats and migrations. There are more urban alternatives that will not disrupt wildlife, nature and human's rural way of life.
- First of all, who decided to call it I-11 when it sits between I-17 and I-15. Should have renamed I-17 to I-19 (after all, they don't interfere with each other - and you could label the stretch of I-10 between the to as I-10/I-19) to keep from confusing the issue. If it came down the far west side of PHX, it could replace SR-85 and perhaps pull in Gila Bend and Ajo before reaching Tucson.
- The Study should identify a statewide north-south corridor, not just the designated I-11 portion.
- It is important that the I-11 bypass of Tucson be constructed as well as the Phoenix bypass.
- There needs to be a more direct way to get north from Mexico to Canada. Arizona through Las Vegas through Utah (Salt Lake City) seems to be the most reasonable route.
- The route west of Marana should be defined soon in order to allow appropriate long term land use planning.
- By adopting both the Western Passage through San Luis, and the Eastern through Douglas, Arizona is able to co opt the Texas/California East/West trade corridors, much like the Texans do.
- While you are at it, how about a second northern route through Tucson to the Safford area
- The west connection from I-10 to I-8 through Gila Bend is the best connection. This is has the least environmental impact and least funding needs. The Southern influence from CA and Yuma I-8 traffic, SR195 Ports of Entry to I-8, SR85 and CA inbound I-10 traffic should be evaluated in the upcoming freight study.
- I agree with the routing through the Avra Valley that has minimal impact on existing developed land and seems to represent the best, fastest alternative for construction.
- Having the I-11 corridor go west of Phoenix and Tucson would help alleviate traffic congestion and provide much needed economic development to those regions. I like the plan of incorporating I-8 into part of it.
- We should have corridor around Tucson to reduce the amount of truck traffic or find better ways to reduce the amount of cargo transported on highways.
- I also like the idea of faster routes connecting Phoenix to Northwestern Arizona and Southeastern Nevada.

Comments that support multimodal investigation, implementation

- Please make sure passenger rail connectivity is part of all future plans in the corridor. Also, there should NOT be a new I-11 route built parallel to I-10. Instead, I-10 and I-19 should be improved and dual-signed as I-11 from Eloy to Nogales.
- Consideration of routing high capacity transit or commuter rail and utility lines/ pipes along right of way is paramount to successful adoption and gaining sufficient public support.



- I hope that Public Transportation will be in the forefront on planning and infrastructure. Bus Lanes, Park and Rides, High Occupancy Vehicle Lanes (HOV). Beautification of the Highway needs to be an important part of the budget as well, this includes NO billboards, limiting commercial lots on the side of the highways. Work with Border Patrol to build structures, and deterrents to avoid these structures, on Highway between Tucson and Mexico. I would appreciate if the wildlife and land was left as wild and untouched as possible, within reason.
- I would like to see more rail components added to this study.
- We do not need any further pavement across this country. We need to focus on keeping what we have in good repair and work on alternate modes of transportation instead of focusing only on automobiles.
- I travel regularly by car and airport shuttle between Phoenix and Tucson. This segment of I-10 is dangerous and heavily used. The traffic congestion that already exists between these two cities needs to be addressed in this project. Any improvements to this transportation corridor need to be linked with a mode to get people out of their cars and provide alternatives to safely commute between Phoenix and Tucson. It appears that the segment between Phoenix and Las Vegas has been green-lighted while the Canada to Mexico links are pretty ambiguous at this point. Hopefully this study will result in more than just connecting Las Vegas and Phoenix with a freeway at taxpayers expense.
- Why not do rapid rail at the same time along the same route? Save money and time...
- The proposed Avra Valley bypass route for I-11 in Tucson should be removed from consideration due to environmental and urban sprawl impacts that cannot be mitigated. Instead the I-10 corridor should be expanded by double-decking a portion of it. Also, increased rail capacity should be built. No highway bypass through the Avra Valley!
- I don't think we should build another freeway in southern Arizona. I think we should concentrate on adding capacity to rail.
- High speed passenger rail should be a high priority
- It would require public transportation to make it work!
- Please look into a passenger train from Nogales -Flagstaff. This is a safer alternative to driving for commuters and AZ students alike.
- Based on the continued growth of Tucson, Phoenix and Las Vegas it makes sense to have these cities connected by I11. In addition to a freeway rail service should be included at the same time. Far too often Arizona is behind in the public travel options. It's really about investing in our future.
- Multi-modal transportation along the Nogales / Tucson / Phoenix corridor is now and will continue to become more important as trade continues to grow. Good planning and successful implementation of this corridor is vitally important to the region. This planning and implementation must be carried out with the best interests of the entire corridor. Allowing local politics to dictate decisions that favor localities over the development of the region as a whole will be shortsighted and will be to the long term detriment of the region.
- Should be a rail corridor as well as roadways.
- Its time to move towards sustainable transport - so rail, alternative transit, bullet trains, monorails, bio-travel, new inventions.
- If we're going to spend millions of tax payer dollars on transportation, why not a high-speed train line that will actually be useful for the residents of the intermountain west? The I-11 corridor will cause congestion, environmental destruction and health and safety hazards through the region. We already have interstate connections between Tucson, Phoenix and Nogales. I-11 will be a boondoggle and a massive taxpayer giveaway to real-estate speculators and construction firms. It should not be built.
- Public Transportation Rail between Tucson and Phoenix would be ideal!
- I would like to see a passenger train between downtown Phoenix and downtown Tucson similar to what is available between the cities of Baltimore and Washington D.C. They have a very reasonably priced (\$7 one way), quick passenger train that allows tourists the ability to travel between the cities, benefiting both at the same time.



Comments that oppose I-11 in whole or part (i.e., through Avra Valley); comments that articulate concerns regarding an I-11 (e.g., environmental issues)

- The Avra Valley route should be avoided. It would create sprawl and it could potentially infringe on a sovereign nations rights. The TON has already been asked to bare many of our burdens without much of the benefits adding pollution to that would not be fair to them.
- Please don't run this new highway through virgin desert, i.e. the avra valley.
- Drop the whole idea while you can. Do NOT waste any more tax money on a evaluation.
- There are already highways in place and those are in need of repair. The US does not have a secure southern border, we are in out of control debt.....the last thing we need is a new hwy. The highways and bridges we have are not being repaired and kept up to date. We who live in Arizona have chosen to live here for its outdoor beauty, we do not require any corridors dividing up riparian and animal corridors that are natural beauty. Our country has bigger fish to fry than worrying about a super highway that will eventually go from Canada to Mexico. How about we maintain all of the routes that are already in place and not waste any more taxpayers dollars. Let's work on getting an oil pipeline across the US and make the US independent of foreign oil, secure our borders properly and then we can talk about new and better highways.
- Segment from Casa Grande to Nogales can NOT be west of the Tucson Mountains. Saguaro National Park, the City/County water reclamation facilities in Avra Valley, and the Tohono O'odham lands must not be disturbed. There is already a gash cut for I-10/I-19 through the west side of Tucson, just embiggen that and quarantine the traffic impacts to one area already largely set up to handle them. Cheaper this way too, since one is not totally rebuilding the wheel.
- Do NOT run an interstate through Saguaro National Park, Avra Valley, and Ironwood Forest National Monument. The proposed highway is a biological wall that would cut off wildlife movement between mountain ranges. It would terminate the remaining viable wildlife movement for the Tucson Mountains and turn the range into an ad-facto island. The quiet community of Avra Valley would be destroyed. This plan is not beneficial for any of the people living along this proposed corridor. The cost of this ill-conceived is too high for taxpayers when there are a lot more important needs than helping more corporations. Just say NO.
- Having a very large area without development and traffic allows wildlife and plants to continue to flourish. This corridor encroaches on that space.
- Tie into the already existing roads that were specifically built to accommodate a new interstate, the I-515 corridor and the new road and bridge across Hoover Dam. My opinion is DO NOT build a new interstate, leave mexico out of this, we don't need a direct conduit for more illegals to take up residence in Southern Nevada and points north. NAFTA does not work. There will be more wrecks with big trucks from mexico that are not safe and no insurance.
- The Board of Directors for Friends of Saguaro National Park unanimously approved a Resolution expressing their opposition to any I-11 corridor route through the Avra Valley. We can share the text of the Resolution with you, or you may download it from our website.
- By building roads into areas not previously inhabited, there will be a promotion for urban sprawl.
- My main concern is that the San Pedro River Valley not be considered for this corridor. It is environmentally unique, and should be avoided completely.
- I do not like the fact that I-11 will run through my backyard. There is a reason I choose to live out side of Tucson city limits. I think that it would be appropriate to talk to the people that live in the areaa affected prior to making a final decision. A decision that is strictly money based and not for convience of drivers.
- This is not needed. Money should be spent improving Tucson roads.
- I don't see the economic justification for this major and costly infrastructure project. Any major highway work in southern Arizona should concentrate on expanding lanes on I-10 and perhaps a highway system in and around Tucson. The country, the state, the county, and the local municipalities have no business in the current economic climate building highways that far away from any commerce centers and driving revenues away from existing businesses, services, and infrastructure.



- Detailed environmental impact analyses have not yet been initiated, but I wish to express serious concerns about the negative impacts already outlined in the June 2013 "Preliminary GIS-Based Roadway Alignment and Impact Study" published by Pima County Department of Transportation. These concerns were also outlined in a July 25, 2013 statement by the Coalition for Sonoran Desert Protection. The proposed Avra Valley alignment was admittedly developed without primary regard to minimizing impacts on regional conservation goals. Though I recognize that minor improvements might be made with slight changes to the proposed route, any route through Avra Valley will have major impacts on conservation lands. I urge the responsible authorities to give fair weight to these negative impacts in the next phase of study of alternative routes, and to use the The Sonoran Desert Conservation Plan as a guide.
- Our area is a wonder of the nation in terms of natural beauty and attracts a great deal of tourism. That tourism will be negatively impacted by the presence of a large freeway, which will cut through healthy desert, be unsightly, impact species movements, and spur further development in a currently pristine area.
- If new interstate highways are truly necessary, avoid the San Pedro River corridor and other relatively unfragmented habitat areas at all costs and keep new construction in areas that are already heavily developed.
- Avra Valley freeway has been proposed before and shot down, and there is not much new that would warrant constructing it.
- As a member and former President of the Tucson Mountains Association, which is the oldest and largest resident organization in Arizona (we represent 10,000 residents), it is important to note that people on the west side of the City of Tucson largely oppose this proposed freeway. While the County seems to favor this new road, we believe there many impacts that will be significant, including:
 - Air Pollution: More traffic on this side of Tucson means additional air pollution for the Desert Museum, Saguaro National Park, and the recreational areas adjoining these important tourist attractions.
 - Traffic: Traffic from this freeway will increase use of local roads, and increase maintenance and repairs beyond the already poor conditions we are experiencing.
 - Water Resources: With new freeways comes development, and we already are challenged by water consumption, cost, and potential shortages.
 This freeway will have many other negative impacts...not enough space allowed to delineate.
- Concern re urban sprawl along I 11. Also bad for carbon footprint and water issues. And this would interrupt wildlife corridors leading to loss of wildlife. There is good data recently that this happens when "islands" of wildlife are formed due to human encroachment.
- When considering routes for the I-11 corridor in Southern Arizona, please consider the importance of Sahuaro National Park West, the Ironwood National Monument, and the Desert Museum. While the corridor is said to be important for economic growth, tourism related to these environmental treasures is of key importance to our area, in terms of economics, culture, and the health of humans, plants, and animals. The Sonoran Desert is known worldwide to be a unique natural wonder. If we damage the desert with construction and increased air pollution, there is likely no way to recover it. The amazing stands of Sahuaro cactus in the area attract visitors from all over the world. Just a glance at the logbooks in Sahuaro National Park West and the Desert Museum clearly shows this. With one of the proposed plans, the highway would cut through these natural wonders. Air quality would severely impacted. Please consider the costs of damaging this forever.
- As a society we have better uses for the funds required for this project. This is definitely a want rather than a need. I wish there was a way to prioritize society needs other than each governmental department spend.
- I am very concerned about the negative impact an expanded corridor may have to the people in Arizona. Illegal immigration, drug trafficking, sex trafficking, out-sourcing may all increase if such a corridor is developed. This would adversely affect the people of Southern Arizona. I didn't see any of these concerns addressed in the material.



Other comments

- If Avra Valley route is considered please study safety of water facility there.
- While I agree that using existing I-10 and I-19 eliminates most of the expensive and time consuming NEPA process, the end product will not be conducive to moving items north and south. Expediency is always nice but at what cost to the overall concept?
- This project is of great national importance, something that should have been considered much earlier, but better now than never. A north-south corridor is certainly lacking when traversing the state of Nevada. This would be the best option to provide much needed jobs and economic development to our country, and to connect to our major trade partners, Canada and Mexico. So far so good, but we should just make sure that all environmental impacts are inspected thoughtfully first, and then balance that against optimal present and future use of the corridor. No matter what, the positive effects of this Interstate will be felt immediately after construction. No more time can be wasted, we must act now, it is of national important to keep our country strong and free.
- Recommendation to consider this to be a 'taxpayer provided user supported' transportation link. There is no reason this should not be a toll road. In other words as a user, knowing how we would be using this, as an interstate Vs local roads, to get to Laughlin mostly but occasionally to Las Vegas, and infrequently but enough for it to be a consideration to get to I-86, a toll would be a SMALL PRICE TO PAY, to get off of the present local/county/state road/highway system.
- Kill NAFTA.
- I would find this project favorable as long as it increased industry for Southern Arizona and provided relief for traffic congestion in Pima County. One concern I do have is the environmental impact to Pima County and how the project would manage and/or limit those negative impacts in a sustainable way.
- I believe there is a definite need for a limited access freeway-type road from Phoenix to Las Vegas. However, to grow that concept into a Canada to Mexico corridor is somewhat grandiose. Also, to send the Phoenix Metro segment through currently unpopulated desert valleys far west of Phoenix (west of White Tanks Mts.) would contribute to leapfrog development and urban sprawl, worsening existing problems.
- Southern Arizona needs to be more than just an afterthought in the I-11 discussion. Unless the same sort of robust capacity improvements talked about in the Phoenix section are put in motion in the Southern Arizona section I-10/I-11 will become a prohibitive bottleneck. The best route option involves a Tucson bypass to the west of I-10 - building a stacked I-10 or finding right of way for another few lanes through the Tucson metro area is going to be a huge challenge.
- Our borders must be protected first before this is even considered.
- Funding should include resources necessary to upgrade US189 between I-19 and the Mariposa border crossing.
- It is important to coordinate closely with public and private sector business leaders on the Mexico side of the border. One of Mexico's busiest corridors connecting with the US border is Highway 15 which is currently being upgraded throughout Sonora and Sinaloa all the way to the Nogales ports of entry. The existing rail line brings thousands of new cars and other goods to the Arizona border each month. It only makes sense to continue to invest in this corridor throughout northern Mexico and into Arizona along I-19 and I-10.
- Revision of VMT and interstate & Mexico-US truck freighting projection are essential. Current baselines are changing. Port of Guaymas expansion will need to be factored in goods delivery pressure.
- what impact would this have on other road improvements in Nevada and Arizona?
- If we can keep truck traffic off the 11 that would be great. Makes it alot safer for the tourists.
- I think the two most critical needs are (1) connecting Phoenix to Las Vegas with controlled-access freeway and (2) having the southern end of this new freeway also serve as a bypass of the Phoenix metro area for I-10 through/cross-country traffic. I don't see much need for anything more than this (for example, extending the project into southern Arizona), unless there are traffic projections that I am unaware of.
- NOW IS THE TIME TO PUT PEOPLE TO WORK!
- Please see previous response.



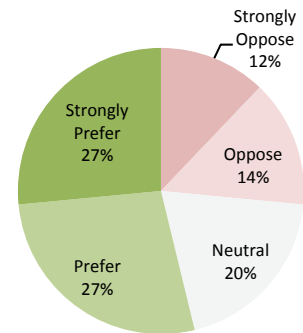
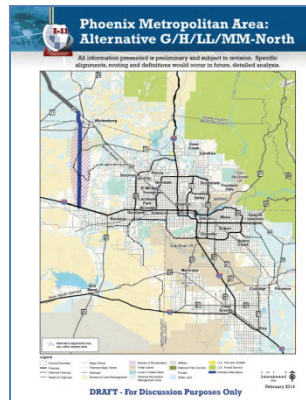
- The southern arizona segment of the Intermountain West Corridor Study should be analyzed and documented to the same level of detail as the northern segments of the study corridor at the earliest opportunity. Implementation of the northern segment will not produce the desired benefits of serving movement of people and goods from the Mexican border without the improvement to the southern Arizona segment.
- As mentioned previously, the I-19 link between Nogales, AZ and Tucson needs much further clarification, evaluation, etc., since the impacts to adjacent communities along I-19 will be severely impacted by increased truck traffic, which is already a rapidly growing problem, e.g., road deterioration, noise, safety concerns, etc. While there are legal and practical constraints to building alternatives to I-19, perhaps these need to be fully addressed again, e.g., mines, indian lands, terrain, etc.?? If there are absolutely and unequivocally no other options, I-19 will have to be widened with noise abatement and other measures taken, BUT, any widening of I-19 through, for example, Green Valley, poses significant issues! Creating an I-11 without sufficient and practical consideration of the link between Nogales, AZ and Tucson (and beyond) would almost be like deliberately putting a "Catch-22" in the entire CANAMEX concept.
- Plan the I-11 in a way where you must a) consider future modes/ways of transportation and b) build more efficiency such as accommodating for heavy weight shipments beyond today's legal limits. Otherwise we'll end up in the future with a freeway that is based on a functionality of the dinosaur ages, which is a complete waste of money.
- Bring business to Tucson.
- ArizonaNevada are loosing out to Texas Economically on trade
- Input from Tucson residents who have experience with issues crossing the border (waiting times, undue harassment from US officials, etc) is extremely important - local input on making the connection with Mexico is just as important as keeping traffic flowing between Phoenix and Las Vegas.
- The studies to date are not detailed enough for me to form an opinion on conservation issues, which are my primary concern.
- Planning for funding the road should be a concurrent effort with planning the road alignment
- We need to route to include over size from Port of Guaymas to Tucson and beyond...Min 5 metre prefer 6 metre diameter loads
- Routing to minimize truck traffic through metropolitan areas needs to be a priority consideration.
- Assuming I-11 approval, please minimize impact on local business during construction
- It would seem obvious that creating new infrastructure would allow for economic and urban growth across the corridor. Studies projecting expected growth and the increased requirement for, and added stress to local and regional resources, namely water, are critical; they must be conducted and issues addressed BEFORE additional ease-of-access projects are implemented. I would think that water conservation and rehabilitation projects, and education and efforts to use water judiciously would take priority over attracting increased users of this precious resource. This is particularly the case considering the uncertainties surrounding future resource availability resultant from changing climate regimes. If no prudence as such is addressed before the implementation of a new interstate system across the arid southwest, I'm fearful that someday, residents will only be grateful for its existence to retreat forever from this magnificent land.
- I-11 needs to be thoughtfully planned and integrated into the landscape of the cities it will connect. It is imperative that careful thought is given to accessibility via current roadways and that the corridor enhances and improves economic conditions and allows for responsible growth in all communities it affects.
- This area is tremendously important for its wilderness, scenic and biological conservation values. These features make this area very attractive for tourism, recreation, and also for high tech, high value industry whose employees and management generally value places with scenic and recreational opportunities. Any I-11 plans must thoroughly take into account the need to preserve the landscape values that make this place so special.
- I'd like it to do as little damage to the environment as possible.



- What will be the Collective processes to concur on collective products? Connection between the ports of Puerto Penasco and Guaymas, and AZ in addition to connection between Ambros Nogales-metro Tucson-metro Phoenix? Allowing for free flow of animals between feeding ranges, seasonal migration, etc.?
- I'd rather see Tucson hitched to a different, sustainable vision for economic development - not more truck traffic, not more roads.
- With Mexico expanding its Guaymas port infrastructure and our Mariposa port readying for dramatic trade increases, and cities at either end already counting their windfall profits, it is troubling that the pass-through communities of Tubac, Green Valley and Sahuarita are being steamrolled out of the discussion. Turning the existing four lanes of deteriorating concrete into six or eight will destroy the ambience of the area without including significant measures to mitigate environmental overload.
- The concept is good - we need better connectivity - but we also need to respect the environment. So, I think the alternatives that take the most care for environment should be top of the list.
- A lot of terrain and information has been already covered with the CANAMEX project.
- Las Vegas to Phoenix is very important.
- Tucson could really use more access to the northeast corner of Tucson, and a highway similar to Phoenix's loop 101, 201, and 301 would be very welcome for me. Whether this is relevant to the I-11 study depends on how you define "major activity center". I-10 is convenient for getting to downtown Tucson, but as a resident of Tucson there are many places that are activity centers that are not easy to access via the local highways. It would be nice to see this study address routing that would provide another means of getting to some of the places in Tucson only accessible by surface streets at present, such as the northeast corner of Tucson. As I mentioned - a loop around Tucson would be very nice to have, and I believe it would benefit the residents of Tucson greatly.
- Traffic bound to go through large cities like Phoenix and Tucson should have a dedicated "carpool" like lane to allow for minimal impact to normal intercity traffic of those cities. Los Angeles even has elevated roadways to accomplish this in some areas. Other issue like added space for better public transportation through this project should be considered.

Phoenix Metropolitan Area Summary

PHX 1. What are your impressions of Alternative G/H/LL/MM - North, a corridor traversing north of I-10?
(132 responses)



PHX 1 Comments (50 comments)

Comments that support Alternative G/H/LL/MM – North

- I like this corridor skirting to the west of Phoenix. As long as there are more than a couple of access points from Phoenix, this would be a great route.
- This option would work. The majority of the traffic would be outside of the metro area, and it would prevent the 10/17/11 from getting all tied up together in a traffic mess.
- Makes sense - looks like cheapest way to go
- Over-all this looks to be best route and close to existing cities and roadways
- As someone who lives in the East Valley (Chandler), it is tremendously appealing to consider the possibility that I could get on I-10 and head west, then exit onto another freeway that would connect to Wickenburg. Currently, to get to Las Vegas from Phoenix the best option is to drive on US-60/Grand Avenue all the way through Sun City, which is tedious and slow.
- As a Wickenburg resident, I feel this the best alternative to preserve the town and give it the potential to grow. I feel the road should be moved farther west towards past Black Mountain to allow the Hwy 60 interchange to be in the most buildable area (Flat land) Locating along the power lines would allow you to be west of the Vulture Mountain Preserve creating minimal environmental impact.
- as long as it follows the existing railroad.
- Would help us as snowbirds drive back and forth without going through the traffic of Phoenix
- Much needed.

Comments that oppose Alternative G/H/LL/MM – North

- Too far out of the way for Phoenix-bound traffic. I'd still divert to Grand or AZ 74
- This seems highly redundant with the currently under construction highway 303. Why do we need greater capacity that is only going to encourage more people to move further away from the center of Phoenix and further expand the urban sprawl that dominates the metropolitan area.
- Too far outside metro
- Too far west; seems unnecessary
- I prefer an option closer to the metropolitan area that would provide a more direct link.
- Thought this was supposed to be a Phoenix to Las Vegas route, not a Tucson to Buckeye to Las Vegas route.
- Too far from metro Phoenix
- Negative impact to wildlife and air quality
- Alternative would be highly costly.
- adds traffic volume to west I-10 & I-8 access from Phoenix and adds mileage to Phoenix-Las Vegas travel
- Would create additional traffic on I-10

- Doesn't look to be a benefit for majority of Phoenix north area for traffic improvement. US 60 to Wickenburg is an absolute nightmare to travel to get to Wickenburg
- We strongly oppose Alts G and MM.
- placing the expressway that far west of the metropolitan area will only serve to increase sprawl and congestion on the I-10 & AZ30 corridors
- No population out there less viable usage.

Comments regarding other alignments or alignment concepts

- I prefer the more eastern route of the northern corridor. This would make it closer to Phoenix. This route also shows I-11 overlapping I-10 for a brief span, it would be desirable to remove that segment and have only 1 interchange with I-10. Using the more eastern route is the more important issue to me. I strongly prefer.
- As the I-11 will be used by a lot of trucks, you would want to avoid going through populated areas. So, avoiding even the outskirts of Phoenix metro, but also Wickenburg should be a major point in the evaluation. Such a move, away of areas where people live is a good move for safety and also for "living quality". No noise, pollution, danger (moving trucks, dangerous cargo) would increase the live-ability of the area. As you have to consider growth, keep I-11 as far away from cities/villages
- I would recommend the route align with SR-85 starting in Gila Bend, then northward to the Wickenburg area and then follow the US-93 route. Once to Vegas, then follow the the US-95 alignment to Reno. For the coming decades I would say this would be the main thrust. It would connect I-8 and provide a true Interstate PHX by-pass. Even though the L-202 South Mtn freeway will be built, it will quickly become a PHX main artery and commercial traffic will not be tolerated as the population grows.
- I fully support the Concept of I-11 but the proposed routes do not help Phoenix. They bypass the City. This will increase traffic on I-10 to head west. It won't speed up the travel time for Phoenix drivers heading north. I-10 is already at capacity. US-60 from Phoenix central north is a much better route. It would relieve traffic in the city as well as provide a connection between I-10, Loop 101 and Loop 303. It's that or utilize the new Loop 303 to go to US 60 then North toward wickenburg.
- I would rather see this corridor traverse diagonally and connect where the I-17 and I-10 meet.
- This is a very complicated one, since cultural, environmental, and planned land use issues all come into play. I would strongly favor the H South plan because of its many benefits compared to the pitfalls of all the other plans. In the end, the maximum benefit of the highway needs to be justified by any adverse cultural, social, or environmental impacts.
- I suggest using the Alternative 1 North w/new link. Being familiar with this section, it makes sense to use this route (including the alternative). This route allows for future growth, and minimally impacts people and wildlife. The alternative makes use of the terrain (flat) versus the more mountainous route to Wickenburg. Using US 60 would lead to a future choke point just south of the city. Using the route along the White Tanks would tie into US 60 just south of the choke point mentioned.
- Would rather see it tie to 101 or 303 to save time and distance, but am concerned about impact on traffic, particularly on the 101.
- None of these corridors help traffic in the greater Phoenix area and only encourage sprawl which will constrain existing freeways. Why not upgrade Grand Avenue?
- I live in Wickenburg and we have roundabouts and the traffic is already very busy. PLEASE move the I-11 about 20-30 miles west. We don't need full time traffic jams with big trucks, etc. going through our small town. By the time it is actually built Phoenix will have grown another 40-50 miles west, so it needs to be far out in what might be potentially open land!!
- prefer the I-n
- Socioeconomic impacts should include the impacts of moving economic activity Heard narrative, but only got blank screen for most of presentation, including proposed alignments. Have consulted a map of AZ. Prefer an alternative east of Hassayampya River because it would limit species impacts and provide safe distance from the SR 85 transportation/economic development corridor. It also would preserve investments for residential development in Sun Valley.



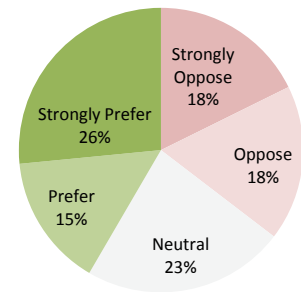
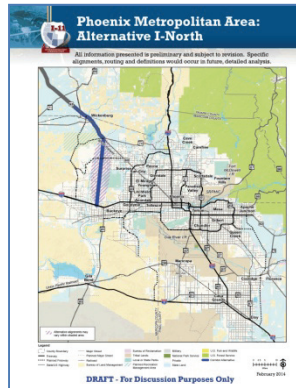
- I think if the goal is connect Las Vegas to Phoenix, I think it should extend from Wickenburg into Phoenix via Grand Ave. Improve that area. Not a loop that connect to Casa Grande.
- I feel utilization of the existing roadways is beneficial but having a more direct route is preferred like those offered in Alternative G and I. The preference is because of the reoccurring environmental impact versus the impact of laying the roadway.

Other comments

- too much noise and pollution
- It is absurd that cities this size are NOT connected by an interstate highway. We require safer, wider roads with more access to services between these two cities.
- Interstates are the modern equivalent of rivers. Where interstates traverse, commerce follows.
- I recently drove between Phoenix and Las Vegas for the first time in November 2013, and I was SHOCKED how this major corridor can only be 2 lanes. This is a major transportation artery and extremely under-developed.
- "Local and statewide planning efforts" is vague terminology but is often a euphemism for sprawl. If this route is intended to catalyze additional development west of the White Tanks, it should be reconsidered. While we might benefit from a better transportation corridor between Las Vegas and Phoenix, no one benefits from additional rings of sprawl far to the west of the Phoenix Metro Area.
- Kill NAFTA.
- Cuts right through Wickenburg what damage will this do to the surrounding small communities and Wickenburg
- Commercial transportation throughways should their roads built away from cities. Mixing with passenger cars is dangerous and creates quality of life issues centered around safety.
- I believe improved transportation routes, especially by highway, will keep us moving. I am not affected by the various I11 routes so have no comment on placement. However, I believe that the state and nation must maintain existing roadways before funding new highways. I believe transportation funding should go to I10 south of Phoenix to address severe congestion and wear and tear on the highway. Yes, build it and they will come, but how will they get there if the existing roads are bad!
- For environmental reasons, I am against the construction of any new roads.
- The State of Arizona, and all of the communities within Arizona are already seriously challenged to maintain the existing freeways and highways, bridges and other supporting infrastructure. This proposal would cost taxpayers money to increase tourism dollars for another state. It would also be another blow to the ecology of the wilder areas of Arizona. Bad idea.
- The current road system is fine.



PHX 2. What are your impressions of Alternative I – North, a corridor traversing north of I-10? (113 responses)



PHX 2 Comments (42 comments)

Comments that support Alternative I – North

- Seems like a good location to bypass Phoenix; not too far west
- I prefer alternative I as it brings the freeway closer to Phoenix.
- This is a logical place to put the freeway. After the loop 202 is completed, this route diverts big trucks away from downtown Phoenix, that are going from Tucson to LV. Also, the road will be cheaper because there would not have to be much eminent domain in metro Phoenix, the road is far from dense populations.
- Much greater benefit being closer to metro Phoenix
- This route would be even better due to it brings the path closer to the West Valley providing a closer access. I would prefer this over the previous route listed.
- This routing seems to save time of travel.
- I think this option is a little stronger because it would allow people from Phx to utilize the 60 to get to 11, rather than traveling on the 10 all the way there.
- Better; especially if it leads to connection with a southern extension of the corridor along the path of US 85. Still causes more time and distance around West Valley communities, than a route that would bring it closer in.
- If following existing roads or right-of-ways should minimize impacts.
- this would have more local traffic and be less desirable for a long distance trip
- seems like a better alternative
- By far best option
- I like the direct route of Alternative I with minimal impact to laying new roadways. This alternative is on par with Alternative G to me.

Comments that oppose Alternative I – North

- I am not in favor of the constraints on this alternative.
- Again, this will only encourage urban sprawl.
- This alternative would move the interstate closer to where people live. Keep heavy traffic (as in heavy weight AND a lot of traffic) away!
- Too far out
- This route still takes traffic to far west. Phoenix drivers and trucks use US-60 to go north. This route doesn't speed up the traffic heading north.
- This route might be less of a sprawl enabler than some the alternatives, but it also threatens ecologically sensitive areas.
- better but the shortest distance between two points is a straight line. I don't think going out of my way would be worth taking this new corridor.

- This route just seems too indirect and fraught with potential problems. It does not seem to be consistent with the objectives of the corridor plan. Furthermore, it seems to have more adverse effects than benefits on the surroundings.
- No way can go thru wickenburg
- Not convinced taking this through the area encompassing Wickenburg is the best alternative. It would be better to bypass the disruption this highway would potentially cause for the township.
- Alternative would be highly costly.
- I oppose this corridor even more because the town of Wickenburg wishes to be bypassed. No reason not to give them what they want and it might make the project move more smoothly.
- Significant increased congestion in NW cities such as Surprise, Wittmann and Circle City to reach connection at SR74. Extreme impact to air quality
- Crazy! What a way to destroy the town of Wickenburg. You can't run a freeway through town without taking away all of its positive aspects. I see no benefits, just limitations!
- Does not benefit travel congestion for Phoenix north and east. Would still have to travel US 60
- slightly better than the far western alignment but still creates a situation for additional sprawl and congestion west of phoenix

Comments regarding other alignments or alignment concepts

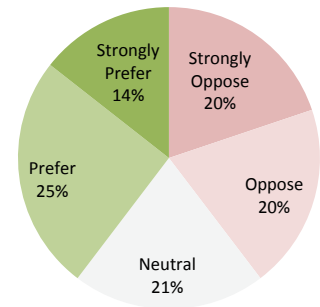
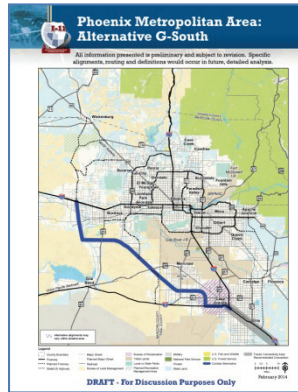
- It will relieve the truck traffic off the future 202 South Mtn as the inevitable population grows up around the So Mtn. I would realign move to the east to connect with SR-85, turning that SR into I-11 to Gila Bend/I-8
- We need to bypass Wickenburg to the West

Other comments

- Pollution and noise again why are you doing this you have a freeway system in place.
- Ditto
- I made a mistake and marked the G/H/LL/MM route.
- I made a mistake and marked the G/H/LL/MM route.
- can't develop much land on both sides if freeway is next to mountain
- Same comments a previous
- For environmental reasons, I am against the construction of any new roads.
- Does not lend itself to additional development in the northwest of Phx
- couldn't see Alternative I corridor
- Can utilize more existing infrastructure.
- No population away from Population corridor. Business usage away from city core lack of usage.
- The current road system is fine.

PHX 3. What are your impressions of Alternative G – South, a corridor traversing south of I-10?

(111 responses)



PHX 3 Comments (35 comments)

Comments that support Alternative G – South

- This route would alleviate local concerns regarding loop 202 completion being a "truck bypass" and part of the road between Mexican and northern US. Pass through traffic from Tucson and Mexico can avoid metro Phoenix altogether. Towns of Casa Grande and Maricopa would become less isolated. This route makes a lot of sense.
- This alternative would also make a good connection from I-10 to the 202 South mountain section and further reduce traffic through Phoenix metro. The connection between I-10 and the section east of 85 could be added last as long as the part of 85 between I-10 and the 202 can handle the traffic. Preferred is to have the I-10 to 85 connection in, but it can be delayed (p.e. for financial reasons)
- I like the directness of this route. Surely, when selecting a route you are looking for the most direct. If we want to bring freight traffic through our state we have to provide a direct route.
- since this doesn't go across tribal land and since this will cut conjunction in PHX from LA travelers to Tucson. This is good.
- I like this route and its path overall. I would want the I-11 connection to the northern portion to meet directly with each other when it crosses I-10. The rest of the southern corridor would be effective at accessing central and southern Arizona cities.
- This would be helpful, as it would provide a Phx bypass. This could potentially eliminate the need for the 202.
- Would help avoid the congestion of Phoenix on the I-10 when going towards Tucson
- Corridor - closer to population centers a little bit better.

Comments that oppose Alternative G – South

- The destruction of potentially environmentally sensitive areas of the Sonoran desert could be tremendous. Additionally, this will most likely just encourage truck traffic as opposed to a greater reliance on rail.
- Too far
- This route bypasses all of Phoenix and eliminates the main reason for the Interstate. To provide easy commerce between LV and Phx.
- This route looks like a sprawl enabler in the far southwestern reaches of the Phoenix Metro Area and has too many negative impacts on sensitive lands and habitats.
- Again, much like the previous plan, this one seems less than ideal. There is too much risk of damaging habit crossings and causing problems for historical sites. Also, the route is less than direct, so it would not make much sense to plan a route that would not serve its intended function 100%.
- Alternative would be highly costly.

- Encourages suburban sprawl in the Rainbow Valley, a region with little employment. Puts environmental pressure on the Sonoran Desert National Monument, which I often hike in. High cost with little benefit for the city of Maricopa. It would be better to extend the 202 freeway around South Mountain and north to I-10.
- useless alternative for Phoenix southbound traffic however works well for commercial transportation wishing to avoid Phoenix metro area traffic
- Does not link to any of the existing loops to facilitate traffic to get north and east in Phoenix
- same as other routes - built through nowhere and will only lead to more sprawl
- The State of Arizona, and all of the communities within Arizona are already seriously challenged to maintain the existing freeways and highways, bridges and other supporting infrastructure. This proposal would cost taxpayers money to increase tourism dollars for another state. It would also be another blow to the ecology of the wilder areas of Arizona. Bad idea.
- Dusty dry barren areas similar to I-10 between Casa Grande and Tucson there will be more accidents

Comments regarding other alignments or alignment concepts

- Re-align to connect to SR-85 and encompass that road.
- Seems unnecessary to build a new corridor between Casa Grande and Buckeye; should use and improve existing highways; would like to see the I-11 conveniently link Phoenix and I-8 for travelers going to San Diego
- Going through Gila Bend lengthens the travel time and makes it less beneficial
- couldn't see alternative G corridor on graphic. Prefer a new corridor between Casa Grande and Buckeye to keep interstate multi-modal corridor separate from I-8 and SR 85 corridor which is more for intrastate transportation/economic development.
- I would only support that section between I-10 and AZ85. The rest should not be needed.

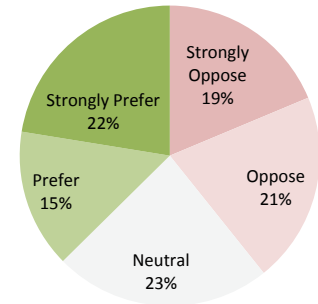
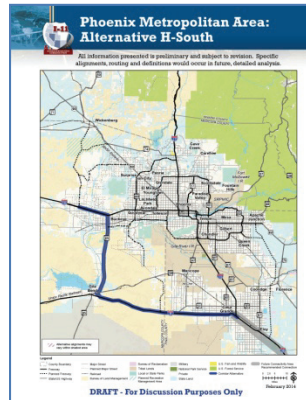
Other comments

- avoids the Phoenix metro area. Plenty of room no homes destroyed or South mountain park area.
- It looks okay, but why not use existing highways and infrastructure? Or, is it less expensive to build new freeway on virgin ground?
- Ditto
- Would alleviate heavy traffic on I-10 W of Phoenix
- In the near term, we are better served by upgrading AZ 85. Keep this freeway in the long term plan, but don't make it Interstate 11. I suppose it would be nice to get the Feds to pay for this, but can we really count on them?
- For environmental reasons, I am against the construction of any new roads.
- Creates a true by-pass around Phoenix. Impact on Casa Grande and Maricopa?
- loop 202 southbound will soon begin construction
- The current road system is fine.
- I like the route a little less than Alternative I because it requires more new roadways but does offer many advantages to minimize impact to existing roadway traffic.



PHX 4. What are your impressions of Alternative H – South, a corridor traversing south of I-10?

(107 responses)



PHX 4 Comments (32 comments)

Comments that support Alternative H – South

- Its a great bypass of Metro Phx for truckers
- Like the idea of using and improving existing highways; this would conveniently link Phoenix and I-8 for travelers going to San Diego
- By far the best choice. Modernizing and expanding existing roads may still have some sprawl-enabling effect, but it's far less injurious than building entirely new roads. The minimal savings in travel time should be a non-issue. The need is more for a safe transportation corridor than a fast one.
- This route seems to have everything going for it. There are very minimal environmental costs, and it would appear that it will come in under budget. It would also traverse through a much needed portion of the city, where there is a need for better transport and abundant opportunity for retail, industry, and residences to expand. This route is excellent and I would strongly support it.
- Best option -- shortest distance.
- Again, this bypass is nice, and is a little more logical.
- Alleviates I-10 traffic bottlenecks and adds a quicker route to Gila Bend than current US 85.
- This choice wisely conserves highway funds by using existing good freeways. It might help save funding for extension of the 202 freeway around South Mountain, which would be more useful for residents of Maricopa and the southeast Phoenix metro area.
- makes use of existing roads and infrastructure that have room for expansion already
- Yes, please upgrade AZ 85 to a full freeway. That should be done before any of the other routes are constructed.
- uses existing infrastructure - significantly lower costs. serves existing population centers, less sprawl as a result
- Uses existing roads; reduces cost of acquiring new ROW and lowers environmental impacts to the Sonoran Desert area.

Comments that oppose Alternative H – South

- It makes less sense to send traffic through Gila Bend. I think pass through from Tucson to Las Vegas may find the route less direct and less appealing than Alt G.
- Adding Gila Bend into the equation is adding a longer route, (with associated fuel consumption) and more unwanted situations.
- To far west and south. Bypasses to much of Phoenix
- This looks like no improvement at all. We already have that option.
- 85 is close to freeway quality now why build whole new corridor
- Only assists eastbound and southbound (I-19) traffic in avoiding Phoenix Metro area. No beneficial use for Phoenix area residents. Not best routing to include Phoenix population.
- This already exists and adds at least 30 minutes on a trip from Buckeye to Tucson



- To far outside of Phoenix Metro area.

Comments regarding other alignments or alignment concepts

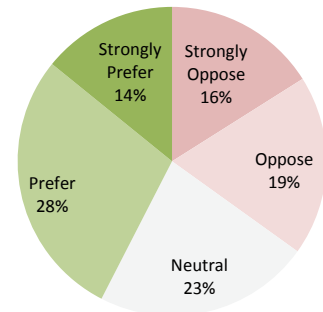
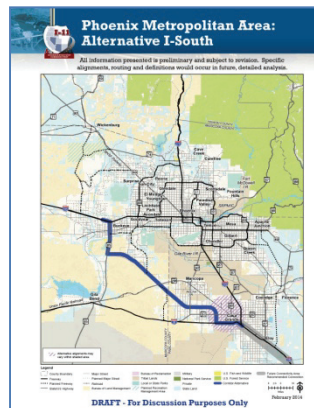
- OK until AZ85/I-8 junction. Would like to see this highway go to Lukeville.
- Smarter to make a route directly from Marana to Buckeye

Other comments

- This is redundant with the current "Phoenix bypass" suggested for truck traffic.
- Uses existing interstate/rural highways of I-8 and SR 85. Does not impact BLM areas in Maricopa Mountains.
- Ditto
- This route would be good based on existing road way. Although that may be a cost savings, its not as direct as the prior route heading to Tucson in my opinion.
- Corridor might be a possibility, although it doesn't directly connect Phoenix
- For environmental reasons, I am against the construction of any new roads.
- Get traffic off I-10
- couldn't see graphic. see comments above about Casa Grande-Buckeye Corridor.
- Could see that this would benefit Gila Bend and Casa Grande but not Phoenix
- The current road system is fine.

PHX 5. What are your impressions of Alternative I – South, a corridor traversing south of I-10?

(106 responses)



PHX 5 Comments (28 comments)

Comments that support Alternative I – South

- This is "OK" but not as good as G. Making pass through drivers take the 10 for a couple of miles seems unnecessary to me. But it beats sending them through Gila Bend.
- This also is a good route, but for the fact that it would cause some habitat and wildlife movement constraints. The only downfall is that it is already in a highly congested area, which would further cause air quality problems. Besides that and the environmental costs, I do not see much of a problem with it.
- This would be a great route and still a faster connection for traffic bypassing the Phoenix area.
- Best of proposed routes
- Not as direct but better than the Gila Bend route
- This is the most preferred route for me because it is the most direct thus lowering the reoccurring environmental impact of traffic.

Comments that oppose Alternative I – South

- Again, the potential for ecological damage is tremendous and the increase in truck traffic is undesirable.

- This could be a temporary solution, but The G-alternative should be preferred as this best connects to the best alternative north of I-10
- To far west and south. Bypasses to much of Phoenix. Great for Tuscon Drivers but not benifitial to Phoenix residence
- This route appears to enable sprawl and cut across sensitive lands.
- Some additional benefit by being closer to metro area, but still longer distance than other options
- Dumb
- I prefer the other two options.
- Alternative would be highly costly.
- Encourages suburban sprawl in the Rainbow Valley, a region with little employment. Puts environmental pressure on the Sonoran Desert National Monument, which I often hike in. High cost with little benefit for the city of Maricopa. It would be better to extend the 202 freeway around South Mountain and north to I-10.

Comments regarding other alignments or alignment concepts

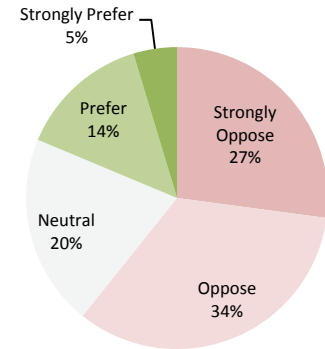
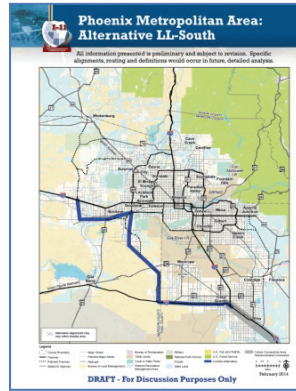
- The new road should not utilize any existing interstates or other highways but should have interchanges with them. Also, it should skirt metropolitan areas.
- Providing the existing 303 does connect to new byway this would benefit a good portion of the west and central Phoenix

Other comments

- It's a good cutting of the 85/8 corner but the question is again is it less expensive to cut a new freeway, or to use existing infrastructure just to save 30 minutes of drive time?
- Alt. I and Alt G look about the same. The report does not show a readable detailed map of the route. Seems unnecessary to build a new corridor bewteen Casa Grande and Buckeye; should use and improve existing highways; would like to see the I-11 conveniently link Phoenix and I-8 for travelers going to San Diego
- Ditto
- Same comments as previous route. No beneficial use for Phoenix Metro population, excepting traffic reduction of commercial traffic avoiding Phoenix Metro traffic.
- Keep this freeway in the plan, but do not make it Interstate 11. Upgrade AZ 85 first.
- For environmental reasons, I am against the construction of any new roads.
- Get Traffic Off I-10
- couldn't see graphic
- most of the route goes through nowhere and will lead to more sprawl. northern section overlaid with AZ85 cuts costs.
- A little bit better closer to city population.
- If I had to pick one, this would be the route. But, the current road system is fine.

PHX 6. What are your impressions of Alternative LL – South, a corridor traversing south of I-10?

(107 responses)



PHX 6 Comments (27 comments)

Comments that support Alternative LL – South

- This is about the same as option I to me. Good, but not optimal.
- I like this route, while not my preference, it might be easier to construct depending on right of way issues in certain communities. But this would not be my preferred route.
- Ok, makes a nice link to 303 but awfully close to I-10
- This would help the large traffic jam that is created incoming from CA on the I-10, one could easily bypass the most congested section and head east
- seems to somewhat mirror the south 303 and AZ30 alignments. decent.

Comments that oppose Alternative LL – South

- This seems to move traffic through a very inefficient route.
- too close to Phoenix
- It makes no sense to move the traffic any closer than absolutely needed to populated areas. Another reason to move the I-11 away from residential area's is that some business will want to be around the freeway. Opening new land along I-11 would possibly free up land in the city and open opportunities for new business (along I-11 or on the newly vacant land in the cities).
- To far west and south. Bypasses to much of Phoenix. Although the parallel of I-10 is a welcome addition that parallel would need to go all the way down MC-85 to central Phoenix.
- I get the need to hit all the warehouses in SW Metro, but why not just start it over there? The rout looks very awkward
- I'm interested in making options in mixed modes available but this isn't as direct as I'd like it to be. Aren't interstates about saving time?
- This route is not as harmful as some others, but still appears to involve new road building in sensitive areas.
- This route simply seems too round-about, what with that big right angle in the roadway at both the north and south ends. Also, this route would be placed in a high impact environmental area. Since Alternative H exists, it would simply make more sense to go with that plan as opposed to Alternative LL-South.
- Going through Gila Bend lengthens travel time significantly
- This one just seems silly.
- Doesn't make sense to me.
- Alternative would be highly costly.
- foolish..
- By far the worst. Is Goodyear heavily lobbying for this because of their ill-advised annexation of the Rainbow Valley area?
- More indirect, slower, impacts more private property

- Looks like it back tracks on itself. Key for a highway is get me to point a to point b quickly.

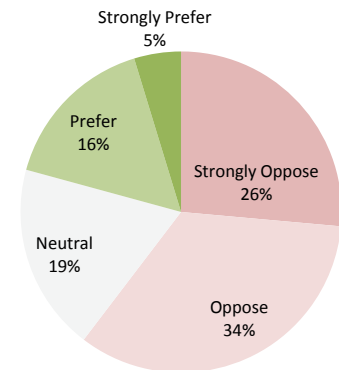
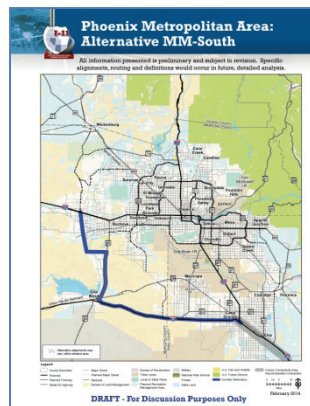
Comment regarding other alignments or alignment concepts

- Encourages suburban sprawl in the Rainbow Valley, a region with little employment. Puts environmental pressure on the Sonoran Desert National Monument, which I often hike in. High cost with little benefit for the city of Maricopa. It would be better to extend the 202 freeway around South Mountain and north to I-10. The extension of 202 would help Nevada-bound traffic avoid congestion in central Phoenix.

Other comments

- Seems unnecessary to build a new corridor between Casa Grande and Buckeye; should use and improve existing highways; would like to see the I-11 conveniently link Phoenix and I-8 for travelers going to San Diego
- Ditto
- For environmental reasons, I am against the construction of any new roads.
- couldn't see graphic
- The current road system is fine.

PHX 7. What are your impressions of Alternative MM – South, a corridor traversing south of I-10? (106 responses)



PHX 7 Comments (26 comments)

Comments that support Alternative MM – South

- This would be the second choice to H.
- Again, this route seems logical and uses existing roadway providing I-8 was widened greatly to accommodate the extra traffic. Also it seems to be an efficient use of right of way overall.
- This choice, like choice H-south, makes efficient use of two excellent existing freeways, I-8 and SR 85 north of Gila Bend. The money saved by avoiding freeway construction in the Rainbow Valley could instead be applied to extension of the 202 freeway around South Mountain to connect with I-10 from the south. That extension would speed intercity traffic going between southern Arizona and Nevada.
- OK, Traffic on I-8 is fairly light. Lower cost

Comments that oppose Alternative MM – South

- This route does not help communities of Casa Grand and Maricopa at all. Moreover, it takes pass through (from Tucson) drivers through an awkward detour.
- It makes no sense to move all the traffic so close to Gila Bend
- This is just terrible. Fire the planning manager for suggesting this route. Bypasses all of the city I-11 is supposed to connect to...PHOENIX

- As noted in the presentation, this trajectory is way, way off the beaten path. If the goal is to further economic and social development along the interstate corridor, then this Alternative would be directly opposed to that goal. Also, since the roadway would be further outside the city limits, there would be greater adverse impacts on wildlife and the environment. For these reasons, this Alternative is less than ideal.
- There are better options.
- Traffic on I-10 W of Phoenix would be worse than it already is.
- Alternative would be highly costly.
- worse than foolish..
- Not as easy to access from the Phoenix area.

Comment regarding other alignments or alignment concepts

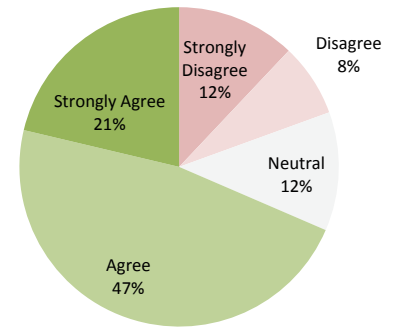
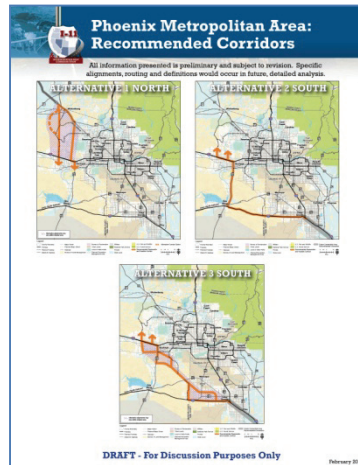
- Don't understand why this path follows Ariz Hwy 85 only part way to I-10. Like the idea of using and improving existing highways. Would like to see the I-11 conveniently link Phoenix and I-8 for travelers going to San Diego
- OK until AZ85/I-8 junction. Would like to see this highway go to Lukeville.

Other comments

- Why develop another road when highway 85 is already there?
- I get it
- Ditto
- Least beneficial to metro Phoenix
- Avoids Native American lands & stays as far away as possible from Phoenix metro traffic.
- Intriguing option as it upgrades the extremely rural portion of AZ 85. It would make more sense to upgrade all of AZ 85 first though.
- For environmental reasons, I am against the construction of any new roads.
- couldn't see graphic
- If a byway for Casa Grande/Gila Bend to Las Vegas was your goal then this would be the perfect route. Benefit Phoenix traffic? How?
- decent routing that re-uses a majority of existing AZ85 and I8. worried about feasibility due to it being so close to Palo Verde plant
- The current road system is fine.



PHX 8. Do you agree with the preliminary recommendation that suggests a reasonable range of alternatives that could be carried into more detailed, future studies include Alternative 1 North, Alternative 2 South and Alternative 3 South? (108 responses)



PHX 8 Comments (28 comments)

Comments supporting the recommendation in whole or part

- Yes, with a preference for Alternative 3 for the southern portion.
- Alternative 1 North and Alternative 2 South
- Alternative 3 South is especially interesting.
- With a very preferred 1-3 punch. Forget alternative 2
- Like I said, Alternative H-South should be the primary choice due to the cost-benefit analysis. However, the other plans are also worthy of consideration. There is much more info to be gleaned from these Alternatives, and more studies would be well warranted.
- Yes, these options all seem to be logical and useful for the majority of traffic.
- Routing "I" seems like the most logical one when considering the shortest distance between point a and point b
- I do not support Alternative 2, but the other options appear viable
- on the South, I think Alternative 2 makes the most sense but Alternative 3 could possibly work ok
- On page 4 with level 1 evaluation recommendations. Alternative I is by far the best and makes most sense!!!!

Comments opposing the recommendation in whole or part

- None of these proposed routes are benefiting the City of Phoenix. None are providing routes that would benefit drives of Phoenix wanting to head to Las Vegas and beyond. The Routes south of I-10 do nothing to help relieve traffic along western I-10. I-10 has reached it's physical capacity and must be addressed before any of these routes could be utilized.
- No. Terrible. This should be a direct connection between Phoenix and Las Vegas, not a re-route around Phoenix. Technically, this would still leave Phoenix and Las Vegas as the only two major cities in the United States not connected by a highway. A complete failure of the purpose of I-11.
- None of these alternatives make much sense. Someone travelling between Nevada to Phoenix will not utilize a route in these corridors as they're too circumferential and not direct to the Phoenix metro area. In addition, these corridor designations will invite further urban sprawl into Harquahala Valley.
- I strongly disagree with Alternative 3 South. That alternative encourages suburban sprawl in the Rainbow Valley, a region with little employment. It puts environmental pressure on the Sonoran Desert National Monument, which I often hike in. It has high cost with little benefit for the city of Maricopa. It would be better to extend the 202 freeway around South Mountain and north to I-10. That would help Nevada-bound traffic avoid congestion in downtown Phoenix.

Comment regarding other alignments or alignment concepts

- Be sure the study includes consideration of the I-11 conveniently linking Phoenix and I-8 for travelers going to San Diego
- I would much rather see a link that comes closer to the metro area. Why are we not considering something slightly more ambitious that redevelops the 60 all the way from downtown to Las Vegas? What about a link that reaches the 101 at least?
- The route I was looking forward to seeing was a direct shot down Grand Ave. Get rid of all the stops in there and in Sun City.
- I believe that the Southern part of the state is connected through I-10, that should be the "take off" point for the I-11 route which should start come off I-10 south of Phoenix, then head northwest.
- Option closer to the Phoenix MSA center should be explored. I so like the Alternate 2 option as it upgrades AZ 85, which should be done.
- Again, you need to connect to Phoenix. I live in the East Valley, I am not going to travel to Casa Grande to get on this freeway.

Other comments

- I generally feel that we currently have enough roadways in our state and we need to focus on maintaining the quality of our current infrastructure. We also need to look at other transportation options such as high speed rail linking Phoenix and Tucson or Phoenix and Las Vegas.
- It may be less costly to utilize existing rights of way and highways but the capacity of all these roads must be increased significantly to address future traffic loads or these plans are not acceptable.
- Make this a short study - we need this new highway ASAP
- Kill NAFTA.
- For environmental reasons, I am against the construction of any new roads.
- I think you need to eliminate all ideas that put any traffic on I-10. Also I-North is not a viable alternative to Wickenburg's future.
- Specifically alternative 3
- We have submitted comments previously identifying the Gila River crossing in the vicinity of Gillespie Dam bridge is a priority cultural resources area based on data provided by the Arizona State Museum and expert opinion. In addition to the Gillespie Dam bridge which is on the National Register of Historic Places, the basalt cliffs bordering the Gila River both north and south of the bridge crossing host a significant concentration of precontact rock art.

PHX 9. Please share any additional feedback you have regarding the I-11 & Intermountain West Corridor Study. (50 responses)

Comments that generally supported I-11/; comments highlighting benefits of an I-11

- These alternative corridors are welcome as long as natural habitat is not/or minimally impacted. Love the I-11 from Phoenix to Vegas
- Perfect complement to the current 303 - Looking forward to seeing this built as soon as possible. Travel between Phoenix and Las Vegas is dangerous and takes longer than it should.
- I think considering the impact of the south part of the freeway on the towns of Casa Grande and Maricopa is important. Those communities have significant populations. Gila Bend already has interstate freeway access. It may not be a direct route to Las Vegas, but in my opinion the town is too small to really consider in all of this. The northern part makes a lot of sense across the board.
- My wife and I strongly support the effort to put a freeway between Phoenix and Las Vegas. We would definitely use it!



- The I-11 project is something that is long overdue for the Northwestern Arizona/Central Nevada/Southwestern Idaho region. This plan will do a great job at fostering jobs, beneficial economic development, and allowing for better transportation by tourists and residents alike. The construction of this corridor cannot come soon enough, we just have to make sure it is done right the first time, and done smart. Do not ruin too much natural habitat, and plan for a corridor that can be used and updated for current conditions for generations to come. This is exactly what this nation needs at this point in time, some good infrastructure development to get us back on the right track towards prosperity.
- The two biggest benefits of this highway should be 1) minimizing travel time, and 2) providing economic and transportation benefits to metro Phoenix.
- Build it as soon as possible.
- Keep up the great work. I hope this project moves faster towards breaking ground once routes are determined. Its a needed route and much needed infrastructure to all these growing cities.
- It is about time! I recently drove to Phoenix for the weekend and found the single lane system to be dangerous. It is silly that there are cities of less population connected by an Interstate while these 2 cities are not connected. There are so many positives in doing this and it would a step in progressing economic infrastructure.
- I think this roadway is going to be a great asset for business, trade and travelers, both in Arizona, Nevada and other surrounding states and trade partners.
- HURRY!!!
- This is a really good idea
- I-11 is a must to long-distance travelers & commercial carriers, as the LA basin highways are a major impediment to reasonable travel times. The Phoenix area traffic corridors are becoming as jammed as LA or Chicago or Dallas. Also, I hope many western Canadian children can travel to the Phoenix area as adults on the new I-11! Let's get this study finished so shovels can be used in the near future.
- An I-11 route, to include reasonable access to/from Phoenix is long overdue. I served as an Arizona Highway Patrolman working US-93 north and south from the Kingman, AZ area for several years and have witnessed the accidents and human carnage that route has caused and produced over many years (from the early 1970's going forward to today). The improvement to an interstate, fully divided, controlled access corridor is certainly needed and overdue from any angle or use consideration (civilian, commercial and military).
- Build it and everything else will follow. I'm happy to see this project finally off the ground.
- Build it!
- Badly needed. It is hard to get through Phoenix to head north to Las Vegas. The sooner the better
- Good work so far. I continue to challenge the key stakeholders to expand the benefits of the study by opening a discussion on the need for true multi-modal access to the corridor, which can best be achieved by a new airport in the area SE of Aguila, S of Wickenburg, and NW of Phx and N of I 10. This additional development could add substantial benefits to the entire corridor.
- Get it done!
- This route is very much needed

Comments that support using existing infrastructure/corridor(s)

- I think that you should use the existing, already built infrastructure and route the new interstate through that because it costs less and it is already there.
- The most logical routes are to utilize existing pathways from Phoenix. Everyone that drives to LV takes US60 north. Wether they get on it off the I-10, loop 101 or soon to be Loop 303. This is the primary route that needs to be improved and used. Running this new interstate through Phoenix will benifit the commerse of the Cities along the US 60. Your propsed routes only benifit people in the rural areas. The needs of the many outwiegh the needs of the few.
- We should leave well enough alone and concentrate on keeping the infrastructure we have maintained while looking to improve alternate modes of transportation. We need to stop relying on fossil fuels and stop catering to big oil industry. Once we begin to embrace cleaner fuel sources with less impact on the population and environment then we can revisit this issue.



- This seems like no brainer use 85 between 10-8 and pass west of wickenburg
- I'm not convinced that new corridors around Phoenix are anymore beneficial than moving traffic handling freight on existing infrastructure; all of the alternatives for a new corridor outside of the Phoenix metro area would be cost prohibitive and would threaten environmentally sensitive areas by inviting more suburbanization in a city that is close to rivaling Los Angeles. US 93/60 and Loop 303 alternatives warrant further study.
- The MAG Hassayampa and Hidden Valley Framework studies have unrealistically dense build-out land use assumptions so the amount of traffic they are projecting is way over-stated. SR 85 and I-8 make the most sense as I-11 in the southern Phoenix area from a cost and time perspective and have adequate right-of-way to accommodate I-11.
- Where possible to do so existing right-of-ways should be utilized. A number of these proposals have new roadways that do not appear to be logical. I am not convinced that any diagonal roadway from west county to Casa Grande area is needed without first improving existing roads. For example: if AZ85 is turned into I-11 why not improve AZ238 Gila Bend to Mobile & Maricopa?

Comments regarding potential I-11 alignments

- I-11 should be a direct connection between PHOENIX and Las Vegas. These plans all fail to address that need.
- In my opinion, this Study should consider extension of the 202 freeway around South Mountain to connect with I-10 near 59th Avenue. Currently trucks or cars enroute to Nevada from the south must choose between taking I-10 through the Broadway curve or taking I-8 to Gila Bend and then Buckeye. Extension of 202 would benefit not only this intercity traffic, but help the entire population of the SE Valley and Maricopa that need to travel to west Phoenix. The extension would render Alternative 3-South unnecessary. Thank you for the chance to comment!
- Consider portion of the 303, the Northern Parkway, and Grand Avenue as the route of Interstate 11. What good is a Las Vegas to Phoenix route if it does not actually go to Phoenix?
- need more dependable website so visuals can be seen. Go east of Palo Verde to provide connection with North Segment and provide distance between Palo Verde and the transportation corridor. Virtual public hearing a good idea if could be more dependable, but would put the Phoenix presentation on Channel 11 in Phx and similar channels in the West Valley. Provide for written comments that could be mailed in. In-person public hearings also would be good in Casa Grande, Buckeye, Wickenburg and West Valley. Also a presentation for stakeholders in Phoenix area. This is a regional project. Needs broad participation. Public Hearing should include presentations, and public testimony by an audience.
- I don't know what I had expected to see proposed but all the studies seem to miss using any of the existing corridors that Phoenix currently has to move traffic from one side of the valley to the other. Seems all that building of the new 303 could be incorporated somehow. A connection from west valley to Casa Grande would be a big plus for bypassing all the inner city freeway traffic. Off the subject but have longed for the 101 west to be taken south past the I-10 to avoid the inner traffic congestion. It appears that is part of the idea on some of the studies.

Comments that support multimodal investigation, implementation

- I'd love to see a high speed passenger rail link as part of this project.
- I don't know why we are so far behind the rest of the world in passenger rail. We need high speed PHX, LA, Vegas loops. Talk with Elon Musk! This whole project feels so 50 years ago.
- Instead of new roads, our planet needs fewer roads. Also, we need lite rail type subways to replace the cars that are on existing roads.
- I think what ever corridor is selected, it also needs to include High Speed Rail.

Comments that oppose I-11 in whole or part; comments that articulate concerns regarding I-11 (e.g., environmental issues)

- I strongly oppose any construction on any major roadways.



- Direct North and direct South out of Casa Grande or Maricopa are not feasible for most of the most populated area of Arizona - the Phoenix metro area. I personally would not drive that far south to pick up the route. This could be an "add on" at a later time, but should not be the first and primary route.
- While I understand that this is considered progress and that there may be a need for this corridor, I cannot support another major roadway in our state that will have such adverse impacts to our natural wildlife and air quality. This roadway will touch rural communities and bring unwanted pollution, congestion and truck/semi traffic to these areas.

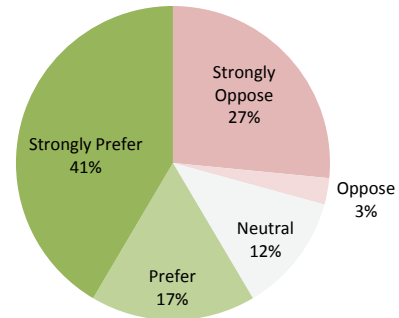
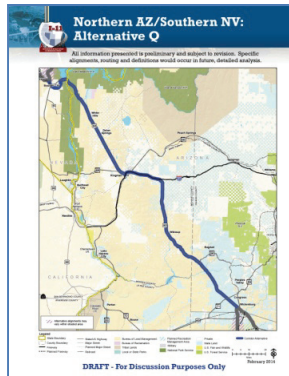
Other comments

- I suggest that the report document include, or have separate links for more detailed maps of the alternative routes. The details of the maps in the PDF report are NOT readable
- All of these alternatives becomes more favorable if building them would result in forgoing the far more harmful South Mountain Freeway. Unfortunately, it appears the two projects are being considered separately without consideration for how one might affect the other.
- I made a mistake earlier in this section. Please only consider my picks mentioned below.
 --My choice south of I-10 is Alt H because it makes use of existing infrastructure, and allows for future growth at a lower cost.
 --My choice north of I-10 is the G/H/LL/MM w/the new link. This route minimally impacts the people, wildlife, and makes a logical use of the terrain. By going around the hills, instead of through them, the cost of construction plummets.
 --The other routes make use of US 60, and there is a natural choke point just south of Wickenburg that makes future growth difficult at best.
- The corridor studies should do all they can to minimize disruption to the communities around which they will be routed. In addition, they should strongly take into account any disruption to environmental factors such as wildlife refuge sites and dessert habitat disruption. A difficult challenge, indeed.
- Would like to see an alternative that minimizes environmental impacts as much as possible.
- Kill NAFTA.
- The decision on this roadway needs to be viewed from a long term transportation/development viewpoint. You cannot afford to add traffic to I-10. This is the opportunity to truly bypass it. Hopefully the landowners in Wickenburg who have the most money to gain from the sale of land do not dictate a short term decision. Building on BLM and State land west of Black Mountain can help Wickenburg and Aguila.
- Our country doesn't need inter-continental commerce. We need US made products.
- We remain concerned that the factors considered in the Environmental Sustainability section do not include cultural resource considerations, both archaeological remains and cultural property concerns of tribal interests. We would like some feedback on why cultural resource considerations were not considered at a higher level during this planning effort.
- i think given with the economic collapse from the housing market of 2007-08, its extremely important that we take these factors into consideration and do not set up Phoenix for another round of boom & bust construction. while its important to address the growth needs of the future, its important to keep in consideration that we already have key pieces in place to handle a majority of our infrastructure needs. re-use of existing road corridors and improving of those I believe is key to serving both our existing populations and also providing key growth in those areas while also supporting the needs of new build-outs. the money saved by not building totally new infrastructure could then be re-allocated to other projects, such as AZ30 construction (all the way from durango curve to buckeye) and improvements to the Grand Ave Corridor which, while much better, still needs a fair amount of work.
- Make sure to put enough lanes in for accidents;exit ramps for future growth, (residential and commerical properties) as well as emergencies; 4 lanes + HOV lane each side with adequate drainage for monsoon weather and rains;75 mph would be desirable versus 65mph. Plan for future connections for I-11 like to Oregon,Idaho and Canada.Creating opportunites to reduce time traveling throuhg single laned roads at 35MPH and several traffic lights is key. A speed train from Tucson to Phoenix to Vegas would be attractive as you could connect with California ,Oregon and Canada in the future.



Northern Arizona/Southern Nevada Summary

NO AZ 1. What are your impressions of Alternative Q? (147 responses)



NO AZ 1 Comments (71 comments)

Comments that support Alternative Q

- I strongly support using the existing 93 infrastructure route and completing the addition of lanes/elimination of undivided segments.
- It is the most familiar route in this corridor and provides the best chance for those along the route to promote development of their communities.
- Less expensive, (presumed) faster build, more direct, improves & upgrades existing infrastructure, lower environmental impact over alternative UU.
- Looks like the most direct connection between Las Vegas and Phoenix.
- This is already the more direct and heavily used route. It makes sense to develop/upgrade this route.
- Sounds like a practical plan, just concerned about the disruption of US 93 highway during the construction.
- Seems to be the most efficient use of the existing infrastructure.
- This seems to be the most logical choice of the two. It would seem to be best to have the roadway go a little further north in order to avoid any potential environmental problems. The Q route also seems most straight and direct.
- This choice makes use of existing infrastructure, and allows for future growth. Highly recommend this one.
- For connecting Phoenix and Las Vegas, it works and looks to be the most cost-effective alternative. However, will there be any connectors to Prescott or I-40 and I-17 via Prescott?
- Overall, this route would be the good for several reasons. Part of it is already divided highway in sections and can still create bypasses/interchanges for small communities or rural access roads.
- This would be the best route.
- This makes the most sense as it is the most direct route. The idea of the Interstate is to minimize time between the 2 cities.
- 93 already in place just upgrade areas that aren't freeway ready.
- uses existing route just improve and widen.
- Badly needed.
- The most direct and least costly alternative.
- Q is not rocket science as it provides lower cost route and is more environmentally friendly. It's about time we got around to connecting two huge metro areas, Phoenix and Las Vegas with interstate.
- The most logical choice.
- Most of the work has been completed. Obviously some upgrades to interstate regulations would be required but it would seem foolish to abandon something already mostly complete.
- I've preferred the 93 route myself for years, despite it being a lengthier route. It's effective, and has more frequent urban resources for my trips.

- I strongly feel that building the interstate 11 thru the "Chicken Springs" rd / pass is going to cost way too much ! The route should stay within the current Highway 93 route. This will cost much less than building thru "Chicken Springs" The money saved from NOT building thru Chicken Springs can help with the cost of just staying along the current route of highway 93 . I feel the cost of building a road thru Chicken Springs pass would just cost way too much ! And not save much in travel time .
- I like the thought of going around the back side of Sunrise Mountain.
- Least imposing on the environment
- Any N-S alternative to I 17 would be an improvement but, this appeals due to the lesser impact.
- Best for multi-modal transportation in long range future

Comments that oppose Alternative Q

- I would not like the road to be built. It's very close to the national park, and I think it would disrupt even more wild life.
- Your map indicates that the I11 highway will go right through our neighborhood, and a park (southern Nevada - zip code 89015 - Equestrian Park at Equestrian & Magic Way in Henderson, Nevada . . . the River Mountain Loop Trail); and, right next to a water distribution plant for the city of Henderson, Nevada. Strongly opposing this is a giant understatement!
- If the existing extra mileage of the loop created by going to I-40, then back west to Kingman is a major concern, this alternative simply does not address that. Transportation costs to shippers and business after construction would be no different. Considering the expected increase in traffic volume, those costs might even increase.
- Alternative Q would not be able to take advantage of the existing industrial corridor established along I-40 (Segment 35)- Part of Alternative UU) which already has established power, heavy rail, and interstate right of ways as well as existing infrastructure which already provides many of those services.
- I very strongly oppose the Alternative Q. This would bring additional traffic and unwanted development into an area that was selected for our home for the rural atmosphere, beautiful night skies, peaceful surroundings. I-40 is already busy enough through this area with truckers heading east and west. By bringing them through for North/South travel it would destroy what we have planned for. Thank you for the survey.
- It violates the rights of private property owners and disregards the use of the approved and existing industrial corridor which exists from Yucca to Kingman and already has heavy power, rail and highways in place.
- This area includes bird migration paths along the Big Sandy river headways including endangered species including the Arizona Fly Catcher. It also is the main migration path for large mammals like deer, antelope, and elk with must traverse between ranging areas on both sides of the existing US-93 which has not properly accommodated the pathways. The flood zones and tributaries that feed the upper Peacock Wash/Tin Mountain waterways that are necessary flood water drain pathways are also there.
- This alternative would SEVERLY impact the home owners along the "corridor" for this project. Alternative UU, while it would take a little longer, would impact far less people.
- Could be very disruptive to those who have been living in this area for a long time
- to many homes in area
- will mess up area
- displaces to many people and problems
- displaces lots of people in area
- not right for state place where we live
- bad for us
- Very BAD for the people in the way
- wrong place to do this
- We already have Interstates in place as well as US93 which connects to the Interstate 15. Build upon these existing roads rather than building new roads through National Park Land and neighborhood communities in Henderson, NV. We strongly oppose this plan.



- As a property owner in the area being considered for this alternative, I am very concerned about our "quality of life". We live in a rural area because we don't care to deal with the traffic, people, noise from both of these, and bright lights. Also of concern is the migratory routes of the animals in our area.

Comment regarding other alignments or alignment concepts

- It looks a lot like the existing route. I-40 can get very congested at times. It would be nice to get to Phoenix without having to merge onto and then off of I-40 while jamming up that stretch of the road. There will be a lot more traffic between LV and Phoenix if the route is more convenient. That must be taken into account.
- I would propose that a alternate route would be to go north of Kingman AZ , cross the Colorado River at the head of Lake Mead, and go up Grand wash to Mesquite Nv or St George Ut. There is no road crossing the Colorado river between Page AZ and Las Vegas, almost 300 miles!
- This would form a "short route" back to Oregon if the Northern end of the Interstate was properly located. It would save a tremendous amount of time for us to come and go between our Oregon and Arizona homes. The existing route through Nevada is too rural to consider.
- This connection to Interstate 40 needs to be made in the industrial corridor. It would be more beneficial to do so because of traffic flow, and is closer all the way around to the Beale street and Hwy 93 heading to Vegas as compared to using the hwy 93 corridor.
- I prefer option UU
- Prefer with continuation south on 85 to Ajo Road.

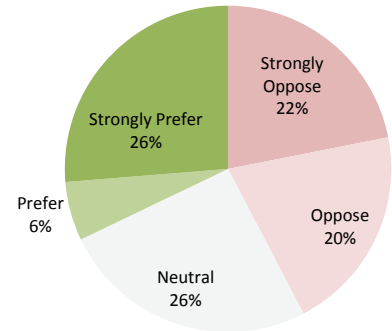
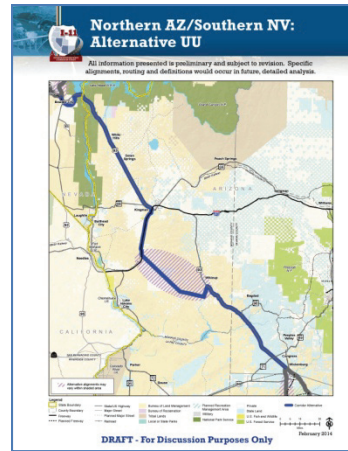
Other

- Train service should be considered in the scope long term. High speed would be amazing. We need to be progressive.
- Any considerations that rely on fossil fuel powered transportation are likely to fail over the long term. If this were a well-developed rail option, it would be better.
- We travel to las vegas 2-3 times a year and love the bridge bypassing the hoover dam and would love to have more than a 2 lane highway
- as long at it is a highway not a 2 lane scary highway
- IT FITS TO THE GROWTH ALONG HWY 40 ,and does not take business away from the area and still bring in new growth.I would like to see better maps of the road path at 93 and Hwy 40 North
- utilizing an existing right of way
- We purchased our property in Calico Cove because of the view behind our property. We were told this is BLM property and there would never be any building or development of this property.
- NAFTA plain and simple. You cannot disguise it to fool us. NAFTA is NO and BAD for the American Citizen.
- The area is so heavily congested right now it's dangerous.
- Actually, it looks like this route is already being prepared. Lots of grading and activity on the Boulder City side of Railroad Pass.
- High environmental sensitivity; Native American traditional lands (Hualapai and Yavapai)
- It looks as if a corridor already exists.
- We in Las Vegas have existing freeways that should be utilized. By taking traffic to the out skirts of Las Vegas will only create more of an urban sprawl, and hurting the business's in appropriate areas. It is a sensitive eco system and the outer areas of the desert need not be disturbed.
- If Qlternative Q suggests using the existing freeway I would prefer that.
- 1A For a route that is supposed to be multi-modal, but is an impossibility for rail due to the steep and rugged terrain, this criteria should be scored as Less Favorable. A goal of the route should be to reduce demand for hwy use by enhancing RR service. 4 A&B ADOT admits it does not have the \$\$ to construct this until 20 yrs in future. Rather than spend \$1.4 billion, spend a few million now to complete the few remaining hwy 93 miles that are 2 lane to 4 lane divided btw Wickenburg and I40.
- It does not use existing Buissness coridor through Yucca.
- you don't know what you are doing to state



- Concerns here only with 1-93 going directly through Kingman. Traffic congestion versus loss of business revenue for those operating businesses in the area should a reroute be developed
- Spent money on existing Interstates!
- Use the existing US 93 and I-40 corridors!!

NO AZ 2. What are your impressions of Alternative UU? (137 responses)



NO AZ 2 Comments (61 comments)

Comments that support Alternative UU

- I like this alternative per its a more direct route and bypasses a large portion of Kingman.
- This alternative would also serve to mitigate the dust pollution in the area.
- Shortest route
- This alternative appears to be a more logical solution.
- UU would impact fewer home owners. People who moved to the country to be away from lights, traffic and noise.
- UU is the logical alternative. The majority of the proposed path for this alternative is less populated than with QQ. Yes, it would pass through habitat and bird areas, but we all know there are ways of doing this that would leave a very small "footprint".
- Main reason it is already an industrial corridor. Will be easier and better to use with all of the newly expected traffic. Much easier to get to Beale St. and the 93 turnoff to get to Vegas
- Opens up new areas for development without disrupting existing homes
- less trouble and money
- less problems
- best for area
- Much better for state
- This is the option I prefer
- if you must do this, this is the one to use
- good for us area
- less people to run over
- better place to do this
- UU is a better alternative. Fewer people to have to deal with the traffic and noise. Although it would go through the IBA, it is possible for birds to get from one side of the freeway to the other without winding up dead ON the freeway.

Comments that oppose Alternative UU

- I see no benefit to this alternative
- Alternative "Q" seems more sensible.



- Seems too wasteful to build a new length of freeway through the empty desert.
- The higher cost and unusual routing make this a very undesirable choice.
- It busies up yet another stretch of I-40. Alternative Q seems a better option than UU.
- Less practical than Plan Q. I don't see a need to cut through relatively untouched desert
- Seems like it would cost quite a bit more and require a lot of construction over non existing roads.
- doesn't seem to improve the road trip to Vegas much. Not worth the effort.
- It seems to go through some rather rural areas that are not well suited to the development that follows an interstate. Although the public has an interest in quality roads, this should not come at the expense of nature and its scenic beauty. It would be best to keep the UU alternative clear, and develop along the Alternative Q instead.
- Need a more direct connection
- Q is the only logical choice.
- As US-93 is already there and Alt. UU would involve the building of an entirely new road as opposed to widening it, Alternative Q makes more sense while essentially accomplishing the same purpose--a direct Interstate/superhighway connection between Las Vegas and Phoenix.
- This route seems less direct. Moreover the other route has existing infrastructure in place.
- Alternative would be highly costly and encroaches upon environmentally sensitive lands.
- Would involve major expansion of road through mountains, resulting in greater costs and little if any decrease in travel time between two cities.
- Keep studying as a future freeway, but do not make this route Interstate 11. US 93 should be upgraded first.
- Completely stupid. Appears to have been put in just to say there is an alternative.
- Ttoo costly to build thru Chicken Springs Keep the route along highway 93 to Kingman / Vegas. The cost saved from NOT building thru Chicken Springs would help in the construction cost ! If anything , Pave a new two lane rd, thru Chicken Springs / Alamo rd. OR ! redirect the route to Lake Havasu City thru to Needles and Laughlin Nv, to Vegas That would be much more help with the population base of those cities rather than Kingman's pop. Many people visit or live in Havasu rather than Kingman
- This map also indicates that I11 will go right through our neighbor and Equestrian Park; right next to a water distribution plant for the City of Henderson and the River Mountain Loop Trail (Henderson, Nevada 89015, near Equestrian and Magic Way. We can not be more upset!
- Seriously? Everything about this is bad.
- Even worse than Q. Major new impacts to the currently remote Chicken Springs Road area and all of its biotic, cultural, scenic, and recreational values.
- A corridor already exists. It is called 93.
- In general everything negative listed above for Alt Q applies ten fold. This proposed route would require building throught some of the most rugged and remote land in Arizona, impacting 2 National Wildernesses, innumerable streams and springs, and large wildlife populations and habitat.
- Terrible; why destroy an environmental sensitive area! Use the existing major corrdior (i.e. US 93 and I-40)!!

Comment regarding other alignments or alignment concepts

- you have Yucca- wide open- use it!
- Prefer if onto I40 east and then south on 93.

Other

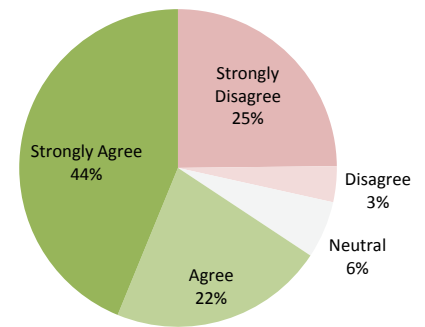
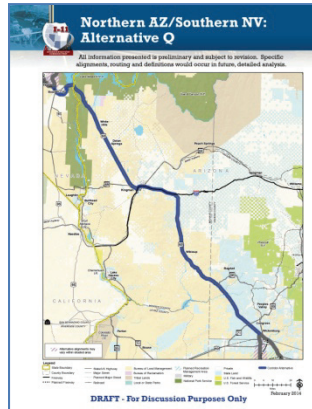
- Train service should be in the mix.
- Don't need a new corridor. Need rail.
- Unless there was an extension addressed to cover the area between I-40 and Laughlin/Bullhead City, this route appears to extend into wilderness areas thus far untouched.
- route does not use as much existing highway
- Makes Havasu and bullhead easier to get to but adds freeway in middle of nowhere



- open up for more development, the Q option would use existing right of way, but this option would open up more to development
- This could work as well, but I feel as though the already existent 93 provides a strong foundation for the potential I-11, and this alternative seems to ignore that existent resource.
- I would support this connection to I-40 if it was financially feasible. I know the mountain range in the way makes it a challenge. I would also point out that I-40 in Kingman would need improvements, and would still need improvements even if the other Alternative is adopted.
- There is the advantage of construction in a relatively unpopulated area: Reduced traffic control during construction, lower right-of-way costs. Much of the land is owned by the BLM, and could be acquired reasonably. The major earthwork portion between Wickiup, and over the pass appears to be a possibly balanced segment (cut/fill equal), Reducing or eliminating imported borrow, and the associated trucking costs. The environmental concerns I leave to someone with more expertise than I.
- Alternative UU will be able to utilize via alternative segment 91, the existing industrial corridor (alternative Segment 35) running along I-40 from just north of Exit 9 until it intersects with the US93 Corridor expansion (already funded) of which most construction, improvements, and Traffic Interchanges have been completed. There are extensive existing business, truck stops, and communities established all along the north side of I-40 (Alternative Segment 43) which would have to be relocated.
- It uses the existing corridor for business expansion.
- Utilizes existing infrastructure that would support all three of the ultimate goals on the I-11 requirements for additional heavy rail, power, and truck traffic between to connect Mexico to Alaska without displacing (by declaring immanent domain or devaluing existing private property owners by invading their agricultural/rural lifestyle) along the US-93 corridor project between Wickenburg and Kingman (East) These people moved there instead of the industrial corridor for a purpose - peace
- Avoids major areas of natural waterways, riparian habitat and breeding grounds as well as well established and developed major agricultural, farm, ranch, and rural private properties. Their quality of life should be protected.
- open spaces can go around kingman
- Although most of the privately held land along Alamo Road is zoned for residential use.
- Spent money on existing Interstates!
- Ecosystems need to be protected for the environmental health of the region



NO AZ 3. Do you agree with the preliminary recommendation that suggests Alternative Q is a reasonable alternative that could be carried into more detailed, future studies? (137 responses)



NO AZ 3 Comments (34 comments)

Comments supporting the recommendation in whole or part

- Yes it would be the most logical
- Like I said before, this seems to be the best alternative. It would allow for the proper development while also having a minimal adverse impact on the environmental surroundings.
- Look no further than Q.
- I think its one of the best routes but I have concerns of it bottle necking through the majority of Kingman. As well as would Kingman prefer to have it bypass most of the town to the south.
- Since this is already an existing route, this seems to make more sense.
- use existing route just improve.
- Much of this route has been developed, area has little local traffic so access from local roads to interstate would not be a great problem.
- makes sense to take advantage of existing alignment and infrastructure instead of building new corridor
- Please move forward with "Q" ASAP
- Yes, it makes sense to study.
- Stay along route 93 to help save construction cost

Comments opposing the recommendation in whole or part

- Once again - this map indicates that I11 will go right through our neighbor and Equestrian Park; right next to a water distribution plant for the City of Henderson and the River Mountain Loop Trail (Henderson, Nevada 89015, near Equestrian and Magic Way. We can not be more upset!
- Expensive, unnecessary, environmentally destructive, and a waste of money and resources. Freeways and long-haul trucking of consumer goods are 20th century models not applicable or affordable as we move into an entirely new era of limits, sustainability, local production, market alternatives, and more energy-efficient modes of transportation.
- I strongly oppose use of the route along the foot of the mountains by section 27 near Foothills. My family bought a home there (22 yrs ago) as most in our neighborhood because of the access to the mountains and desert for horseback riding, hiking et.. We checked with planning - there was no discussion of any building in fact we were told there could not be construction or freeway built in that area - that is why we bought there. There is already a perfectly good freeway that can be tied into.
- alternative Q will impact established businesses along the North side of I-40 Alternative segment 43 as well as require a tremendous incursion on private properties all along Alternative Segment 95 which is heavily populated with rural private property and agricultural land. Establishing right of ways along this route for all services to include power and rail service would substantially more costly and time consuming than alternative UU. The US-93 incursion in these areas-not well received!
- NO! How many private property (tax revenue generating) owners will be negatively impacted by Alt Q instead of Alt UU? What are the comparisons - assuming Kingman West Traffic Interchange is still utilized in either case?

- Alternative UU should have priority since there is already an approved and developed industrial corridor (paralleling I-40) that can support most of the route between Lake Havasu and Kingman West TI. That would also save major development costs and disturbing the scenic view between Phoenix and Kingman through Wickenburg.
- Why put all of this traffic and congestion where people live as compared to putting it in an industrial corridor?
- Don't waste time/money on this
- you are wrong
- you don't know area
- you don't understand area
- Is NOT reasonable for residents
- very bad for area state
- I do not approve of this option
- you have no way to understand what the problems you will cause by this measure

Comment regarding other alignments or alignment concepts

- Yes, however, it would be nice if vehicles going from Las Vegas to Phoenix could go there direct, rather than merging onto I-40. That stretch of road always seems crowded and dangerous. There will be a lot more traffic if the route is more convenient and this must be taken into account.
- Q is NOT REASONABLE Yucca is better if you do this thing

Other comments

- that's the way i currently go to Vegas. will this cause extensive delays or will the construction just be along the side of the current road?
- However, without a strong rail component, it will not work.
- What are you looking at for improvements?
- you did not come to us to talk to.
- you don't know what the area is like and what damage that will be done!
- Spent money on existing Interstates!

NO AZ 4. Please share any additional feedback you have regarding the I-11 & Intermountain West Corridor Study. (72 responses)

Comments that generally supported I-11; comments highlighting benefits of an I-11

- This should have been done decades ago. Of the lower 48, are there any two larger cities NOT connected by an interstate? Of the lower 48, are there two other states, who's largest cities are NOT connected by an interstate? Of the lower 48, is there another state who's capitol is NOT connected by interstate to it's largest population?
- This is long overdue. For all of the times I have traveled US 93 to Las Vegas or Laughlin, I have always wondered what has taken so long. I don't know if the studies show that there might be fewer fatalities, but US 93 sure has cost a lot of people their lives, especially north of Wickenburg. It has been a pleasure to see the four lane, parkway improvements over the years, but now is the time to move on this part of the project.
- Really needed and should be supported.
- Nothing much more but... we need it (should've been part of the original interstate system rather than doing it now). Let's get it funded and built!
- It is long overdue for a direct route from Las Vegas to Phoenix. I am glad to see it in the works! Do it!
- Strongly agree that the current Phoenix to Las Vegas highway system need to be improved
- I think that it is a much needed project and would benefit many people and industries. I would be interested in the development of rail service between Phoenix and Las Vegas.
- needs to be a major highway. It's scary to drive to PHX from Las Vegas, NV.
- A faster highway is appealing and would make for a nicer road trip.



- An interstate corridor traversing the central north-south stretch of Nevada and into south-western Idaho is something this nation desperately needs. This project would bring untold jobs to the public, and allow for organized and systematic development all along the I-11 corridor. A project of this nature could not come soon enough, since it is exactly what is needed, especially since it will also tie into trade routes with our Canadian and Mexican partners.
- Q ties in with Alt 1 w/new link quite well, and does not interfere with future growth in the Wickenburg area.
- I am very pleased to see this project move forward better linking mountain state cities and creating a new corridor for commerce to flow smoothly.
- I think completing the I-11 corridor connection between Las Vegas and Phoenix should be a top priority for the DOT's in both Arizona and Nevada. I strongly believe this project would be a tremendous boost to the economies of both states and therefore should be completed ASAP.
- It is about time! I recently drove to Phoenix for the weekend and found the single lane system to be dangerous. It is silly that there are cities of less population connected by an Interstate while these 2 cities are not connected. There are so many positives in doing this and it would be a step in progressing economic infrastructure.
- We are snow birds traveling from Portland, Oregon to Phoenix, with a travel trailer. We hate going through Los Angeles! We also don't like traveling on two lane roads through Nevada and Arizona. Any thing would be better than what we have to travel on now. Please hurry! thanks, Jean
- First the most important thing is to get Phoenix and Vegas connected and then worry about trade with Mexico.
- I-11 would greatly improve safety and save many lives. The current two lane highway 93 between Wickenburg and Wickenburg is known as the "highway of death". I-40 between 93 and Kingman is in dire need of repair. The sooner the better for I-11
- Alt Q is the way to go. I-11 between Kingman, Arizona and the Nevada border will need to be completely resurfaced and the speed limit increased to 75 mph. This is the route and way to go.
- I have lived here for over ten years. That area needs this, the only issue I see is the businesses down that way would lose a lot of their customers. They survive on tourists and people coming thru Vegas..
- I feel that the alternate Q is the better option for Arizona, and Kingman
- You already have the makings of an interstate link between Phoenix and Las Vegas.....JUST COMPLETE IT AND DO NOT COMPLICATE IT.
- BUILD IT!
- This is a much needed alternative to the current roadway that is between Phoenix and Las Vegas. The road is always busy and although it has been improved in recent years, there are still portions where it is dangerous to pass. The road is a main trucking route and needs to be improved to handle both commercial and private travel.

Comments that support using existing infrastructure/corridor(s)

- Leave the River Mountains Loop Trail out of it. Leave any neighborhoods out of it. Use existing roads or don't do it at all. We don't need another freeway using resource. Southern Nevada is perfectly accessible without it. Thanks
- I strongly favor using existing highway corridors to minimize impacts on our landscape. Alt UU is an unnecessary intrusion into a less impacted area.
- I-11 should try to use as much of the already existing road network to allow it's quicker construction than attempting new routes which will require much more environmental evaluation.
- Use of current freeway (95) makes the most sense economically, environmentally and is the rightful option to those of us who purchased homes and land solely because of the access to the desert and mountains. The City Council people need to put aside their personal agendas and back their constituents on this!!!



- Expanding the current roads so they are all 4 lanes (2 each way) would be more cost effective than an interstate. Raising the speed limit from 65 to 70 or even 75 in the unpopulated areas with limited cross-overs, such as between Kingman and Las Vegas would be more in line with current usage. A high speed direct route from Phoenix to just beyond Wickenburg would improve safety and provide a significant travel time reduction. The route should begin near the north west corner of 101. In addition to the above, a bypass around Wikieup would also improve travel time. Current two lane roads are the most dangerous by far and could be expanded to four lanes much sooner than building an Interstate.
- Spent money on existing Interstates!

Comments regarding potential I-11 alignments

- Please consider a alternative route north of Kingman AZ to the top edge of Lake Mead, crossing the Colorado river and going up Grand Wash to Mesquite Nevada, as another Colorado river crossing is badly needed.
- While I prefer Alternative Q as it is more cost-effective, I am curious as to whether connectors to Prescott, I-40 near Ash Fork, or I-17 SE of Prescott are being considered. Even though I-11 is necessary, I feel that a northern extension of I-17 from Flagstaff to at least Page, AZ would compliment the CANAMEX corridor and could provide traffic alleviation to I-11 in the future. This I-17 route could reach as far as St. George, UT. I propose, along this "complimentary" line of thought, to create an Interstate spur stemming east of I-15 at St. George towards Colorado City and Fredonia AZ, to perhaps tie into a future I-17 northern extension or even reach eastward into NE Arizona and New Mexico. Such a route would create a long-distance, E-W corridor that could connect far northern AZ, far southern UT, and western NM with the CANAMEX corridor.
- even though Q would work as the chosen corridor, I believe the UU option would be better for economic development options, and there would be more of a potential for more \$\$\$\$ from the UU option
- I feel building I-11 thru "Chicken Springs" is much too costly ! If the decision is made to construct I-11 thru Chicken Springs it would seem to make more sense to design the route west to Lake Havasu city / Mohave Valley / Laughin Nev, and then to Las Vegas rather than thru Kingman. The population of the cities i mentioned is much higher than Kingman. And many more tourist and residents occupy these areas. Many people live and vaction in Lake Havasu city / Mohave Valley and the Laughlin area. Not to mention it makes more sense for transportation of commerce to deliver goods to these cities i mentioned. Currently it's not that easy to deliver goods via your proposed route. Bringing a route to these cities would help much more than going thru Kingman.
- Why wouldn't you use the existing I95/I515 interstate highway that connects from Las Vegas to Henderson to Boulder City? Your proposal right through the middle of our neighborhood (89015, Henderson, Nevada, Equestrian & Magic Way - Equestrian Park & the River Mountain Loop Trail next to the Water Distribution Plant) makes no sense; unless you want to destroy our neighborhood!
- It appears to me the long-term transportation cost benefits of option UU outweigh the alternative.
- The proposed route, BB-QQ would effectively destroy the land east of Section 27 forever for any public use as well as the ecological damage to this area.
- Alternative Q will severely impact many existing rural and agricultural communities with established rural zoning rules and rights. Alt. Q also does not have the required existing rail and power infrastructure or existing right of way space for rail, power, and highway requirements. To pursue alternative Q instead of Alternative UU would indicate a total and flagrant disregard for the rights of every property owner within those rural communities while adding a duplicate industrial corridor to the one already existing and approved along the northern half of alternative UU.
- The UU route uses roads already in place-the Q alternative, would mean buying up properties & starting fresh, after displacing many home-owners=just seems a lot more disruptive.
- The completion of the I-215 Beltway on the east side of the valley is the only sensible option to route I-11
- UU is a MUCH better alternative.
- You are going around other towns, go around KINGMAN
- stay in area that is industrial



- go to area that will cause less problems and money and traffic.
- if you do this. UU is best for state. Kingman
- We bought property in the country so that we would not be close to major traffic, people, and the noise caused by both of these. We like to go out at night and see the stars, possible because of the lack of commercial lighting from signs and street lights. We can also see and hear the wildlife in the area. All of this would drastically change if alternative Q is chosen. We strongly urge you to chose alternative UU.
- I am opposed to any study that would take the hwy on Lake Mead Parkway and any area close to Calico Ridge/Calico Cove. This would destroy property values and a wonderful neighborhood.
- As a home owner along the proposed QQ alternative I am deeply concerned about our "quality of life" should this be the alternative chosen. We have built our home here, in the country, away from the city. We did so because we did not want to be around the "sites and sounds" of the city. We enjoy going out at night and listening to the sounds of nature, possible because of the lack of city and traffic noises. We enjoy being able to go out and see the stars, something made possible by the lack of street lights and lit up business signs. All this, as well as our piece of mind, would be severely compromised with the proposed QQ alternative.

Comments that support multimodal investigation, implementation

- The study is based on a lack of understanding of the critical need to move away from fossil fuel powered transportation. Making more roads is a bad idea. Strengthening our rail with multimodal distribution networks is the only way to go.
- No such freeway will be needed if even half of its cost is put into alternative modes of transportation and distribution.

Other

- I would like to express how much of a difference the completion of the divided highway of the existing 93 route will help increase throughput and make the route safer. The only segments that are difficult/unsafe to drive are the undivided ones.
- I think we need a higher gas tax and a road usage tax(Taxed based on miles driven). This would be paid when you register your vehicle each year. Mileage would be declared, and a fee assessed. Those who use the roads should help pay for them.
- Add moar carhenge!
- Could the rail link follow one corridor and the road link another? I have heard in the news talk of making this a toll road. Having lived in the northeastern USA and dealt with turnpikes in Massachusetts, New York, New Jersey, Pennsylvania, and Maryland, I think that is a terrible idea.
- I want to see where it is to go alone the 93 in Kingman. A lot of homes may be in the way
- Although studies and planning are critical and prudent, ADOT has studied things to much and lost its understanding of its core mission, partially due to funding issues created by the legislature. If you can't maintain what you have, you shouldn't build a huge amount of new stuff. Study sustainable funding for highway maintenance and construction similar to the efforts in Maricopa and Pima county. Don't continue to provide improvements on a shoestring. It creates the expectation in the users that the impossible is possible and you can get a new interstate for free.
- Every correspondence mailed to us in regards to this project did not reflect a good map as to where this new highway would be built and certainly NOT in our backyard.
- Kill NAFTA.
- Interested mostly in the physical and commercial impact this corridor will have on the Kingman community and immediate surroundings. No doubt the bottleneck at the junction of I-40 and SR-93 must be cleared up. The community needs to be aware of the specific path of the connector addition. May wise heads rule!
- My house back up to I-515 and I cannot tell if the traffic would be greater in my area,or not. We already have a great deal of noise from the freeway, and I would not like to add to that!

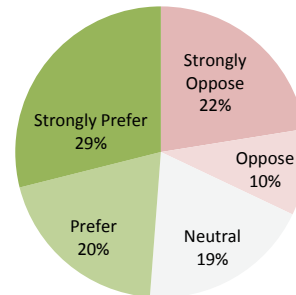
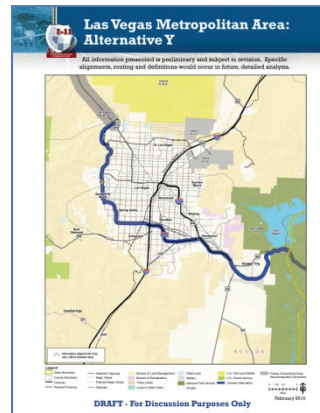


- Biggest question I've got with this whole idea/concept is why is it needed? We can't keep up with issues on the existing highways in regards to maintenance, two of which are major east west freeways running from coast to coast. We have enough connecting highways to get traffic to and from the Phoenix area to northern Arizona and southern Nevada. The only improvement in regards to traffic movement that I've seen that has any value is the Hoover Dam Bypass bridge but there are issues with that highway that this doesn't appear to address on both sides of the dam.
- The I-11 project has been carefully and successfully diverted or routed to NOT impact private citizens property rights in rural areas around Phoenix and Las Vegas to be respectful of private property owners in close proximity to city rural areas. Why is this consideration and courtesy not being extended to the citizens of Kingman?
- Protecting the scenic views, large mammal and bird migration pathways, waterway lifelines for animals and flood zone protection should be a primary concern for development efforts as well as safety elements for existing and future exit and egress points on and off for local traffic. Balancing all these concerns is a tremendous responsibility and will be a difficult challenge. That is the real measure of the effectiveness and success of this effort - not where the money comes from as much as how well it is spent!
- Please put this interchange in an area that is already zoned industrial corridor
- Very expensive, what will it accomplish?
- Yucca is industrial
- live in area and tell me about it!
- Yucca is the industrial area
- what do you want from the people that will get run over? a reason to do it and make it ok?
- why not come to area and talk to people that will be displaced
- you should know what will happen to the area before you do what you feel is best for the people it will affect!
- The question should be do you agree with the concept of I-11. This questionnaire assumes it is a foregone conclusion to sacrifice some communities in favor of Las Vegas and Phoenix. Taxpayer dollars should not build transit corridors that build one community over another.
- Highway & rail transportation often have been used to bypass low income areas. It's important that job training for adults using the community college system be initiated in the development process so low income people have the opportunity to participate in reasonably close new & existing employment centers that include blue collar jobs. This needs to be done in Wickenburg, Kingman, Bullhead City and Lake Havasu City.



Las Vegas Metropolitan Area Summary

LV 1. What are your impressions of Alternative Y? (574 responses)



LV 1 Comments (205 comments)

Comments that support Alternative Y

- This looks like an excellent alternative, since it makes good use of pre-existing infrastructure and does the job it is intended to do. However, I was also very impressed by Alternative Q, since it covered a lot of ground with very minimal environmental and habitat damage. In the end, the agency really needs to look good and hard at pre-existing infrastructure, how the developed road is going to be used now and in the future, and any adverse effects on the environment.
- as long as there is no stop lights on the 215 in Las Vegas, NV.
- This would be a good route to Vegas and using existing roadway.
- This corridor route already exists and has excess capacity for years into the future. It also has room to expand. It serves West Henderson, and southwest Clark county's ever expanding warehousing and distribution areas.
- Widening for increased traffic volume along the existing low [population] density segments of the relatively new I-215 Beltway (west of I-15) would be much easier and effective than Alternative Z. And environmental impacts would be far less than Alternative QQ-BB since the I-215 corridor already exists. Alternative QQ-BB is out of the question.
- Runs along existing infrastructure and does not interfere with residential and presine land.
- Uses existing infrastructure of 215 beltway and there is plenty of room to make this 4-lanes each way. This is far-and-away the best plan.
- Alternative Y is a GREAT SOLUTION. It uses already existing infrastructure of the 215 beltway and will waste less taxpayer money.
- Both Alternatives Y and Z already have the easements and the freeways already exist the cost should be minimal to widen current lanes. Where as building a new route with demolition land moving and new on/off ramps adding electrical runs are big money which we would be throwing away seeing that all this already exists in 2 other routes.
- This uses the existing corridor ... smart !! It is a wide travel lane already ... least impact to the community and environment. I am a Realtor and I travel all day in this city ... this is the best alternative in my opinion because it has the capacity to handle the added traffic without the detriment of heavy delays and tearing up raw/virgin land and the ecosystem
- Route already mostly exists; minimal existing impact to residential areas
- Alternative Y would be my second choice
- Because most of it is built already
- It only makes sense to use part of this existing route, instead of a whole new route through some rugged terrain and encroaching upon a federal park system. It would also keep from disturbing wildlife habitat, including some protected species.

- This will provide an interstate to an area that doesn't already have a freeway. It is not my preferred, but it would be better than Alternative Z based on the fact that it is providing something that could be useful, rather than basically overlapping a freeway that is already in place.
- Economically viable alternative that makes use of existing facilities and does not further chop up our beautiful desert landscape.
- Alternative Y keeps commerce through the City of Henderson and Las Vegas.
- This option makes the most sense
- This is an excellent choice as highway already exists. Far less disruption - continue to develop the NW section of the valley.
- This seems to make a route for traffic to go around Boulder City which will ease congestion in BC which is needed. This appears to follow the same freeway in place through Las Vegas making its way out of town in the Northwest. The addition in the Northwest showing less impact to surrounding trails that are used by many in the Henderson/Lake Mead RML trail areas.
- The 215 is already there and just needs more improvements
- Uses existing roadways and does not adversely affect the environment of quality of life of people who enjoy nature, Lake Mead and bike trails.
- Of the 3 options listed, this seems the most viable. Much of the existing freeway has access roads already and also has room for widening. It also allows easy access to the Henderson industrial area by the Henderson Airport.
- if i had to pick one-it would be this route
- Prefer. however, It does not improve drive times but using the existing freeways saves a tremendous amount of funding.
- This has the least environmental impacts and lowest cost by far. In no sections of the evaluation did it have a "Least Favorable" rating. 5D is a moot point since adding freeways has been shown to increase development around the transportation corridors. Just because there are not houses there now does not mean that houses will not be built in the future.
- Little impact on established neighborhoods
- Most of the corridor is in place and will have no impact on the River Mountain Trail Loop
- Longer route but would relieve traffic congestion on 95. My second fav option.
- This will use already existing roadways which may not require upgrades or widening.
- This would appear to affect much less of the beauty of the nature around here.
- Already exists, doesn't impact residents or the existing rural areas.
- least costly, structure in place, complies with requirements
- This seems to be the most logical. Roadways are in place and have room to expand if needed for additional traffic flow.
- This is the most preferable of the three proposed routes. It appears to be the least evasive and makes the most of the current infrastructure.
- This is the newest roadway to the metro area. Maintenance and improvements will be minimal.
- I like this route best because it doesn't go straight through Las Vegas downtown.
- This one is best
- I Strongly Prefer Alternative Y
- Seems to be the most logical with the least environmental impact to the beautiful public lands around Frenchmans Mtn, and Lake Mead
- Decent. Already established for traffic.
- Sirs: After much discussion with neighbors/friends who pay attention to things of this nature, We, MANY FRIENDS AND NEIGHBORS have concluded that the Y route is the best route, least expensive, least impact on residential neighborhoods and environment.
- Roads and structure already exist. Minimal change to residence near 215
- The best route
- Best choice, infrastructure in place, no new upset to neighborhoods or city.
- In terms of cost and existing infrastructure, as well as environmental impact, this is clearly the best choice.



- 215 already existing room for future expansion less impact on environment
- It makes sense to connect the highway to an already existing one, 215
- This route encircles the Las Vegas valley providing easy access to Las Vegas from Phoenix or Reno as this is the goal of this highway. There appears to be minimal impact on wildlife and long established neighborhoods while providing the access to the Las Vegas valley where it will best be needed.
- The Interstate for Alternative Y is already in place. Some widening will probably be required to permit the additional traffic. Virtually no impact on the environment associated with wild life e.g. tortoise, sheep, bike cycles, pedestrians, etc.
- Connects the Las Vegas metropolitan area directly. Meets NV objective to bring tourism to Lake Mead via existing access to most popular assets of the Dam, marina and Boulder city beaches allowing resources for increased numbers of visitors to be focused. Best achieves the objective for bringing tourists to Las Vegas assets by connecting directly into the existing freeway network while directing traffic around the Western 215. Best meets access to current and future airport access.
- This route would use city routes already in use, and bypass the still mostly undisturbed areas of eastern Henderson preserving Lake Mead NRA and existing bike paths. Why has so much been spent on bike paths and parks to have them thwarted by a major highway?
- I think of all the routes this one would be the best, There are existing routes along freeways already and would not impact our quality of life as much as the other routes.
- Alternative Y would be the best path to take for this new interstate. Yes, drivers will face congested highways for about 15 miles, but past that they would be able to drive the speed limit. Alternative Y is also the best option because this route will not go through land that is already owned by citizens of Nevada and would not disrupt the environment that has not been touched for several years. This is the best option for Highway I-11 because it has the least impact on citizens and the environment.
- Taking into consideration the current levels of retailers and as well industrial businesses that lie directly in the path of this proposed Alternative Y, this is the most justified option. Alternative Y is the lowest cost, and has the lowest overall effect on the economic vitality of all Alternatives. Existing infrastructure allows for acclimated residential impacts. A NW bypass connecting I93 to I215 is justified. I believe Alternative Y is the best choice of the 3 proposed Alternatives
- This alternative may be considered costly and limited, but it takes into account the future development of the Metro area. It doesn't disturb LMRA and will more easily connect to points east of SLC-UT, taking traffic away from the congestion on I-15. We need to think about the future so we don't spend even more money to "upgrade" on less desirable decisions. Let's show NV makes decisions that believe in our future and create better access to CA, UT, OR and WA.
- We already have the infrastructure in place
- Use of existing highway and infrastructure should provide more monetary value than the Level 2 Evaluation infers. There appears to be some inappropriate influence regarding cost and environmental impact for plan BB-QQ to have the preference.
- Alternative Y makes the most sense as an interstate because it follows a route that can increase the supply of goods and services to the numerous commercial and industrial businesses that are directly adjacent to this route. Alternative Y has the lowest projected build cost, with the best economic vitality during construction as well as the best increase in economic value for the future profits from this route's increased accesses to said businesses.
- Using mostly existing highways. Minimal environmental impact. Cheaper cost.
- Alt Y may reduce traffic flow through center of Las Vegas, so may benefit thru-traffic by keeping it separate from local traffic.
- Seems adequate & uses existing roadways
- Y makes use of existing highway portions, reducing costs and impacting the least amount of residential disruption.
- The road already exists. It's much cheaper. It has the least environmental issues. Everybody is already used to the freeway being there.
- As a connector it skirts the city for the most part. It poses minimal environmental impacts.



- This avoids Boulder City and connects to the beltway in a direct way that will have the least negative impact on Las Vegas and Henderson.
- Uses existing highways already in place that can handle significant amount of traffic with many interconnection options to I-15 and I-515. Much better for hotel, shopping, entertainment, and service businesses that are presently struggling in the area. This would bring much revenue to Las Vegas. Little impact to populated areas. Less cost and better use of tax dollars. Could be utilized much faster including new support facilities (gas stations, etc).
- This route makes the most sense from an environmental position. It is already a thoroughfare route for the most part.
- less cost uses existing HI ways less environmental Impact
- Existing roadway, less money coming from the taxpayers pockets
- Alt Y makes best use of the existing I 215. The area surrounding this route is easy to expand on and gives easy off ramp access. Entering in town, one can still access the I 515(93/95) to access the rest of the valley. In my opinion, this would be the preferred route.
- This route makes the most sense. It uses existing roadways with very little impact to environment, residents, and businesses. May increase traffic congestion slightly, but still preferred over other two alternates.
- With initial low financial costs & minimal environmental costs this appears to be a viable alternative. There are few areas within the valley that continue to house wildlife. With this providing the most favorable alternative this should be heavily considered. Once entering Henderson, this appears to utilize existing corridors thus affecting those in the surrounding area; or in already established city dwellings.
- This route keeps traffic off of I-15, which will help eliminate congestion. It also appears to use mostly existing corridors, which will result in decreased overall impact.
- I've commented before, after looking at Alternative Y I believe this is corridor would have the least impact on the environment , and on our beloved pathways that bring us so much joy to the thousands and thousands who utilize the paths, that number does not include the thousands around the world that utilize our beautiful paths, plus the revenue they are bring to our GreaT State!! I am in favor of this path if 1, it does not impact the paths in any way shape or form! Our paths are # 1 God Bles
- This put this in and get some union brothers to work.
- uses existing infrastructure and traffic patterns.
- Existing infrastructure with many stretches sunken below grade; room for widening; fiscally more responsible
- allows travelers easy access to downtown Las Vegas without disturbing the traffic too much.also provides a Scenic entrance into the las Vegas valley. should also be the least costly alternative since it avoids the downtown Las Vegas area..
- It would have less impact on homeowners and using existing freeways seems mor cost effective.
- Uses already existing routes. Little monetary increase needed to develop route. No surprises to residents or businesses. Doesn't impact National parks or wildlife. Does not impact any threats towards the Air force base, water treatment plant, or natural water filtration of water to Lake Mead.
- Just makes sense. Cost wise - environemtnal impact, existing infrastructure, etc.
- This would help alleviate traffic from flowing downtown through the spaghetti bowl. So long as 215 gets more lanes.
- Not bad. Capacity exists, huge savings from building additional freeway through Las Vegas.
- It would have less impact on neighborhoods that are already existing plus the road is mostly already there and the cost would be much more favorable.
- It makes more sense to use 215 & widen it if necessary instead of the other routes that would destroy the wetlands, wildlife of our beautiful desert & off road trails for biking/hiking, etc
- This route uses existing infrastructure that is relatively new and can be brought to interstate levels relatively easily.
- The least expensive makes more sense than any other option.
- I think this will make the best route, not disturbing the desert
- It only needs another dedicated lane for through traffic to transit Las Vegas



- Uses a road system already in existence. Also would save a tremendous amount of money.
- Does not unduly affect undeveloped rural areas. Provides access to the population center of Las Vegas.

Comments that oppose Alternative Y

- It doesn't make sense to send through traffic on the beltway. Especially trucks - that's a lot of elevation gain.
- Alternative "BB-QQ" appears to be better.
- Alternative Y doesn't make as much sense to me as alternative Z, which is the natural course as of today and the way most people travel. It would congest the 215 largely local traffic commuting to and from work everyday from Henderson and Summerlin, not to mention the growing Southwest.
- This portion of the beltway primarily serves residential communities and is not appropriate for interstate commercial traffic.
- Intrudes on already congested valley thoroughfares; would displace too many existing, established neighborhoods.
- Sheep Mountain Parkway and its overall status is still an unknown. Introducing traffic to peripheral/suburban areas should be minimized.
- A major interstate along the beltway alignment completely negates the benefits of the beltway.
- The highways proposed for use are already too congested and I have concerns of poor air quality.
- I am a Home Owner in Calico Ridge, and I do not want the extra traffic or Rif Rif that this will bring to our Quiet Area.
- This route is already established but will increase the traffic congestion and then become more an issue like 95North
- can only make traffic worse over time to the point where a new path will be required in the future.
- Busy freeway as is. Don't need to add more traffic as a truck corridor.
- Overloads existing freeway
- Traffic is bad enough going into Las Vegas. It would be bad for residents living in Henderson and Las Vegas and for residents along the hi way.
- It makes no sense to route I-11 along the I-215 corridor when through traffic will always try to take the most direct route. Alternative Z despite the costs is that direct route. Improving the Alternative Z corridor is the preferred alternative.
- Too densely populated, traffic impacts on new existing corridor.
- I believe all of this is unnecessary. You want to do these altercations just to save on 10 to 15 minutes of driving. California has a ton of highway systems. I don't see their traffic or congestion clearing up. Furthermore, putting the rout around Boulder City is going to take away the business they receive from visitors who drive right through the town and feel the nostalgia of enjoying their trips instead of hurrying through them.
- pollution concerns
- Without border controls I don't want a highway to make it faster and easier for illegal aliens to come to Las Vegas. They are already a drain on funds and services that we Americans are entitled to and worked our whole life for. And this presentation is bogus. I want maps that I can read to show specific areas, these maps are so small I can't tell anything. You sent me a post card of the road near my home and I can't read that either, even with a magnifying glass!!!
- I-215 is quite crowded already. Additional traffic would impose travel hardship for airport connection and business access east and west
- This would take an additional volume of traffic through a corridor that is already at saturation levels during the morning and evening rush hours.
- The 215 is already severely congested between the on-ramp at the Fiesta and Eastern Avenue.
- Much of this exists already with I515/I215 in place. East Side of valley desperately need southeastern Henderson with more direct access to northeastern valley I15, avoiding the greater internal valley and direct business/commuting.
- Boulder City, Henderson, and Las Vegas now have River Mountain Trail, for the people. It would be quite a statement to ruin that and proclaim progress.



- I do not feel I-11 is necessary. We have more than enough interstates to accomplish the same purpose.
- It takes no point to build a new highway outside downtown. The old highways are not crowded and doing a good job for this small town. It's totally a waste.
- Too much negative impact with regards to this route
- The impact to the River Mountain Trail, desert wildlife and the environment would be a travesty. My family is strongly opposed.
- I feel that this alignment will adversely impact our Wetlands Park and Rainbow Gardens Outdoor areas
- Creates too much traffic on existing highways. I'm super concerned about the highway near the River Mountain Loop that the City of Henderson spent city taxpayer dollars building and now will be close to useless. Highway near Lake Mead man range will be a horrible noise maker, increase dirt and light pollution. We purchased homes in the rural area to escape the highway. This will create more transient drifter traffic too.
- Traffic is already congested enough on the 215.
- This would go right down my street. The noise, dirt, diesel fuel in the air would all be a nightmare for all of us and would last for years.
- Although this alternative adds traffic to already highly populated areas it provides minimal environmental impacts and is low-cost.
- Too much traffic already.
- This is horrible. Sounds like a NAFTA super highway connector route?
- I do not like the idea of adding traffic to the NW side of the valley. It will increase air pollution, noise pollution, unwanted traffic and cut into the natural beauty of the area.
- It serves the airport.
- While making use of existing right-of-ways is desired I-215 is already crowded.
- Requires construction of a section of the Sheep Mountain Parkway but otherwise utilizes existing roadways
- Slower through already congested areas.
- Already established freeway system.
- It could increase traffic for business around the Henderson area with minimal traffic additions, albeit Henderson is "densely" populated but the interstate is rarely congested with the exception of major accidents causing congestion. The biggest concern would be the interstate connector near Lake Mead Pkwy that is already currently hazardous and poorly designed for high impact traffic.
- Adds to existing congestion patterns with little expansion possibilities for the future.
- Makes use of currently disturbed areas predominately
- 215 corridor is new and functional for valley residents. Added traffic through residential areas.
- Existing freeway corridor.
- This plan minimizes new construction
- It already exists.
- Skirts around the valley not through it. This will not impact more traffic in the valley.
- Using already established freeways will be more cost-effective.
- As an avid outdoor person, cyclist being #1 I feel and know that this I-11 proposed interchange would highly impact the River Mountain Loop Trail in a negative way. This trail is visited by many cyclists through out the world, top cyclist use path, not only is it used by top cyclists and amateur cyclist like myself, but families utilize this trail daily. It is that excellent of a trail!! For cycling, walking, jogging, sightseeing!! Please do not take this from us!! Please do consider all of this
- Can't read the map too blurred
- Need more info, it appears to avoid the Lake Mead area and the wild life/open space
- Don't take away our small recreational areas!
- Utilizes existing roadways.
- Alternative Y uses existing roadways
- I feel like using the southern 215 corridor negatively impacts suburban neighborhoods. On the contrary, alternative Z could provide positive redevelopment to a less attractive freeway.



- The month of February,!!!!for us to review.I just got this card notification today,2-26-14 and you extended it too march 7th,THATS NINE DAYS not 28.
- It uses roads that are already in place.
- Use existing roads! (95 & 15 too congested.)
- Don't need and certainly don't want to lose access to river mountain loop beauty
- Less impact to the RMTL, which we weekly. There are so few places for bicyclists to ride extended distances without increased risk and exposure to car traffic.
- We already have 215going that way
- Much of the infrastructure is in place to accomodate additional traffic. It would impact Las Vegas, Henderson, and Boulder City residents the least.
- IT WOULD MAKE SENSE TO USE EXISTING ROADS AND NOT WASTE TONS OF MONEY ON GIANT NEW PROJECTS.
- Boulder City would not make it if the freeway is moved.
- We Oppose the adverse environmental impact on the air quality in our densely populated neighborhood. This project will lessen the quality of life in our area and we hope the alternate route bb or qq that bypasses high density neighborhoods will be chosen even if the route will cost taxpayers more. In the long run it will be worth it to enhance public health impacts.
- I STRONGLY OPPOSE ALTERNATIVE - Y
- Adds traffic to congested area
- Noise, traffic. We moved out here to get away from the noise and I have sleep amenia which noise will not be good. This is part of the city where we want QUIET and no more traffic. Half of the signals do not work on Lake Mead Parkway. We have sent emails and made calls and they continue not to work. On Warm Springs and Lake Mead you can sit there for 2 minutes with no cars around in the late hours. So you will have semi's backed up there? In the day times it is so crowded now and to add semi
- Will stress an already heavily traffic area,
- I strongly oppose these areas being developed. They need environmental protection and the homeowners need protection from already plummeted prices.
- the 215 is already pretty congested
- This option will increase traffic flow and could be a bottleneck for transportation carriers cortical to our business, personnel/employees commute to and from work, emergency responders/law enforcement from metro Las Vegas Area.
- Absolutely not!!! This is the most ridiculous idea ever thought of!! Are you crazy!? Focus your lazy butts on the 95 and finish 215 before you worry about a better commute to "Phoenix!!" and Arizona!! This is by no means anything that is needed here. Figure out another plan. The henderson area is a quiet community and we plan on keeping it that way.. Go build a senseless project elsewhere & use your money to fix the areas in Nevada that need fixing!!
- avoids downtown las vegas, which is good, but does greatly impact a large amount of residential area-- not ideal
- I live at 1321 Baychester Dr in Section 27. I strongly oppose this higheay project because of the impact to our community and because of the adverse impact to our neighborhood ecosystem.
- Seems to be an odd route for commercial traffic.
- It's just okay - it services the southwestern portion of the Las Vegas Valley and provides access to the airport, utilizing existing ROW, but I certainly don't love this proposal. Plus that sickle-shaped hook around Boulder City is pretty lame - it's like they don't want the traffic, but they secretly do. Did you look at comin up through Laughlin? That area could really benefit from an interstate - Boulder already has I-515
- This would bring way to much noise and traffic our way!!! NO NO No to Y: use BB-QQ
- dont want I-11 at all, let Boulder City have it
- I like it as it is. Places for walking our pets, hiking etc. Please do not do this.
- Since the I-11 would be built exactly where my home is located, I AM ABSOLUTELY AGAINST the proposed route on the Eastern side of Henderson!!! THERE IS PLENTY OF UNDEVELOPED LAND IN THIS STATE...AND ALL AROUND HENDERSON; and shouldn't require the sacrifice of our homes!!!



- please do not do this
- I fully oppose the construction of the I-11. It will not be of benefit for the State of Nevada. It will bring more traffic, pollution, and higher taxes. But, if it becomes a reality, the Alternative Y will make the most sense because the traffic of the west portion of the 215, the Summerlin area, has less traffic than the 515.
- 215 in the southern part of the valley is already congested. This wouldn't help.

Comment regarding other alignments or alignment concepts

- Using the 515 to 15 to US 93 would be a better outlook of financial resources along this sector
- I would like to see the I-15 serve as a catalyst to the building of an eastern beltway that would circumvent the valley on the east and north side. The northern segment of the current 215 could double with the 11. There is currently a lot less development on the east side and northeast side. If this is not possible my next favorite is to have it go on the current 515/95 through downtown Vegas.
- needs to go around city center. I-15 cannot handle more traffic.
- The exact area designated in the chart "LV Metropolitan Area" that crosses the Grand Canyon, Colorado River and Hoover Dam should be in a Federal Preservation Area, not a freeway/highway expansion area. Nipton, California (35° 27' N / 115° 16' W) and following that line along the California/Nevada border is a much more appropriate area for a North/South highway that would benefit from increased traffic, does not cross delicate land, and provides the shortest route to connect I-15 to I-40.
- I strongly oppose to BB and QQ options, we have lived here for 16 years and have had to have many changes to our neighborhood and think that have those options would lower the value of our homes. We need a break.
- It has merit, the biggest of which is it not going through the Las Vegas Spaghetti Bowl. However, going through the Henderson Spaghetti Bowl following I-215 would be challenging and would add length, and not knowing how Project Neon will come into play is also a variable and should be hashed out in this initial planning phase.
- Too much out of the way. A more direct route would be desirable.
- 95 is already very congested. This route should not go straight through LV.
- using the existing roadway to connect from Boulder City to 215 is the best way to go causing the least amount of disruption to the east side of the valley

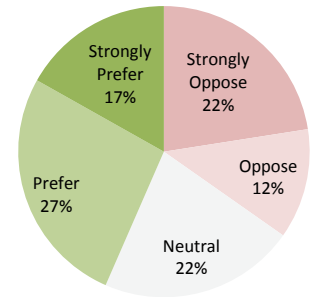
Other

- Use what is already there.
- Use what is there,
- Already an established area for traffic.
- Use existing roads, and don't destroy any more desert.
- The impact I-11 will have on the overall recreation value, user experience and enjoyment of the River Mountains Loop Trail (RMLT) over the 10-11 mile shared corridor or 1/3 of the total RMLT is huge. This trail is a National Recreation Trail which brings a high level of recognition. Not to mention the traffic & noise that the Las Vegas Valley does not need.
- As a long time Las Vegas/Henderson resident, I feel this route would provide less overall impact to the local area than Alternative BB-QQ but more than Alternative Z.
- My biggest concern here would be the jump from the existing CC215 roadway to the connection at US95, and creating as little impact as possible for the open desert areas that would be impacted. I have not seen a more detailed proposal of how/where exactly that happens.
- I feel the I-215 is adequately sized and would not benefit much from the expansion.
- Impacts to residential areas, impacts to the environment (air quality).
- this is what we do now, what is wrong with putting new number signs
- I wish we had a lot more time to weight in on this project altogether. I understand the need for a trucking route but am generally opposed to the idea of an entirely new freeway in the Las Vegas valley. We should improve existing infrastructure and use what we already have.
- Save natural resources



- I choose the wrong one---this is my impression, please disregard my first
- I live near Wagon Wheel and Boulder Highway and have drove most highways. This one seems the largest and less congested of them. It also will go by Las Vegas which most of the drivers will want to go anyways.
- Looks like it adds the drive to Vegas from Tucson
- Well established roadway

LV 2. What are your impressions of Alternative Z? (564 responses)



LV 2 Comments (199 comments)

Comments that support Alternative Z

- Makes the most sense.
- Alternative Z makes the most sense to me. It crosses right at the center of Las Vegas and is the most direct natural route, and most similar to the current route.
- Although I-15 currently suffers major congestion through out the day, the route has the least impact on residential areas and has the most access to industrial/warehouse locations. Additionally, it provides access to I-15 north to Arizona, Utah, Idaho, Montana, Canada, and Wyoming via I-80, making this the quickest route between the Arizona-Mexico border and the Montana-Canada border.
- I really like this Alternative, since it cuts straight through the City. This will allow for it to serve as a major artery, getting people where they need to go, and it will also allow for side-line developments like rail.
- This is a more direct route however, would there be sufficient right of way for additional traffic. However, this would be a better north/south corridor.
- This is my second favorite option. Infrastructure is already in place and keeps with tradition of the original idea of the Interstate system.
- All areas can handle more traffic except the bowl. It would need more capacity sooner than the I-215. It is the most direct route north through Las Vegas and other than commute peaks would be the preferred route by trucks going north.
- This designation uses existing/planned infrastructure. As a primary route, it should serve as the main thoroughway through the valley.
- This alignment is already interstate and makes sense to continue to be in the future.
- Why have a Las Vegas to Phoenix route that does not pass near the Strip. This route makes the most sense for an interstate.
- Alternative Z also makes use of existing infrastructure on which gobs and gobs of taxpayer money has already been spent (re-doing the "spaghetti bowl every other year or so it seems). But Alternative Y is preferable, using the Beltway.
- Alternative Z is also good because it, too, uses already existing infrastructure. Down side is the congestion through the "spaghetti bowl" area in center of the valley. Alt Y is best.

- All existing roads and creates a coherent I-11 through the valley without requiring new or reconstructed interchanges
- Both Alternatives Y and Z already have the easements and the freeways already exist the cost should be minimal to widen current lanes. Where as building a new route with demolition land moving and new on/off ramps adding electrical runs are big money which we would be throwing away seeing that all this already exists in 2 other routes.
- This is without question the most logical choice. This corridor will need to be rebuilt eventually even if one of the other alternatives are built. Spend the money on improving the existing corridor. We don't need to encourage urban sprawl here.
- This route makes the most sense and is most favorable on many of your criteria
- Uses pre existing route and is the most direct.
- Would be my second choice behind alternative Y. The drawback of this choice would be more traffic congestion up the 515--95 freeway, which is already overloaded with traffic.
- Both Y and Z offer less environmental impact as well as expansion of current traffic flow.
- Alternative Z also keeps Commerce through Henderson and Las Vegas.
- Less impact to nature and people. Second choice
- This would be my second option but less attractive than Y as it cuts directly through town and would add long term and considerable disruption and hardship on residents.
- This would be the least impact on our natural areas and the most direct route.
- Now this plan just makes the most sense. It will divert the traffic going around BC to ease congestion, which is needed and uses the existing freeway, reducing cost of having having to make new roadways. This doesn't appear to affect any part of the RML trail that is in danger on the Alt plan BB-QQ. I feel this is the best alternative for the proposal.
- Seems the most appropriate option, given that much of the infrastructure is already in place. Highways through this route have been recently constructed/improved, and with regard to multi-mode transportation, railroad segments exist. The cities of Henderson and Las Vegas would likely benefit economically through the patronage of businesses along this corridor.
- This is a direct route already in use. Expand the high way to handle more traffic.
- This is the best route. It uses existing highway that does not have a lot of traffic. It also keeps traffic to a minimum in the downtown area.
- This route is on highway that already exists through the valley. Not as much new impacts.
- This route also is very economical and brings commerce to the Las Vegas Valley.
- Using already established freeway routes will be more cost effective and less disruptive.
- If it does not impact any of our trails in a negative way, bike paths, nature parks, our wildlife, wild flowers I am somewhat ok with these expansions! Please keep in mind that many many residents use our desert for many wonderful things, outdoor activity is utilized to the hilt in NV please do not take anything from us please!!
- Little impact on existing neighborhoods
- Direct route across town and no impact on our area. Doesn't require tearing up mountains and River Mountain Trail. My fav option.
- This looks to be the most direct and least expensive alternative based on existing routes.
- I think that this is the best alternative. It would follow existing roads that are already built up to handle the additional traffic. Plus it would allow travelers the opportunity to visit the strip and all the activities that provides.
- Again, less impact on nature is the key for why the route should be preferred.
- This alternative is the most direct, taking traffic directly through downtown Las Vegas. This alternative seems to have the highest chance of a positive impact on the economy and transportation needs in the area.
- Already exists, doesn't impact residents, doesn't distrust rural areas. Negative sends thru already high congestion areas.
- I feel it is the second best option to Alternative Y. Roadways are in place. Future expansion may be an issue, but simple and direct routing of traffic.



- This would be my second choice or alternative. I do not see how traveling in the middle of Las Vegas would be beneficial to the traffic congestion. But I could see that it would be beneficial to businesses along that route.
- This route is already used for the purpose of going from north to south. Continue to use it as it is more direct.
- This one is ok
- Best option since it only requires adding one or two lanes to the existing I-215 Hwy
- I Prefer Alternative Z
- It seems to make the most sense--caveated by the unknowns with Project Neoman and how the extra traffic may burden the Las Vegas Spaghetti Bowl.
- Route already in place common sense best route
- It makes sense to connect the highway to an already existing one, 515. Also, it goes right through town, so it saves on time and is efficient.
- The Interstate for Alternative Z is already in place. Some widening will probably be required to permit the additional traffic. Virtually no impact on the environment associated with wild life e.g. tortoise, sheep, bike cycles, noise (Lake Las Vegas, Calico Ridge, Calico Cove and surrounding Henderson communities, pedestrians, etc.
- Certainly the road is there already, but isn't conducive to increased truck traffic. If there is a way to construct trucking lanes, I'm all for this as it cuts travel time if it can be achieved. Since much of the I-11 traffic will be trucking, it needs to be constructed that way. On the other hand, getting federal funds to improve the current highways through Metro LV is worth considering since it enhances existing infrastructure. Sooner or later the money will be needed to improve it.
- seems to be the most direct route
- Alt Z provides most direct route through Las Vegas. This route relies on existing roads and could prove cheapest solution.
- I-515 already exists and is a more direct route. Alter this route to conform to I-11 designations.
- Most direct route. Uses existing roadways.
- Most direct
- It's not as good as Y but should still be considered.
- Uses existing corridors and is most direct. Attracts tourists to the city center.
- Utilizes existing highways which are already capable of carrying a lot of traffic and currently are not utilized heavily. Provides reasonable access to downtown and strip accommodations, although not as conveniently as Alternative Y. Provides more direct path Northward toward Reno. Provides utilization of existing facilities for travelers, entertainment, lodging, shopping, and facilities. Less cost meaning better use of tax money.
- This route also makes the most sense environmentally speaking.
- Cost less uses existing Hi ways less environmental impact
- As a long time Las Vegas/Henderson resident, I feel this is the natural choice and provides the least impact to the local area.
- Existing road ways, already used as the route to get to the 95 going north toward Reno. More cost effective than building an entirely new highway that cuts into Lake Mead National Rec Area, less impact on the wild life ie big horn sheep, coyote, quail, rabbits, badgers etc etc
- This is already an existing commercial traffic route, which is a logical choice that could stand to have some renovation through the spaghetti bowl area.
- This is a better route as it goes up and around on 215, around the edge of the city.
- This is the most direct route and the freeway in most need of updating. Furthermore, local traffic will benefit from increased capacity. With use of alternative Z and project neon the I-15/95 interchange could be finally fixed as a bottleneck.
- With the build out of new roads, there will be an initial upfront cost that will have to be paid. Even though this is the least favorable in terms of cost, this will bring increased revenue to surrounding businesses. With that being the one factor that is least favorable, across the board this alternative is "moderately favorable".



- Appears to be a reasonable thoroughfare that makes use of existing corridors.
- Let's put it in and put union brothers to work.
- Existing infrastructure, most direct route through Vegas valley
- should be a much more costly alternative than project Y since it involves the intersection of Highways 15 and 515.. an alternative to consider as well.
- Again using existing freeway corridors. Having less impact on homeowners.
- Second choice. Will need to get funding to expand the spaghetti bowl. Also route will not impact residents or commercial businesses. Already know route. Shortest route for truckers to save on fuel costs. Safer to avoid threats to Air Force base, wild life, water supply etc.
- This would be the fastest and most direct route and already has truck traffic. This is my preference over a completely new freeway that would displace wildlife and continue to ruin our natural habitat.
- Again,good. Most common sense alternative. No new freeway needs built, perhaps some additional capacity. Cost savings. Less inconvenience.
- These roads already exist, t would be less money to make the improvements to the existing roads than make new roads and have less rural impact
- This route would require some upgrading of existing infrastructure but would also bring traffic and economic benefit to the Lad Vegas community.
- This would be my second choice but it already has a lot of congestion
- Not as good as Y because of traffic but it's the shortest route.
- Not bad but the freeway that goes over the city will need work.
- Does not unduly affect undeveloped rural areas. Provides access to the population center of Las Vegas.
- Direct route well established all signs off ramps in place lowest cost per mile
- This seems more logical as far as travel distance is concerned, but the 515 would need to be brought up to standard, especially around downtown Las Vegas.

Comments that oppose Alternative Z

- Alternative "BB-QQ" appears to be better.
- to much traffic for OTR drivers
- Same problems with Alternative Y -- Intrudes on already congested valley thoroughfares; would displace too many existing, established neighborhoods.
- I-15 can't handel any more traffic.
- Widening for increased traffic volume through the center of the entire Las Vegas Valley would not be a wise alternative. Doing so along the existing low [population] density segments of the new I-215 Beltway (west of I-15) makes far more sense. Although I-215 widening would be more difficult along the US-95 to I-15 segment, that seems a far more prudent approach than having to widen the entire US-95 through high population densities in the heart of the valley.
- The highways proposed for use are already too congested and I have concerns of poor air quality. Sending more freight traffic through the city's core seems like it would increase the likelihood of delays and serious accidents.
- To much traffic in downtown area already.
- Already too much traffic, especially at 15/515/93/95 junction.
- Existing highway already crowded
- Already too congested.
- This area already has older design and would require a costly rebuild combined with heavy traffic.
- can only make traffic worse over time to the point where a new path will be required in the future.
- This freeway is packed already. Can't add additional lanes or traffic without major problems.
- Overloads existing freeway
- Traffic is bad enough going into Las Vegas. It would be bad for Henderson and Las Vegas and for residents that live near the hi way.
- Will cause so much traffic.
- Existing system is old, requiring a lot of work, traffic impacts would cause undue impact on community.



- This is a heavily traveled corridor already and will not withstand the added burden of that much extra traffic ... plus the cost is the most to my understanding ... save the money and all of us time sitting in traffic with this alternative please !!! time wasted both to have the construction and after it is done as well ... it will be too bottle necked ... bad idea
- Route already exists; too congested already
- As with Alternate Y this increases traffic Volume in the populated areas increasing traffic noise, more delays and decreasing air quality. I live south of I215 and College Dr. because NDOT never finished the sound wall we have 85-95 BD readings in my back yard. This will further decrease my homes value. How about finishing this sound wall.
- Looks highly unlikely, in the short term it seems like a nice bit of traffic could be rerouted, but it doesn't address the fact that most of the traffic problems stem from the 95 and 15 connector this wishes to be added too.
- Would create too much traffic and the construction would be unbearable.
- Adds to existing traffic congestion patterns with low possibility for future expansion.
- Although this would be the least expensive option of all, it basically overlaps a current freeway, providing no further freeways to a highly populated city. We need to look to the future population and expansion of Las Vegas. Although it would cost more money to do one of the other alternatives, I believe we should project ahead for the traffic situation for years to come in this already busy town. This alternative would have way too significant a problem because it doesn't look to the future.
- existing freeway, but would make more traffic downtown area.
- US 93/95 is quite crowded already. Additional traffic would impose travel hardship for business access north and south
- This would take an additional volume of traffic through a corridor that is already at saturation levels during the morning and evening rush hours.
- The 93-515 isn't as congested as the 215 near Henderson, but it cuts through major developed areas of both Henderson and Las Vegas and the area around Interstate 15 in Las Vegas is already a traffic nightmare.
- directing more heavy traffic directly through the heart of the valley, look at I15 now. save inter-valley travel for business/commuting and tourist trade. see previous comment.
- too much congestion already
- 93/95 is already too congested not sure if there is room for widening.
- Costs too much to be effective. going through middle of valley.
- Creates too much traffic on existing whys. I'm super concerned about the hwy near the River Mountain Loop that City of Henderson spent city taxpayer dollars building and now will be close to useless. Hwy near lake mead man range will be a horrible noise maker, increase dirt and light pollution. We purchased homes in the rural area to escape the hwy. this will create more transient drifter traffic too.
- This has several very undesirable characteristics, Cost being the biggest one. costing almost 2.5 times the cost of Alternative Y, there is no reason to chose this alternative.
- Traffic is already congested too much on the 95.
- Will add more congestion to the spaghetti bowl
- Too much traffic Already.
- Don't do this one since it's the most expensive!
- high costs , air quality
- runs thru center of LV valley where there is already too much traffic, impacts too many homeowners
- The traffic along this corridor is already a nightmare. Commuting during rush hour is already a chore. Additional trucks would only cause greater congestion and likely result in the same issues that exist in the valley, but worse.
- Boulder City will not last long without the traffic to support the businesses in town
- this path is too congested at times. The roads will need improvements at the intersection of Las Vegas Boulevard.
- I STRONGLY OPPOSE ALTERNATIVE - Z
- This route is going to cause a bit of congestion in town.



- Adds traffic to congested area
- Established for traffic but pretty congested already.
- Sirs: The Z route would not be advisable because of the "Spaghetti Bowl" exchange which is already a mess, especially with the "Wash Board/Roller Coaster" ride one gets when going and coming over the elevated section of 95 near down town Las Vegas. Who ever was the engineer who signed off on that section with all the roller coaster ride should be locked up or fired and not allowed to design road ways again.
- Too much congestion.
- bad plan
- Already too congested, too much traffic through the city.
- too much traffic impact for the Las Vegas Valley.
- It will increase traffic on I-515 which already can get congested especially during rush hours.
- Will stress an already heavy traffic area
- Similar to Y but focussing corridor through center of urban area is not advised. Also does not connect directly to airport
- I cannot see the benefit of this route but it is better than the last route you have suggested!!
- These areas are some of the most environmentally fragile desert ecosystems. The proposed plan would destroy not only the environment for the living things but destroy the aesthetics of this area.
- As both an environmentalist and a multi-property homeowner I do not want this to move forward.
- This is a less justified Alternative. Alternative Z has the highest estimated cost, and the highest economic impact. This is an existing route of transportation with consistent delays during high traffic times. The majority of industrial businesses have moved their locations directly adjacent to the I215 corridor within Alternative Y, Alternative Y in my opinion is the best quantitative and qualitative option of all Alternatives.
- Alternative Z holds several pitfalls due to the changes in Las Vegas with most industrial businesses having moved to the south end of town adjacent to Alternative Y specifically the I215 corridor. Highest cost, economic vitality impact, and possibly the largest delays from traffic congestion.
- Spaghetti bowl is already too busy.
- Passes thru an already busy highway system making for potentially worse traffic scenarios.
- This route would overburden an already impacted traffic corridor.
- This option will increase traffic flow and could be a bottleneck for transportation carriers cortical to our business, personnel/employees commute to and from work, emergency responders/law enforcement from metro Las Vegas Area responding to our facility.
- This is not needed here!!! Let Arizona fix their own problems.
- route goes through downtown las vegas area--not good. would greatly impact already too busy corridors.
- Please consider an alternate.
- While this does make use of the existing I 515 (93/95), much of this route does not have the land for widening along the eastern portion of the valley. The other issue with this is the increased traffics along the I 15 / I 515 interchange, or spaghetti bowl as it is referred to. East bound is reduced to two lanes at this point.
- Generally oppose adding new freeway construction through this area, but this has fewer environmental impacts than other bad ideas.
- Already congested and most expensive option.
- This option is probably the least creative one I've seen. Very little thought was required to come up with this one. I think there's potential to overburden existing roadways, and add Los Angeles-style gridlock to our freeways with this option.
- the route along 515 is already a very crowded and high use corridor making it somewhat less attractive than route Y but still much more attractive than route BB-QQ
- using hwy 95 thru the middle of town is not a good idea at all. Its an old road & busy with citizens of our city going to work & play, etc
- No NO use BB-QQ



- dont want i-11 at all
- Traffic should be routed outside of city center using existing Corridors
- As a Calico Ridge resident I strongly oppose
- Would needlessly tie up daily city traffic.

Comment regarding other alignments or alignment concepts

- Using the 515 to 15 to US 93 would be better for financial resources
- Do not want it near Lake mead Parkway. You should want to Preserve the Parkway Area and the Neighborhoods surrounding it.
- 95 corridor could use the upgrade and seems to be the most direct, least environmental impact?
- Why not use your alternative QQ that look to me like it would bypass around everyone.
- I oppose the bb qq route it would disrupt our lives we have built million dollar homes out there and we picked that area for a good reason it is like country living in the city the I 11interstate would destroy the way of life and quality of living we have created. You wouldn't want it in your back yard don't put it in mine
- I'm concerned about existing traffic congestion routing construction but it would be good to leave the existing quiet areas quiet. Choose a route that's already noisy and filled with vehicles.

Other

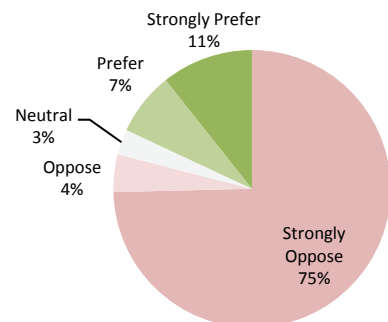
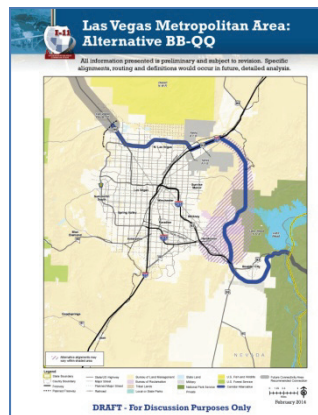
- No matter what route is chosen our area will be affected yet Boulder City is bypassed.
- See my comment about alternative Y
- Already established freeway system; however going through the spaghetti bowl tends to bog down traffic.
- Makes use of currently disturbed areas predominately
- Same answer as Alt Y.
- This freeway is congested as it is but it won't displace people and homes.
- Why not improve lanes and eliminate delay constraints add opportunity for local Nevada residents too
- - This plan minimizes new construction.
- - This plan would require the stretch of I-515 near downtown Vegas and the junction of I-15 to be expanded. The I-515 is in poor condition there.
- Use existing highways. Minimal impact on environment. 95 needs to be renovated.
- It is already in place.
- The downtown area exchange would be difficult. It doe offer easy access to I15N.
- there is no impacted difference between Y and Z. neither affect my rural community-nor would they affect boulder city since the the proposed freeway would run south of the residential areas
- Can't read too blurred
- avoids the wide open spaces and 215 through town, the ares us locals use to get to the airport and to summerland
- Love our trails and national recreational areas. Don't want to lose it to another loud freeway
- utilizes existing roadways
- I prefer an existing roadway is used. I voted neutral on Alternative Z because the presentation mentioned it was the most expensive.
- This will use already existing roadways and would need an already needed upgrade and widening of I-515 between Lake Mead Parkway and US 95.
- This looks identical to alternative Y. What are the differences?
- IT WOULD MAKE SENSE TO USE EXISTING ROADS AND NOT WASTE TONS OF MONEY ON GIANT NEW PROJECTS.
- Use what is there.
- Same reason
- Homes and structions may have to be removed near 95 since this roadway has been around for awhile



- This route would mostly use city highways already in existence, and bypass the still mostly undisturbed areas of eastern Henderson preserving northern Lake Mead NRA and existing bike paths. It doesn't make sense to have spent so much on bike paths and parks to have them thwarted by a major highway. I want eastern Henderson to still have some areas of natural beauty.
- Yes this route faces dense populated areas, but drivers who are using the interstate will only see congestion during rush hour times. Growing up, I had to take the Horizon on ramp to the Charleston Exit 5 to 6 days a week (depending if we had a sporting event.) and it only took 15 minutes on this part of the freeway during rush hour. I do not think the population will effect this Alternative as much as people think. This alternative route will also bring a lot of revenue toward the Las Vegas Strip
- Use of existing highway and infrastructure should provide more monetary value than the Level 2 Evaluation infers. There appears to be some inappropriate influence regarding cost and environmental impact for plan BB-QQ to have the preference.
- I have the same issues for Z. The impact I-11 will have on the overall recreation value, user experience and enjoyment of the River Mountains Loop Trail (RMLT) over the 10-11 mile shared corridor or 1/3 of the total RMLT is huge. This trail is a National Recreation Trail which brings a high level of recognition. Not to mention the traffic & noise that the Las Vegas Valley does not need.
- Using the existing US95 corridor through town seems to make the most sense to me, but I notice this carries the highest potential cost. Again, I guess I'd need to see the reasons why this would cost more, as it seems to me the majority of this infrastructure is already in place. For the non-local traffic, this cuts a perfect path through the Las Vegas metro and would seem to be the fastest route from the South end of town towards the Northern end of the I-11/Vegas Metro.
- This route would also use existing roadways, but it would add to the already congested "Spaghetti Bowl" interchange at 15 & 95. This is our heaviest traffic area in town and the added volume would make it much worse. However, still less impact to environment, residential, and businesses.
- Depends on what redesigned U.S. 95/ I-15 interchange we be like.
- why put up new number signs when the truckers are going that way.
- Would have to provide upgrades to allow better traffic flow through downtown
- I'd like it better if it were less expensive. Why spend more money than is necessary?

LV 3. What are your impressions of Alternative BB-QQ?

(571 responses)



LV 3 Comments (324 comments)

Comments that support Alternative BB-QQ

- New alignment could help out Utah - Arizona traffic flow and keep trucks out of central Las Vegas.
- Helps to keep new through traffic/ congestion out of city core, adds infrastructure/ completes link, beltway on east side.

- BB and QQ are a nice option to connect Las Vegas, as well as Utah to the Phoenix metro area. Southern California already has alternate direct routes to Phoenix, but it is difficult from Utah. Cars/Trucks simply passing through Las Vegas would not congest downtown Las Vegas, however, if cars needed to get to Henderson, it would not be difficult. This seems to be the best option. If the 215 got rid of the stop lights in north LV, this would be a great route.
- This choice avoids the downtown, and minimally impacts the suburbs. Excellent choice.
- Seems the most logical alternative -- does not impinge on existing housing developments. Keeps heavy traffic far away from residential areas.
- There is such little development along this route so a road through this area would not disturb residents. Also this alternative would help to complete the belt system that Las Vegas needs.
- This seems like the best option when taking the entire valley into account. Additional traffic will be kept to a highway that is meant to handle the freight. I have some concern for the wetlands and Lake Mead crossings but understand there are little other alternatives.
- Alternative BB-QQ
- Having driven in the Las Vegas area I support any measure to get a highway on the east side.
- An east side bypass (and a full beltway) is needed regardless of whether I-11 is routed over it or not.
- Least impact of existing roads. Metro area needs east side corridor.
- There may be some environmental impacts but to open up the valley for better traffic flow would be much better. Especially as the road is being constructed there wouldn't be traffic flow issues by closing down the traffic lanes causing congestion as there would be with Y & Z proposals. This new travel alternative will help with overall traffic thru the I-15 corridor.
- An expressway on the Eastern Side of the valley is badly needed. Many homes and businesses are undesirable there now due to lack of freeway access.
- bypassing the metro area will not only improve travel time for through traffic, it will offload that traffic from existing routes.
- This makes the most sense and I say that even though it is very close to me. We have needed an Eastern alternative - I-15 bypass for years now anyway.
- Relieves a lot of the congestion on the already congested Alternatives Y and Z. It also helps to create a pseudo-completed beltway around the valley. Great truck route!
- Creates a continuous freeway around the city without restricting and overloading other developed freeways.
- I would prefer this route, as long as it does not affect the bike and walking trails.
- Seems like a good alternative to route traffic around the city, generally.
- Offers best alternative to existing traffic congestion. Also offers future expansion potential, future residential and business growth along the corridor.
- I believe this is the best option. With fairly minimal impact to the Wetlands Park (and we should continue ensure that homes are not built in that area even if an alternative is built there), this will offer more freeway and traffic solutions to an expanding Las Vegas/Henderson area: solving a problem we will face in the future, and probably, ultimately, saving money for the entire state. It will also have the least amount of traffic and affect people's homes and neighborhoods very minimally.
- least negative impact of the options
- This alternative makes the most sense to route interstate traffic through the Las Vegas Metro Area.
- While this route may run through many Henderson neighborhoods, it can be routed so as to avoid most already developed areas, provides access to the 215, 515, and I-15, and, as an entirely new route, with no preexisting traffic congestion to deal with, it may relieve some congestion on the already existing 215 and 515 routes. In addition to this, construction would be minimally disruptive to current commutes.
- This makes the most sense and takes I 11 away from the city core.
- Least impact for the majority of people in the Las Vegas Metro area.
- This route seems to be the best of the three listed, cost will be little and it will use lake mead land but will not hurt the lake mead area for visitors.
- Easily connects with Utah and Idaho without going through city property. Saves time.
- I WOULD PREFER - BB-QQ



- Avoids adding traffic to already high use roads
- I beleive that the proposed interstate highway should not add more traffic to congested areas, but rather circumvent the town. This would also serve as a "southern loop" to the Las Vegas Valley beltway system, something that would further alleviate traffic congestion around the spaghetti bowl.
- this makes the most sense IF, and this is a very big IF, the river mountains loop trail and other scenic areas at the base of the river mountains and lake mead nat. rec. area are not disturbed. If the river mountains loop trail is adversely impacted, then my impression would drastically change to strongly oppose. The river mountains loop trail is a gem that has to be kept regardless of what challenges that may intail
- Helps control travelers heading to Utah.
- Let's put it in and put some union brothers to work.
- This route seems like a better choice for travelers wanting to move quickly from the southeast to northeast and back, but the route passing behind Sunrise Mountain is odd.

Comments that oppose Alternative BB-QQ

- This route faces significant environmental hurdles, and ultimately significant construction costs for a roadway that does not exist. Additionally, while it crosses numerous Federal lands, the lands are not all controlled by one agency, and some of those lands may not be eligible for public transfer (i.e. Department of Defense controlled lands).
- This would be fine for a by-pass highway, but that is not the intended purpose of this project. It simply avoids the city entirely, which would seem to defeat the purpose of investing funds into this project. By cutting through the city, this would allow for upgrades to pre-existing infrastructure and allow for enhanced transportation alternatives like light rail.
- I feel this route would not be effective use of funds and would not provide a more direct route through or around Vegas.
- will hurt natural beauty of lake and disrupt ecosystem.
- We do not need a third freeway through Henderson, List below are concerns from the River Mountains Trail Partnership regarding impact on the trail and the River Mountains area: impact on the overall recreation value, user experience and enjoyment of the RMLT. Impact on four key trailheads and connecting trails; impact on air pollution; impact on Equestrian users open access to Mountains; ACEC for Big Horn Sheep; Prime Desert Tortoise habitat; impact on 3-kids mine tailings; Tourism on trail use.
- I strongly oppose the Alternative BB-QQ due it its potential impact of the River Mountains Loop recreation trail. This trail and its vicinity are a treasure to the Las Vegas valley, and any impact would be detrimental and strongly opposed. The alternative disregards natural wildlife and wetland areas while also disrupting the Lake Mead state park.
- This routing would be cost prohibitive; it would face stiff opposition from east Henderson residents, Lake Las Vegas residents, and Nellis AFB. It also encroaches upon NPS and environmentally sensitive lands.
- This route appears to go through environmentally sensitive areas like the wetlands and appears to threaten the river mountain trail which is heavily used for recreation activities.
- A ridiculously bad idea. The environmental impacts of cutting brand new transportation corridors through virgin territory would be huge....as would the negative impacts to Lake Mead. Property values in Lake Las Vegas and neighboring communities would take a severe hit and view sheds would be obliterated. People chose to live in these areas to get away from the congestion and noise of the Las Vegas Valley. This proposal would bring increased noise/air pollution and truck traffic. VERY BAD IDEA!
- This route will impact the current trails and recreational areas in the city of Henderson. Also, we are very concerned about noise and especially the potential impact of chemical spills from truck traffic. We also are concerned about truck traffic locally on Lake Mead Parkway. This is not the best alternative to access to industrial zones, and created significant livability issues of eastern Henderson residents.
- to far east, underutilized, will nellis ever allow a highway thru them???
- Not necessary to run through this area



- Too close to existing residential to justify a new freeway. The alternatives Y and Z have the advantage of using existing freeways. If a bypass is an imperative, why not cut directly through Lake Mead Recreation area from the end of the bypass bridge. True, this diverts potential commerce from Boulder City, but it also bypasses developed areas in the Las Vegas valley. It is also shorter and avoids the tortuous route around Boulder City and through Railroad Pass.
- Use the routes already established. There is absolutely no reason to make a new road through all of this previously undisturbed desert.
- NO NO NO. Cuts through vast areas of raw, untouched desert terrain; ruins Lake Mead NRA western edge. This is insane! A total waste of taxpayer \$\$\$ and unthinkable environmental upheaval for no reason!!! Use the 215 Beltway in Alt Y. Or use US 93-95 in Alt Z. Forget BBQQ
- Do not want any of this in our Area. will bring unwanted noise and crime to our area.
- Couple of issues it get more traffic closer to my home and gets into Lake Mead area
- Both Alternatives Y and Z already have the easements and the freeways already exist the cost should be minimal to widen current lanes. Where as building a new route with demolition land moving and new on/off ramps adding electrical runs are big money which we would be throwing away seeing that all this already exists in 2 other routes. This Route is just plain foolish from every conceivable argument.
- This alternative wrecks too much pristine desert lands
- Alternative BB-QQ is basically masquerading as a way to get Federal dollars to clean up the old mine sites in Henderson. It encourages urban sprawl. It lowers property values of those of us who own homes close to the corridor. And it destroys scenic vistas with a road that is basically an overglorified truck route to nowhere. This is highway planning at it's worst, and a lawsuit, possibly several of them will drag this alternative down for years. Expand I-515, but leave the River Mts. alone.
- As a resident living near this undeveloped area, I am opposed to building and construction this close, or possibly on National Park land. There are bike and nature trails where this proposed corridor would be running. It also appears as if this proposed alternative would be least cost effective.
- The impact on the south eastern communities and environmental areas could be adversely impacted. Home values, community environment would be severely impacted where there is an existing freeway close, to the west
- HATE this idea to bring it around the back side of Vegas in raw/virgin land ... preserve that land and the ecosystem ... there is no need to destroy this area ... plus with the other alternative Y, by bringing the traffic through Vegas will help our economy as people stop to shop or eat ...
- This proposal is the most preposterous. You basically propose to put a highway through our very backyards behind Racetrack Road. Also, having roads directly dump into Lake Mead will eventually cause overpopulation and we are going to destroy our lake and resources. Furthermore, the map makes it look like a even longer route will be created than what we already drive. What a waste of time! Lets fund schools instead of trying to save 10 to 15 minutes of drive time. Slow down and enjoy life!
- There is not a pre-existing infrastructure or freeway system in this plan! Building a new freeway will have a detrimental effect to the wildlife, and native plants species. It will increase noise and air pollution to areas of Henderson that have been quiet and rural like in nature. Lets save money and the environment and use pre-existing freeways!
- Though it would probably be the fastest travel alternative, you will eliminate free public recreation areas, limit access to remaining areas, and severely impact fragile desert environments. From our country's capitalistic perspective - it is perfect!
- This looks like a bad idea. Why would we need a highway through a national rec area? Stick to existing roadways. Stay out of the Lake Mead Rec area and the River Mountains. I spend a lot of time hiking and cycling in these areas, I don't want to see them ruined by a highway.
- This route makes the least sense of the 3 options. It would require breaking virgin ground on the biggest share of the route. Just last night there was a segment on the news about the sustainability of our Big Horn Sheep and this route would definitely impact them even more. We just are about finished with building the River Mountain Loop and this would tear a big portion of that up. The neighborhoods that were built East of Henderson have been occupied to get away from this type of traffic



- This is detrimental to environment surroundings and may deter business away from Las Vegas and Henderson areas.
- The impact on the environment will be too damaging. Economically it will take travelers away from Henderson and Las Vegas which will hurt local business.
- It puts my home at risk of being demolished and it will lower land values around my house.
- This would remove a very important recreational area for residents of the Las Vegas valley. It would also ruin a whole segment of the eastern portion of the valley to traffic and pollution. You need to use the existing road systems and make them better.
- Putting a highway here would be outrageous. This should stay a protected area!!!!
- New highway in environmentally sensitive, and recreationally active area is a really bad idea. Valley outdoor enthusiasts use this area for hiking, biking, solitude. The added noise would damage it forever. The City and County have done a very nice job of making this area an excellent recreation area. Furthermore, the River Mountain Trail would be effectively destroyed.
- This would be the absolute worst choice that could be made for this project, destroying native desert and wildlife habitat, and being the most cost prohibitive for the tax payers of this country. All of this traffic already traverses the Las Vegas valley on existing roadways, so I don't see the justification for a new section of roadway.
- This is going to go through a large portion of beautiful desert land that is used by many for recreation. It is also going to be very close to homes and bring problems into the area which people moved here to get away from.
- what a hack of open space and the River Mountains. Hopefully, there will be great opposition from grassroots organizations to stop this debacle of pristine desert land
- would create a freeway in a residential neighborhoods
- Fix alt AA to accommodate northern connector flaw, BBQQ is High cost for local Nevadans to build "road to nowhere", Turning a quiet good air quality area bringing industrial, traffic noise, crime, destroying quality of life to area, does not promote market LV visitors to spend time and money in our community.
- - This route goes through protected recreation areas
- - This route does not serve the people of the Las Vegas Valley except for the northernmost regions.
- This area is already used for recreation and should not be impacted by this project. The beauty of living in Las Vegas / Henderson is the availability of recreational areas like this - the River Mountains Loop system is a great feature of our community and it would be a travesty if this were negatively impacted.
- This proposal has environmental impacts. This will carve up the only open space in the southwest valley. This would also increase pollution that is already bad enough for the existing 95/93 freeways.
- Why would I want you to build on BLM and national park lands. I would like to keep this area safe.
- Unnecessarily destroys desert landscape around Las Vegas area. Could increase traffic on major east-west streets as it is too far west of most Clark County businesses.
- Large environmental impact. Disruption of current biking, hiking, jogging trails and livability in Henderson Area affecting Lake Mead area.
- This option is totally unacceptable due to the environmental impact, the high cost of acquiring the property and destroying homes along with the fact that the area contains one of the few rural overlay areas in the valley. Utilizing the existing 215 makes the most sense all around. The fact that the BB-QQ plan goes through Lake Mead Recreational area is a down side.
- This area by lake mead is the only true sanctuary relief for wildlife in our valley, please don't pollute this area
- Negative impact on this route.
- Alternative BB-QQ prevents any traffic from Henderson and Las Vegas which will hurt local business and tax revenue. It also cut through endangered wildlife zone and will raise pollution levels. I moved to 89015 to escape pollution and road noise Alternative BB-QQ will impact the community as bad as the original proposal.

- This option makes not sense. It disrupts pristine land and what little wildlife that we have. It will further detrimentally impact the areas of Lake Las Vegas and Calico Ridge. These homes have suffered enough over the past 7 years. The nature pollution, noise, crime with more people to this area of the county. It makes no sense. I will work to make sure that anyone who supports this, will not win reelection.
- I not only strongly oppose. I'm H@L no
- The environmental impact and consequences would be dreadful. All areas addressing quality of life would substantially impacted. Residents along this path have been struggling for nearly 7 years to keep their homes while values are 1/2 of their mortgage balances and even the approval of this rt. will destroy what is left to the values. And that means far less tax revenue.
- This alternative would adversely impact our natural areas be the least direct route
- I strongly oppose this alternative. While I do agree with the diversion for the BC area the swoop into the RML trail, Lake Mead recreation area that will be affected is just devastating to so many people that use these trails on a daily basis. I live off of Wagon Wheel/95 and I use the RML on a daily basis. The huge network of hikers/bikers/runners/walkers using this trail on a daily basis would be greatly affected. Please don't do this to our community. We need these trails, please do do this.
- The easternmost communities within Henderson are quiet and serene, with good air quality. Just recently the River Mountains Loop Trail was completed. This has become an international attraction, to which any local bicycle shop can attest. Residents in this area have paid premiums for the views, the wildlife, and the tranquility. One statement in the Evaluation report stands out: "Corridor portion through LMNRA (NPS) (11/06/13 letter) not considered feasible," and therefore seemingly impossible.
- I own my home in Henderson. The reason I purchased where I am because I did not want to live by a freeway. This will also enter the Lake Mead park which should stay protected from urban influences. First the road and the what next business surrounding the lake. This is where we get our drinking water leave the park and Henderson residents that live off of Lake Mead park alone. I do not want my house value to drop any further than it already has.
- Sirs: If the project is making a big curve around Boulder City, and then merging into Lake Mead PKWY., which on the map appears not too far east of Center Street? Totally unacceptable!! What could be somewhat acceptable, would be to push it straight through from Foothills Dr. (even further east from that, F.Dr.) straight North PAST LAKE LAS VEGAS PKWY. a distance and then continue somewhere near the ranger entrance to Lake Mead Rec. Area. With the Cadence project and Tuscany, way too much traffic
- Severely impacts quality of life for people who enjoy the outdoors and Lake Mead. Affects wildlife and popular trails in the area.
- This is the worst option of the three. This option would run right thru a wilderness area.
- Although this one swings outside the city, my concerns remain the same. I'm super concerned about the hwy near the River Mountain Loop that City of Henderson spent city taxpayer dollars building and now will be close to useless. Hwy near Lake Mead man range will be a horrible noise maker, increase dirt and light pollution. We purchased homes in the rural area to escape the hwy. this will create more transient drifter traffic too.
- Absolutely is the worst route. Impacts homes, the lake, horse runs, bicycle trails. Why would you go out of your way to destroy Lake Las Vegas, Calico Ridge and Calico Cove neighborhoods. If so you should be made to offer to buy all homes within .25 miles of the highway at fair market value.
- This route destroys the peaceful and tranquil area of Henderson used for outdoor recreation. From the River Mtn Loop Trail to the Lake Las Vegas and Wetlands loop, it would destroy those. It would also destroy the wonderful natural landscape of Lake Mead.
- This would destroy the life style in my neighborhood (Section 27). It would destroy a natural landscape in the foothills of the River Mountains. I purchased my home in this area because it was a quite peaceful neighborhood. I believe that the construction of the Interstate between my neighborhood would be a negative impact on our quality of life and property values.



- This alternative would put this highway right through a residential area. It would cut off residents access to the river mountain area and bring unwanted noise and traffic to one of the few areas in the metropolitan area that is zoned for horses. It would also have a negative effect on wildlife in this area. Animals like big horn sheep, coyotes, turtles and large lizards are frequently seen in the area that will be destroyed by the construction of this highway.
- I use the River Mountain loop trail to commute from Henderson to Boulder City, and oppose this alternative because it would impact my bicycle commute. I also live off of Wagonwheel Drive and strongly oppose this alternative because of the traffic, growth, noise, and crime it would undoubtedly bring to our neighborhoods. We chose to live here because we wanted to live away from all that.
- THIS IS RIGHT IN MY BACKYARD!!!! NO NO NO NO NO NO NO!!!!!! I DO NOT WANT THE NOISE, POLLUTION, CONSTRUCTION, RUINATION OF OUR PEACEFUL QUIET RURAL COMMUNITY, OR RUINATION OF THE BIKE/HORSE/WALKING TRAILS WE HAVE BUILT. THIS WHOLE COMMUNITY MOVED OUT HERE TO BE AWAY FROM THE CITY NOISE AND POLLUTION-DONT BRING IT TO US-WE WILL FIGHT YOU TOOTH AND NAIL-THE WHOLE COMMUNITY!
- This does not bring any new revenue to the Las Vegas Valley, is very expensive to construct and upsets a tremendous amount of wild life. If absolutely needed, this route would be better served from Boulder city up through the eastern slope of the mountain range and closer to Lake Meade rather than near the residential areas of Henderson.
- This route causes huge environmental impacts cutting through a national park and large areas of undisturbed desert. This encourages new development for the entire area between current development and the proposed corridor. While growth is good in some respects, the issue of water availability for that growth and environmental impacts of that growth also must be considered in the impacts of this alternative. This is the worst alternative for many reasons.
- Although this would keep traffic pulled away from the more densely populated areas, this would impact hiking and biking in the RMLT and that is why we moved to Henderson.
- No, no, NO! The completely encroaches on recreational areas that residents have worked for decades to establish. Don't pave over Paradise to build a parking lot by taking our bike/equestrian/walking paths for more roads!
- While this BB-QQ does not entirely impact the RMLT it does take up quite a large portion if not all of the lake Mead side, from what I can tell from this map? I feel and many I think would agree than none of our RMLT, RMT, Wetlands, trails should be compromised for the I-11 it is with great reservation that I endorse any of the proposed! Please find another route for this interstate that will be used for AZ, NV and Mexico, for transporting industry, plus jobs from our country USA! Thank You
- looks like you are taking out what makes this part of Henderson the best, the trail and the biking opportunity...make use of the existing roads, not build new ones through a great path.
- There is no reason for a freeway to go through my lake mead national park area. Please just use existing road ways and improve the ones you already have.
- This option has the highest environmental impact, running next to a rural preservation residential area, over the River Mountain Trail, though a section of the Lake Mead Recreation Area, and still uses a section of 215 that somehow isn't appropriate on the west side, but for this route is fine for the north. I also question how this route would effect the future growth of Lake Las Vegas and the proposed cleanup of the Three Kids Mine site for Lakemoor Canyon.
- All eastern Henderson and Las Vegas neighborhoods are greatly impacted. The awesome and well used trails in this area will be ruined. No benefit to residents as this route will be used by trucks moving goods. Building it doesn't guarantee that manufacturers and jobs will come here, just makes it easier to travel through the Las Vegas Valley from AZ and Mexico. If we have to build it widen the interstates already in place.
- This is absolutely the worst possible idea, we would lose the river montain loop trail !!
- Will have an environmental impact on the wetlands
- I live by where you are wanting to put the freeway. I do not want the traffic or the noise. I moved to the area I am at because it was nice and quiet. I do not want the open land to be messed with people and animals will be effected because of it.



- This proposal kills the Green Mountain Loop. This multipurpose trail was just recently completed and sees a lot of use by Vegas residents.
- Check a running schedule you'll see a major event crosses through this trail head almost every weekend. It would be a HUGE negative against the fit community.
- You need better reasons to put a highway through a national recreation area. The River Mountain Loop Trail should not be disturbed. Multiple modes and uses should not be part of the criteria. Where has a highway been built with a multiple mode added?
- This option would eliminate a portion of the river loop trail. it is used by many bikers/runners.
- While I understand that this is the most favored option it is NOT the best option for the people that live, work and recreate in Henderson. This option would cut out a VITAL part of Henderson which is the RMT. I am a cyclist, a runner, a hiker and a biologist. This option would not only impact the wildlife in the area but it would be getting rid of a trail that the CoH has worked so hard to create and that has such value to all members of the community. Do NOT go with this alternative.
- Environmental impact, cost are too highly impacted...
- The environmental impact plus current use of the land would be quite harmful to me and many others.
- environmental impact and cost are not acceptable.
- Strongly strongly strongly oppose! From our area (Section 27) to Nellis would tear up the River Mountain Trail and beautiful mountains and views would be destroyed! No no no!!! We see absolutely no benefit with this option. It would cost a fortune to add a section like this and ruin animal habitats in the process.
- My family has hiked and walked in that land for over 20 years. We moved out this way to enjoy the quiet and scenic mountain backdrop to our house. We do now need a highway in our back yard. This is a terrible proposal. You will be destroying our quiet neighborhood.
- Why would we want to disturb Federal Park and existing Rural environments. This route would require totally NEW roadways resulting in greater expenses.
- Horrible.
- This route will ruin the environment and wildlife in the area. I cannot believe and am sadly disappointed that anyone would even propose such a route. The proposed route from Railroad Pass along the mountain by Lake Mead Recreation area would be terrible !!! Let the trucks go on the existing highways the ones that are already in completed. We moved out off Racetrack to get away from the city life, noise, congestion etc. Who really will benefits from this route
- This route would be going through a State Rural Preservation area. This area is set up as a recreational area for Horses, bike riders, joggers, and Hikers. There are also many herds of Desert Big Horn Sheep throughout this range. This is a quiet and serene area that a lot of people enjoy. Alternate route: There is already an abandoned road that parallels the lake road from the las vegas wash to Hemmingway harbor. This way is 50% shorter and would affect 50% less land
- This goes thru a residential area and the Lake Mead, it appears. It seems to conflict with land use, although your graph seems to indicate it does not have an issue. This seems to be the most disruptive and out of place solution.
- this route affects a State Rural Preservation area for bikers, hikers, Horse riding and joggers. There is also herds of Desert Bighorn Sheep in this area.
- Hugely impacts residential neighborhood that has a rural ranch overlay and natural LMNRA environment and possible antiquities. Also incurs unnecessary cost when other established freeway routes are readily available. NO!
- Alternative BB-QQ has a huge impact on property that has been reserved for rural preservation. This lifestyle has been in existence for over 60 years. In addition, this property contains a very important and popular trail. Residents will fight this until the very end.
- This proposal looks like it will have a negative impact on the western side of the River Mountains Loop Trail.

- Alternative BB-QQ grossly underestimates the impacts to the Las Vegas metropolitan area public land and recreation use. BB-QQ would disturb or eliminate heavy use of the River Mountain Trail and the new Wetlands Bicycling Trail. BB-QQ would also disturb use and permanently disrupt natural areas along the Las Vegas Wash, Rainbow Gardens, and the LMNRA. Please keep the corridor in existing transportation corridors and leave our wild lands and trail system alone!
- This entirely new route would disrupt both the River Mountain Loop trail and the eastern portion of the Lake Mead Recreation area. The presence of this new roadway in eastern Henderson, would negatively impact property values in the Tuscan, Calico Ridge, and Lake Las Vegas developments, as well as the Cadence development now under construction due to 24 hour freeway noise and increased heavy truck traffic on Lake Mead Parkway, the extended Galleria Drive, and Sunset Drive.
- This is the worst possible alternative. To destroy our public parks just to build roads is ridiculous. What would happen to the River Mountain Loop Trail?
- I do not like this alternative. It would take away the River Mountain Loop Trail which is a wonderful addition to the Las Vegas valley. This trail is heavily used by cyclist, runners, and hikers and is needed to promote better health for the residents of Las Vegas.
- This plan hurts the community by taking away part of our River Mountain Loop Trail. This is a bad plan
- Not only does this destroy the beautiful volcanic mountains (which should be a draw for visitors to the area), but it appears that it would also take away paths for the bighorn sheep that frequent Boulder City (another HUGE attraction for tourists), and would include running through mountains along a fault line, which just seems like a really dumb idea.
- This alternative would cause distraction to the desert we live in. You would be cutting out the River Mountain Loop Trail that we use for recreation! Not to mention, this by pass would bring more traffic to our neighborhood and pollution from the traffic that would travel this by-pass.
- It is shameful that anyone would consider destroying the incredible river mountain loop trail
- Object to loss of recreational space and noise impact to residential properties in Old Vegas Ranch & Estates.
- Are you out of your minds? Why the hell build roads over open land to get to a point you can already reach on a road.
- My family lives one mile from the River Mountain Trail. We strongly oppose any route which comes through Henderson and destroys this wonderful trail.
- We live right next to the foothills in Henderson. We chose this location to be away from traffic. We don't want a freeway running through our backyard!!! There are heavily used hiking/running/biking trails in those foothills that would be a shame to lose. Also, we need to preserve the beauty of Lake Mead. Alternative Y costs less than Z, but still uses existing roads, so if people buy houses close to the freeway, it was by their own choice. It's not right to take away that freedom from us.
- This route would have great environmental, recreational and human impact and would negatively impact the lives of wildlife and humans that live in this area.
- This provides a no common sense approach. There is NO benefit to this route. In the economic state the country is in, you want to place a multi million dollar road to no-where. The City of Henderson is already proposing to raise our property taxes, this plan wipes out a major portion of the River Mountains Loop Trail, in which many walkers, runners, joggers, and cyclists utilize. This is NOT acceptable.
- This option would be devastating to the River Mt trails widely used by so many people that enjoy the natural beauty of exploring these mountain paths as well as the wildlife habitat in the area. Please highly consider using an alternative route, that currently utilizes existing highways/freeways & which does not impact this neighborhood.
- This would significantly impact the RMTL trail system.
- Disrupts Henderson's only last rural residential area (not counting new possible growth on the western side of town). Who in their right mind would cause a residential area to suddenly get an interstate in their back yards along with a sound barrier wall blocking the hills. Who would think of destroying more BLM and National park areas? What about the animal life that call that area home? Severely impacts residents and their property value in a quite rural area. Not many left in Henderson.

- affects a rural area, which is one of the last remaining in the LV valley, higher cost, homes in this area are higher end, and homeowners would be significantly negatively impacted
- Within this corridor exists habitat that houses endangered desert tortoise, desert bear poppy, southwestern willow flycatchers, and a host of other flora and fauna. Areas such as Rainbow Gardens ACEC, Sunrise Mountain Instant Study Area, River Mountains ACEC, Clark County Wetlands Park, and Lake Mead National Recreation Area are all within this corridor. The environmental, cultural, and recreation impacts are huge. The costs associated with mitigating those impacts alone would be astounding.
- This route would unnecessarily affect existing neighborhoods. We do not want a new highway in our backyards. It would also affect the Las Vegas wetlands. We do not want this!
- We, Hikers, Bicyclist, Runner are concerned with losing parts of the River Mountain Trail. We would want to see re-alignment as to not lose one of the very few SAFE, SEPARATED corridors we have to use.
- Strongly decrease the values of homes in the area. Eliminate the wild life that lives in the area. Bring in more traffic that is not wanted.
- The cost to install a freeway through proposed area is costly. This Alternative will direct traffic through Public BLM land. Taking traffic to Lake Mead. Installing this freeway will interrupt areas and communities that do not want to be around. My personal feeling is that it would affect property value in a negative way. This route has no benefit over the other options. The other options are not affected since road system is already in place.
- This is the worst proposal. Cutting through an area that is mostly used for recreation and opening this to traffic and travel would not be beneficial to the local residents, the ecology of the area, nor business (since there isn't any!) What are the environmental impact studies of this proposal to this area?
- This option will disturb the natural resources of the area. Las Vegas has few areas left with this organic environment. I enjoy watching the animals roam around and hearing the life they lead. I walk the path that Henderson has worked so hard in building and making the land a recreation area for those that live here. Do not take the last natural resource left in the metropolitan area.
- This choice is just crazy. Why disturb the natural environment? This is the last organic area left. The animals and people enjoy it the way it is. I do not want to increase the pollution or the population in this area. Thousands of people use the area as recreation. Do not destroy it.
- Can not justify damaging more of our natural resources for the dollars. Leave it alone - please.
- Leave unused land alone.
- this comes too close to our neighborhood and schools and will devalue our property and increase traffic in our area
- Why would you choose a route that would ruin an existing trail and 2 parks? We moved here to be in the country, yet still close to the city. I do not want an interstate 2 blocks from my neighborhood! Please use the existing freeways. The cost would be less - you might have to add a lane each way, but it would be a lot less intrusive to our city.
- Depending on the route selected, this corridor comes near or directly through the Clark County Wetlands Park. The mission of this Park is to preserve and protect habitat, provide recreation and environmental education opportunities to the public, and improve the water quality of the Las Vegas Wash which ultimately feeds into Las Vegas. This alternative would directly impact the Parks mission, its visitors, wildlife, habitat, air quality, as well as our neighbors. We strongly oppose this route.
- This route is going to damage a lot of wildlife area and destroy my neighborhood. I strongly oppose going behind calico ridge.
- I don't like this one. We moved out here to avoid traffic and be far away from highways.
- I Strongly OPPOSE Alternative BB-QQ - I Made A Terrible Mistake Earlier And I Did Pick Alternative BB-QQ - I Looked At The Map Wrong - Sorry - I Strongly Oppose Alternative BB-QQ
- If I wanted to live by a freeway I would have bought by one. The air quality will be the same in this valley so put it where it cost the least amount of money



- This is the worst idea. There are so few quiet areas without the constant roar of traffic that I am astounded that one is even considered. This area is so beautiful and fragile. We need to have areas near Las Vegas that aren't overrun with humanity. Don't use a natural area and fill it with trucks. Use an area that traffic is already there. No no no. Drive this area and feel the peace and quiet. Seriously, traffic is not what we want. In these areas. What about all those bike trails?
- I think Alternative BB-QQ is short-sighted and fiscally-irresponsible, when there are existing corridors available to link into, i.e. I-515. We need less development of pristine desert and better use of what we already have. Not to mention that this Alternative requires travel to basically go out of the way to then access Las Vegas from the far northeast boundary, which is contrary to the intent of the original I-11 proposal
- Oh no. Don't bring traffic into a quiet area near a National Park area and Nature Preserve.
- My husband and I recently moved to this area. We love the open desert behind us and great views. We have a real nice, new park nearby, and we love walking on the trails. We don't want freeways and additional power lines so near our home, nor do we want the bike trail interrupted by freeway. Increased noise, displacement of area wildlife, and increased pollution are all concerns. Our property value will go down, it won't be as nice to live here. Please choose another option!
- Sirs: We STRONGLY OPPOSE this proposed route for any type of mass transit/the I11 so called highway. In a previous response by me, I STRONGLY SUGGESTED that if any construction of a Highway using this plan was possible if kept FAR AWAY FROM ANY RESIDENTIAL. Since further information has been gathered by me, In short, We would be vehemently opposed to any destruction of the environment/lands near Lake Mead PKWY. which appears would be the case with BB-QQ. NO NO NO, ON THIS ONE ABSOLUTELY NOT!!!
- While it would "round out the I-215 beltway, there are just too many hurdles regarding currently undeveloped tracts and cutting into the LMNRA and around Nellis AFB.
- I Oppose this route! It is running right through my neighborhood where my children find it calm and quiet and safe. Putting the alternative BB-QQ right into or near our neighborhood just takes away the free land and trails my kids enjoy. We don't want our parks(tuscany park) to be filled with smog and noise and expose danger to our children. Please leave this area alone. We don't want to hear semi's and vehicles all throughout the night and day. We don't want this area anymore busier than it is.
- Not only would this damage the trail system at river mountains that we spent all that money on, Lake mead is a national park that should not be disturbed in any way. We the people in Calico Ridge and the surrounding developments bought out here because of the peace and quiet this area provides. Not only does this proposal mean big rigs but also a rail system coming through our national park and neighborhoods. Strongly Oppose....
- I moved to the mountains to get away from the traffic noise!!! The BB-QQ would run right next to my house. So I strongly oppose this alternative.
- Too much destruction of natural habitat and desert resource. NO NEW DESTRUCTION!
- Would ruin everything in this area including wildlife, environment and cost of creating all new roadways
- a ridiculously bad idea. The environmental impacts of cutting brand new transportation corridors through virgin territory would be huge....as would the negative impacts to Lake Mead. Property values in Lake Las Vegas and neighboring communities would take a severe hit and view sheds would be obliterated. People chose to live in these areas to get away from the congestion and noise of the Las Vegas Valley. It would bring increased noise/air pollution, truck traffic [not to mention potential crime couldn't come up with a worse plan.
- Worst choice! Why bother dessert recreational area and neighborhoods when there is already a good alternative around the city? Does not make sense. The River Mt. corridor is used by bike riders, hikers, walkers on a daily basis. The disruption to nature would be criminal when it is not really necessary. Further development at the Nellis AFB end (APEX area) has already been studied and shown to be too expensive to run sewer and utilities so how would that benefit anyone?



- Excessive cost and impact on environmental concerns make this a poor choice. I use the River Mountains loop on a weekly basis and disruption of this system of trails would be a mistake. Most of the people that live in this area of upper Henderson live here for quiet, natural beauty, not to be straddled by the 95 highway and the proposed BB-QQ.
- Going through public lands that contain tortoise habitat big horn sheep. They currently do not allow off road vehicles in the area but they now want to put a freeway in this area makes no sense to me
- This highway is a ridiculous option. Not only does it go far out of the way around the valley, it also cuts into Lead Mead National Park. I moved to Henderson for the beauty of Lake Mead and to "get away" from the traffic and city of Las Vegas. This would grossly increase traffic right in my neighborhood, and it would disturb the natural and wildlife of Lake Mead. There are highways already built within the city (215 and 515). Why not use those? It's the obvious, smart choice.
- This route would negatively impact stable, established neighborhoods and would disrupt wildlife in the neighborhoods and in Lake Mead Recreation area. It does not provide any access to Las Vegas other than suburbs of Henderson and Nellis AFB and defeats the purpose of this highway.
- I have lived in the River Mountain neighborhood (Equestrian) for 20 years. My family and our neighbors moved here for the quiet, country atmosphere which is very unique and which will be destroyed with a freeway going right by the neighborhood.
- I more than "Strongly Oppose" Alternative BB-QQ. I have enjoyed my quiet and peaceful home where I have resided for 20 years in Calico Ridge, Henderson. I have seen the construction of hundreds of homes that have closed the gap between Calico Ridge and the rest of Henderson. This Alternate will completely ruin the location of my home for me by bringing traffic to our front door, as well as constructing roads where I have enjoyed nature and the outdoors all these years.
- It will disrupt the mountains in Henderson. It will invade Lake Mead National Park.
- This route impacts neighborhoods that were never built around an existing freeway.
- Does not meet the primary objective for connecting Phoenix to Las Vegas. Does not aid in connection to the airport. Would appear to be an attempt to create an Eastern loop of Las Vegas but in doing so will cut into significant recreation areas. Will damage recreation area including the River Mountain trail and LMNRA. Limits future growth to routes into Utah. Little value to NV
- This route would negatively impact the area in which I live, causing noise disturbance and traffic congestion. It would also cut through natural areas that have been largely undisturbed up to this point.
- This route is absolutely the worst for many reasons. The area I live in is horse country with beautiful surrounding hills and a quiet that you cannot get closer into the city!! I just moved away from all the noise and traffic and now you want to put a freeway in my back yard!! I drive to and from the strip 5 days a week and I don't care it takes me a little longer because I know what I'm coming home to beauty and quiet,, no zooming cars and sounds of the freeway and what about selling Impossible!
- The environmental impacts of cutting brand new transportation corridors through virgin territory would be huge....as would the negative impacts to Lake Mead. Property values in Lake Las Vegas and neighboring communities would take a severe hit and view sheds would be obliterated. People chose to live in these areas to get away from the congestion and noise of the Las Vegas Valley. This proposal would bring increased noise/air pollution, truck traffic & crime to this area
- This cuts right through my neighborhood and will devalue my home!
- I live in Calico Ridge and strongly oppose this route. Please do not adopt this one.
- This proposal ignores existing land use: water treatment plant; residential; river mtn trail, a premier trail nationally acclaimed trail; the presence of desert tortoise; close proximity of big horn sheep; water retention facilities; many facilities constructed at tax payers expense; not to be negated by a project with flawed/inconclusive justification; maybe a freeway between Phoenix and Vegas, but the rest?????
- These areas are some of the most environmentally fragile desert ecosystems. The proposed plan would destroy not only the environment for the living things but destroy the aesthetics of this area. This proposal would send already suffering home values to yet another all time low and the residents will not be able to recover from this type of value loss.

- These areas are some of the most environmentally fragile desert ecosystems. The proposed plan would destroy not only the environment for the living things but destroy the aesthetics of this area. This proposal would send already suffering home values to yet another all time low and the residents will not be able to recover from this type of value loss. Being a multi-property homeowner, I strongly oppose this plan.
- This route is proposing to go through a rural part of Henderson. People in these neighborhoods have been living in the same houses for over 30 years. I have lived in this neighborhood my entire life (21 years) and do not plan on moving out of this area anytime soon. Also, there is a lot of wild life: coyotes, owls, mountain lions, hawks, and the list goes on. Why would we put an interstate through land that has been protected so long to preserve the environment? There are also endangered tortoises.
- There is a tremendous negative impact on archeological sites. We cannot lose these forever. Also impacted are protected endangered reptile and bird species.
- The Alternative BB-QQ is the least justified option. Alternative BB-QQ follows a path with the lowest return. It lacks fiscal responsibility with very few adjacent businesses, as well as encroaching on BOR project 43CFR429.14 via I58. There is little existing infrastructure to support I97, I68, I58. Flooding characteristics of the Las Vegas Valley would greatly affect the future of this Alternative BB-QQ. Environmental constraints MUST REMOVE this Alternative BB-QQ from any Alternatives.
- UNLESS THIS IS CAREFULLY DONE, I DON'T WANT THIS AT ALL. Full disclosure, it will run right outside my backyard. My home value is already falling again and I can't use my backyard. The six-lane road beyond my backyard will become part of the corridor, and there is an additional road right outside my fence that will become a trucking on/off ramp for sure. Custom homes now worthless, goodbye bird preserve. GO AROUND THE CITY TO THE WEST SIDE. THIS ROUTE ONLY ADDS TO THE CLOGGED HWY 15 - NO!
- Too close to National park and Lake Las Vegas.
- Alternative BB-QQ is the least favorable optioned alternative and must be removed from consideration. It infringes on many beautiful nature parks and preserves cutting adjacent to the wetlands and dissecting numerous equestrian trails and hiking areas. The cost and location isn't justified due to the lack of any commercial or industrial businesses being adjacent and therefore will be the least valuable for the future of our local economy. Budget cuts to Nellis AFB doesn't need increased access.
- Impact on recreational parcels too harsh
- What are you people thinking? Just about the last thing we need and where did this alternative come from? People in Phoenix? I cannot believe anyone from Henderson would allow BB-QQ as even a legit alternative. Wonder where the city council members live? Bet a major freeway isn't planned through your neighborhood. And who determined we need I-11 in the first place?
- Targets an area that we use for biking, and hiking. Impacts the environment. Close to existing community causing noise, and potential crime if there are exits leading into those neighborhoods.
- Destroys vital recreation land and removes it from public use
- this will ruin the area
- This route seems unnecessarily costly, both in capital expenditures for unnecessarily long, new-build roads and in impact to pristine areas east of Las Vegas. This solution appears to risk unnecessary destruction of wilderness areas for road building. Only if the entire roadway were built about 20-feet above ground level on piers, somewhat like the Atchafalaya causeway, could this solution be attractive.
- Leave BLM land alone. Other alternatives can be considered instead, especially Alternative Z which already exists partly as I-515.
- Unnecessarily circuitous. Maximizes need for new roadways.
- This runs too close to the Lake Las Vegas area, and would have a huge negative ecological impact.
- Preserve the sanctuary feel of BLM's LMNRA
- Significant negative impact to greater Las Vegas/Henderson quality of life due to destroying natural habitat both in state park and adjacent natural preserved area that includes trails and habitat for local species. Will take significantly longer to complete and require significantly more funds to design, build and upkeep. Will take longer for drivers. Will cause safety hazard due to proximity to low flying military aircraft at Nellis AFB. Make better use of our tax dollars... Pick the other



- This is NOT an alternative. This would ruin the quiet & beauty of Lake Mead National Recreation area, parts of the River Mountain Loop Trail and my home in Lake Las Vegas. This corridor should not be built. Period.
- This 3rd option appears to be the most destructive to the desert landscape and residential housing along the highway's path and takes users way out north of vegas so from a commerce point of view its not the best choice.
- This route would destroy the natural park area and provide a terrible visual and noise impact on the Lake Las Vegas resort.
- This route will impact the Lake Mead NRA. It is a terrible location for a proposed highway.
- That is the worst idea ever. People come from all over to visit our valley. A lot of them visit Mountain Lake Park. It is the center of well known bike trails, Horse trails and walking trails. Google the park. You will see what a great place it is. It's new and getting extremely popular already. BB-QQ would destroy that. Why would you want to spend twice as much taxpayer money to destroy the whole area. In fact the whole idea of BB-QQ is unconscionable
- This route has marked negative environmental impacts. It impacts the Area of Critical Environmental Concern for the Desert Big Horn Sheet and the desert tortoise habitat. Rural preservation areas along the corridor would be destroyed. The water treatment plant and third straw would be in jeopardy. The River Mountain Loop Trail designated as a National Recreation Trail would be destroyed after 16 years of work to develop it. Economic impact on tourism related to the Silverman and Ironman.
- Horrible environmental impacts. Takes tourists away from the city.
- Has most impact on residential areas. Personally I retired to and invested my life savings in a resort community next to Lake Mead National Park looking for solitude after working for over 40 years. BB-QQ destroys that running an interstate highway right through a national park within sight and hearing of my house and many other expensive houses in addition to cutting our nature, hiking, and biking trails, disrupting the native habitats. Cost the most. Longest route. No help to LV businesses.
- This route would cut into areas maintained by the BLM. It's environmental impact would be huge and take away from an area relatively free of pollutants. A freeway in the backyard of section 27 would also bring in new activity of all sorts such as crime and congestion. The river mountain trails would cease to exist and any horse properties would be in jeopardy. There really is no positive to this route whereas the negatives are many. Route Z or Y already have some of the route within their area..
- I am truly nonplussed to think that you would even consider this a viable alternative. It is unfathomable to me to hear an argument that it makes since to take truck traffic off the existing freeway system and put that traffic through the heart of a National Park System unit. The DOT Act of 1966 & further amendments clarify that if the Section 4(f) Evaluation identifies a feasible and prudent alternative that completely avoids Section 4(f) properties, it must be selected. BB-QQ is a non-started.
- Cost is to high would disrupt national park, Wildlife, Bike paths & hiking Trails
- As a long time Las Vegas resident it is clear that this is a poor option, that would provide little benefit, and an enormous amount of disruption to the local area. I will strongly oppose this plan.
- Dumbest idea yet!!
- This route would be redundant because there are already 2 perfectly good existing routes in place & is the lease cost effective. It will have an adverse affect on the wildlife in the area i.e. Big Horn Sheep, coyotes, badgers, rabbits etc. It will turn my neighborhood (Section 27) from a quiet suburb into a noisy, smelly mess.
- Please I beg you not to build anything here this is our nature reserve this is our only place that's quiet and clean , I don't want to live in another Los Angeles smoggy and crowded and polluted ,it's certainly not going to help our water issues either .
- Please disapprove.
- First, this route will increase the cost of the I 11. It cuts into a federal park, which will effect the beauty of the area and increase the need for law enforcement agency presence. And lastly, it increases the traffic around the Nellis AFB and the Las Vegas Speedway. This route will not increase the off ramp access with city.



- This is not even a logical choice, as it travels through the entire east Henderson residential area and on through a beautiful rural wildlife, recreation, and then BLM land. **ABSOLUTELY NOT PERMITTED !**
- I don't really like the idea of cutting through the Lake Mead area at all. I'd tend to think the bridge costs alone would make this a horrible option economically, though it could potentially "complete" an Eastern leg of the CC215 circle, creating a true beltway around the town. Interesting, but I don't know if the environmental impacts are worth it. Any discussion of what impact the added vehicle emissions may have on our water supply at the lake?
- **STRONGLY** oppose this alternate. The eastern part of Henderson is one of the last rural areas in the Las Vegas Valley. That is why we moved there. My family loves hiking and riding the River Mountain Loop Trail. It is beautiful out there. The wildlife viewing is spectacular, both plant and animal life is flourishing in the area. The views are amazing and it is quiet. A highway running right through the area would destroy everything we love about it. It would also devalue our home exponentially.
- This route would cut through a rural area that Henderson residents enjoy. The whole purpose of living on this side of town is to be away from the busy area of the town and to enjoy nature. By building a highway right through my backyards it would destroy that.
- I very strongly oppose this route as it completely destroys an area that has been already designated for trails, hiking, biking, horse riding, etc. This beautiful area is already established for outdoor and recreational use. There is no valid excuse for tearing it up and turning it into freeway! **Absolutely NOT** on BBQ route!
- This choice would be a waste of resources and lead to permanent destruction of sensitive environment. The river mountains are a great draw for active and well off healthy residents, we don't want to anger them. This route is so far out of the way only Las Vegas taxis would take it. All traffic with any sense would take the I-95 to continue on I-11. The choice of this route would greatly embarrass Nevada. I can hear the laughs of tourists driving "around" the city.
- This alternative appears to have potential impacts to Southern Nevada Water Authority's existing and planned major water transmission and treatment facilities. These facilities will need to be considered and provided for if this corridor is developed.
- We recently moved to this area of the Las Vegas Valley to reside in a rural area, where we could raise our children. This alternative directly affects our goal and the lives of our children. The wildlife, rural living, quiet and air quality were important factors in our decision as we considered various areas throughout the valley. Although many of the factors appear to be "favorable" I very much hope that among those "community acceptance" weighs heavily into the decision.
- Interferes with too much of the beauty of the valley.
- I oppose the environmental damage this will cause, not to mention the "build it and they will come" impact of having a freeway built through a low-density area.
- Not only will this have an enormous impact on the natural terrain of the valley, and disrupt neighborhoods on the perimeter of Henderson, it also appears to be a much more expensive and unwieldy option as it will require the most new freeway construction. This is a poor alternative to the others, and a bad idea overall.
- **ABSOLUTELY DO NOT PUT A ROAD OF ANY KIND THROUGH THIS AREA.**
- Requires totally new infrastructure and diverts through low population area, meaning it will benefit **ONLY** passers-through and provide no significant benefit to local residents at the populated ends of the connector.
- Devastating to: Las Vegas Wash ecosystems, clean, naturally filtered water going into Lake Mead, Lake Mead Natl Recreation Area, Lake Mead, acres and acres of virgin desert. This route is so wrong on so many levels there are not adequate words in the English language to describe the lack of intelligence of those who cooked this one up.
- this alternative should not be considered at all. It ruins the wilderness of the Lake Mead area and entices tourists to completely avoid the Las Vegas area. loss of economic benefits to the Las Vegas valley. in short a terrible alternative that should be immediately rejected...
- This would impact the desert, not to mention homeowners in Lake Las Vegas and Calico Ridge area.. I strongly oppose this option.



- Too costly to build when there is already two better routes in existence. Impacts residents negatively!!! Rural preserve area destroyed! Wildlife, National park area destroyed! River Mt trail gone! Puts more money in the pockets of corrupt gov officials who own land in that area! Decreases housing values plus rural area gone if off ramps put in that area. Threats to Air Force base, water treatment plant, natural filtration of water run off to the lake.
- It will ruin the west side of Lake Mead National Park forever. The National Park and surrounding areas are one of the last undeveloped areas near Las Vegas. Putting a big freeway down the middle of it, is a bad idea.
- this is stupid, the only people who would want this route is land developers. this route must consider the impact on new water consumption by the expansion. the route is too long and the trucker would not use it. you do not have the water, so you can not do this route.
- I strongly oppose the building of a totally new freeway. This one confuses me: so the southern beltway isn't good enough but this northern one is? This isn't a direct route for Canamex: looks like a better route for those wishing to go to Salt Lake City and north. I generally oppose the building of totally new freeways in our valley because of wildlife and the destruction of our natural habitat. Would like us to spend our money and our minds figuring better ways to get around.
- The impact to wild life and natural beauty would be extremely negative. Other alternatives would be better. The light, noise and air pollution this would cause in a pristine area make this option a huge mistake in my opinion;.
- Way out of the way, encourages more sprawl in that area, and generates more traffic to that area
- Unnecessary added cost of new freeway construction. Directly through Lake Mead Recreation Land? Terrible. Destructive to habitat, wildlife, plants, trees. Ruins National park for hikers, congests the air, pollution, garbage, and invites vagrancy, vandalism, and commercialization within the park. Please remove this 'alternative'.
- I have lived in this area since 1987 and was so glad to hear that we are designated a Rural Neighborhood Preservation Area. That means we are able to have chickens, horses, and a multitude of wildlife and peaceful living. Now I hear a proposal of a freeway almost directly behind my personal house. This is an outrage to me that this could happen. Our peaceful and quiet life will end if this proposal goes through. PLEASE don't let this happen!!!!
- There will be too much rural impact and wildlife impact. this route looks to be cutting into new terrain and mountain area. Not to mention the urban living that exists in that area on the East side of Henderson and Las Vegas
- when there are already existing roadways (215 and 515) that are built and in use, it seems like overkill to build a totally new road especially when the proposed new road goes through not only the rural side of the valley but also would be built within the boundary of the national park
- The worst idea! It would be fought hard. Wildlife, the Wetlands, Lake Mead, all the recreation trails for horses, runners, bikers, hikers. I use the river mtn trails weekly for recreation & exercise & I'm One of Many. HORRIBLE, HORRIBLE!!!! I would be very interested to know the person(s) behind this one. They are in for a fight with this idea.
- Will take to many private homes and displace to many people
- This route is so wrong in so many ways! My biggest concern is for the wildlife preservation in those areas, not to mention the degradation of the Lake Mead NRA. Also, the costs to develop the infrastructure from the ground up are prohibitive.
- I moved to Calico Cove because my family hikes, we walk out our front door right into the trail system, BB-QQ would disrupt this, plus we would be inhaling unhealthy gas fumes from vehicles
- no no no
- That's a horrible option. Not only is it not the least expensive, it doesn't maximize the use of existing highways, and it disrupts housing developments. It makes no sense to not follow Hwy 95 from Boulder City to Henderson and instead wander off as though it is taking a tour of Lake Mead and Lake Las Vegas, and then the scenic areas near Lake Las Vegas.



- My husband and I bought a retirement home in Henderson off Lake Mead Parkway, in Calico Cove, in 2012. We currently reside in Minnesota, but we will be permanent residents of Henderson, NV in December 2014, when my husband retires. We bought here, because of the peacefulness of this community and the beauty of the area and the wildlife. I'm afraid that all of that will go away with BB-QQ. I am totally apposed this route.
- Very bad idea. Virgin land , environment, and many communities, ax we'll as the effect on lake mead and national park will be delves tatting in my opinion
- Makes absolutely no sense. Ruin natural areas and severely devalue existing residential property to build a bypass to the city on the wrong side of Frenchman Mountain and Nellis AFB. That area would never be developed and never produce revenue. It would just provide a fly-by route for truckers.
- Too many issues here - far more expensive, wildlife impact, and it's the last wilderness piece of Henderson.
- Any significant highway or freeway project which comes close to our Nevada treasure (Lake Mead) would not be acceptable. We should make sure we keep this area our treasure.
- We strongly oppose the expansion of I-111 along the Lake Mead Pwky corridor for reasons stated. We recently purchased our home in Calico Ridge after much searching within the Las Vegas valley area. The choice to buy in Calico Ridge was made because of its distance from major highways. We frankly overpaid for our home at 1019 Chanterelle Dr. 89011, but given the location we were happy to aquire the property. Now We are informed of the new interstate I-11 construction that is proposed that will
- This proposed alternative will destroy one of the best hiking/walking/biking trails in the valley, increasing vehicular traffic, destroying or altering the natural landscape, and endangering wildlife, to say nothing of equestrian and pedestrian traffic.
- It will cost twice as much as the other alternatives. It will disrupt more homes. It will negatively impact the natural areas and wildlife that the Henderson community highly value. It will be too close to our water supply and Nellis Air Force Base, putting them at higher risk of a terrorist attack. We chose this location in Henderson for its tranquility, beauty, and because it is far away from traffic, noise and pollution. This will devalue our property. If BB-QQ is chosen , we'll move.
- Of the three alternatives, BB-QQ would have the greatest negative environmental and life-style impact. A good portion would go through LMNRA and just north of Railroad Pass would squeeze between an existing power line corridor and rural estates zoned properties, effectively eliminating the "rural". The existing water treatment plant would also be a barrier.
- Land areas already in use for mainly recreational purposes would be needlessly be destroyed or so limited as to render them useless! Also this route calls for the creation and development of an entirely new road system when an existing alternate is readily available and quite capable of handling the expected traffic increase.
- I strongly oppose this route, not only because I am a Henderson resident and this would dramatically effect my property values, my views from literally my backyard, but also because this is pristine land between residents and Lake Mead. Why would you tear up such land when you have perfectly good, complete corridors to the other side of town?
- I don't believe this option is the most viable for the following reasons: people wishing to live on the outskirts of town, natural desert environment along with natural wildlife, existing (very popular) recreational opportunities, close proximity to Nellis AFB, can't envision this is an environmentally sound decision considering traffic would be so near to our water source.
- I'm concerned about expanding a highway into the edge of the Lake Mead recreation area. A lot of us ride horses out there; will the highway be built so there are a number of convenient access points for people to cross it and access trails? For some people, the noise of the highway might scare their horses and basically make it unsafe to ride. People already go out there and dump trash, shoot guns, etc. Will this get worse?
- This is the worst idea I have seen. This was only brought up for companies to save money. We have worked for years on preserving that area and making wonderful park and trails with a nice place to live. You will ruin many new homes that just got built and are being built right now. If this is done you will kill off the nice community and wild life of Henderson.



- The River Mountains Trail Loop and the Lake Mead National Recreational area are too environmentally delicate to put a freeway in the proposed BB-QQ route. The plans would cause irreversible environmental damage. Also, the people of this neighborhood value the area considerably; the residents here enjoy the quiet country neighborhood ambiance and beauty of the mountains and parks--it is why we live here. We strongly oppose a freeway being constructed in our neighborhood.
- Does not provide reasonable access to the majority of the population of Las Vegas to access the route. Has multiple problems with the route including problems with a major power corridor; sensitive habitat of federally protected animals; potable water treatment, storage and transport facilities; rural preservation area of residential population; damage and/or destruction of views and quality of experience for residents and visitors of the area. Longer travel distances than the alternatives.
- Freeway traffic would cause high level noise to quite area. add heavy air polution, impact mountain sheep,turtles, eco system, very high constructon costs using this route compared to Alt Z or Y

Comment regarding other alignments or alignment concepts

- Using the 515 to 15 to US 93 would be a better allocation of our financial resources.
- The exact area designated in the chart "LV Metropolitan Area" that crosses the Grand Canyon, Colorado River and Hoover Dam should be in a Federal Preservation Area, not a freeway/highway expansion area. Nipton, California (35° 27' N / 115° 16' W) and following that line along the California/Nevada border is a much more appropriate area for a North/South highway that would benefit from increased traffic, does not cross delicate land, and provides the shortest route to connect I-15 to I-40.
- The hi way should definitely bypass henderson and Las Vegas as much as possible to help with traffic in the city. A hi way that makes traffic worse in a city is bad for the city and for the people using it. Please don't bring the hi way through the center of Las Vegas it will be bad for the the people that live here and that like to visit here.
- Keep as much traffic as possible out of the valley!
- as a frequent traveler from southeastern valley (Henderson I515), to northeastern I15 link to Utah, I have to travel through much of the internal valley, we desperately need an alternative that avoids business/downtown. link with I215 on the north end and STAY OUT of Lake Mead NRA, keep the bypass on the western side of the River mountains, close to the river mountain bike loop.
- I prefer going around the backside of Sunrise Mountain.
- NDOT needs to have the route go along the Old road. It goes along the lake and avoids Henderson residential housing. It makes the most sense for location and conection to I-15. Old Road is already abandoned and the study has been done for 50 years(at least. You have the right of way already...just need to widen it. The best route would be from fish hatchery to the start of Rt.167.
- NDOT needs to have a new route go along the Old Road which is located along the Lake Mead shore. It is the best route to get to I-15 and avoids Henderson residentail areas. It has been abandoned and a study was done on that road for over 50 years. All you have to do is widen it. Best route would from fish hatchery to the the begining of Route 167 (general area is from US 95 to 167.
- The Interstate for Alternative Y is already in place. Some widening will probably be required to permit the additional traffic. Virtually no impact on the environment associated wit wild life e.g. tortoise, sheep, bike cycles, pedestrians, etc.
- I prefer BB if it is connecting to either TT or HH. QQ is good if connection to US95 up to Reno.
- This segment from Lake Las Vegas to Tuscany on Lake Mead Blvd should not happen through this residential area

Other

- not bad but to many lights on the northern 215.
- How about "BBQ"? Road to nowhere.
- again our area will be affected but at least this hits less traffic areas in this part of Henderson
- This route would greatly impact my neighborhood and quality of life
- Would like more information regarding environmental impact, with particular interest paid to the Las Vegas Wetlands and Lake Mead National Recreational areas.

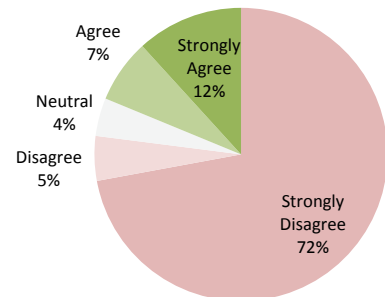
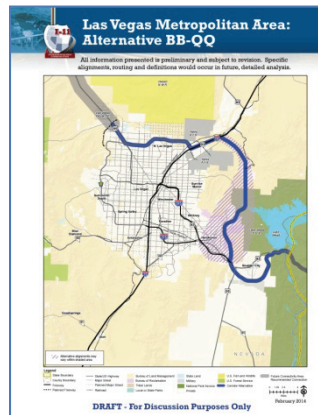


- You will be running this right through my back yard!
- where are the clear cut MAPS???
- Please preserve the River Mountains Trail as it stands.
- It is my understanding that this alternative would destroy the western side of the existing River Mountains Loop Trail, a recreational gem in Southern Nevada. Hikers, walkers, runners, and cyclists of all abilities use this paved trail 7 days a week because it is a safe alternative to being on the city streets. Tourists come to Southern Nevada to run and bike on this trail during the winter. Destroying part of this trail would be a tragedy and I can't believe this is even being considered.
- These alternatives will lead to the shut down of one of the favored traffic free, paved trails in the Las Vegas area. The River Mountain Loop, if intersected by this proposal, will shut down popular routes for bikers, runners, hikers, and all fitness enthusiasts.
- While I like this option because it doesn't over tax already congested areas, I am NOT in favor of the impact it will have on the River Mountains Trail and other environmental factors. If these two issues were not impacted then I would be more in favor of this option.
- Any impact to the River Mountain Loop Trail is unacceptable. This trail is used often and by many. It provides safer riding and running as it is completely off the roads. I strongly strongly oppose.
- Leave the River Mountain Loop Alone! Nevada doesn't have a strong, safe cycling routes like California does. Don't take one of the only places I feel safe on my bike.
- Same answer as Alt Y.
- This seems to have the biggest impact (from what I can see with the maps - although they aren't very detailed) on homes and neighborhoods. Not to be cynical or anything but if this route goes through then it completes the 215 loop, doesn't it?
- I ride this route on my bicycle weekly. It is a huge benefit of living in this area. I take tourists to this area, too. It would be a terrible thing to lose this gem for those who love the outdoors!
- There are few bike trails in Southern Nevada so most serious cyclists either ride at Red Rock, Lake Mead NRA, or on the RMT. Considering Red Rock and Lake Mead require sharing the road with motorists and we've seen far too many cyclist injuries as a result, it would be terrible to see the one path (for serious cyclists) taken away. In addition, losing such an important paved trail seems to counterproductive the surrounding cities' attempts to create greener, healthier citizenries.
- My only reservation on this one is the amount of new construction as opposed to use of existing corridor.
- Can't read map blurred not definite too see
- cut through the heart of our recreational area
- Makes sense to complete the loop around Las Vegas and relieve traffic on 215 and 515 and Lake Meade Parkway.
- Not sure how this would impact the Recreation Area
- This one would divert a lot of traffic away from Las Vegas if just passing through to go north. Could tie this in with the 215 easily but the traffic is already heavy. Would require a 2 tier road maybe. Getting on the 215 in Henderson is bad and backed up frequently congesting the 515. However this alternative of giving the incoming traffic from the south 2 ways to go.
- Use of existing highway and infrastructure should provide more monetary value than the Level 2 Evaluation infers. There appears to be some inappropriate influence regarding cost and environmental impact for plan BB-QQ to have the preference.
- Need more information on:
 - 1.) Where along 515 South the new highway would intersect. We live near Wagonwheel road exit, so this could greatly affect us. It is not clear from your map/presentation where the highways would intersect and what the impact would be
 - 2.) What the environmental and scenic impact would be on the Lake Mead area. It looks like the new highway might be cutting through a large swatch of the Lake Mead recreational area

- Want all aspects to comply with Federal and local law. Area has high high visual impact and also high environmental impact. In my location, a sound wall cannot be built (we are 90 feet above proposed freeway 1 block away) and it would severely impact our visual and quiet way of life. I have no desire to have my property values be halved and make what is left unsaleable. I cannot state strongly enough our opposition. Realize there is a cost to progress, but don't like the price.
- Please connect as much as possible with existing corridors, River mountain is a highly attractive area for tourist seeking nature adventure. My children and I ride, walk, jog walk our dog at least 3 times a week on these trails, please don't destroy what little desert life we have left.. Thank you.
- This option is better-ish, but it begs the question, "How does this benefit metropolitan Las Vegas?" It doesn't give any people that actually live here a viable transportation option - it's just a lengthy bypass that fails to serve the 2 Million residents of the Las Vegas Valley. It move traffic around Las Vegas, but why - do trucks deside to not stop here? Plus, again, that sickle shaped Boulder City bypass is pretty lame - come on - back to the drawing board and give us a little more thought
- Save environment
- dont want this road anywhere but BB-QQ makes the most since. And in our area it is moistly seniors that dont have a computer to add this: I speak on behalf of my whole block of 20 houses!!!
- That would be in my backyard. Would you like it in your yard.

LV 4. Do you agree with the preliminary recommendation that suggests Alternative BB-QQ is a reasonable alternative that could be carried into more detailed, future studies?

(570 responses)



LV 4 Comments (247 comments)

Comments supporting the recommendation in whole or part

- Taking the whole valley into account, this one makes the most sense.
- Absolutely agreed that this is the most reasonable and sensible alternative.
- Yes, see previous comment
- Makes sense to avoid further congestion.
- I think that based out of the three possible routes, Alt BB-QQ is the best option and should be studied further.
- Absolutely!
- It would affect less people as that area is less developed.
- The more BB-QQ bypasses henderson and Las Vegas. The better I think it will be for the cities and it will be better for the people that are using the hi way. It definitely will be a better hiway if it doesn't go through the center of las vegas. Nobody wants traffic worse in Las Vegas or to have to sit in traffic when the passing through.
- Will greatly help the whole area. Hope this gets built soon!
- This seems to be the best option as it connects Utah and Las Vegas to Phoenix, which is long overdue, and keeps traffic passing through out of downtown Las Vegas. Yes, do it!
- YES PLEASE! Complete the belt system for Las Vegas. Fewer residents would be affected with this routing.

- Saves time and air quality. Ease of access to other major connections.
- YES I WOULD AGREE WITH ALTERNATIVE - BB-QQ
- This alternative will be less costly and limit the interference of daily lives and recreational use of the River Mountains the neighborhood enjoys.
- Let's put it in and put some union brothers to work. Let's make sure this goes to Union contractors. It will bring good jobs and good money to are city.
- This option is the best of the three offered in the survey. I would only suggest that it not cross behind the mountain if possible.

Comments opposing the recommendation in whole or part

- No.
- No, this simply is not the ideal route that I see enhancing the city and its transportation alternatives. The I-11 roadway is not meant to be a by-pass, which is what Alternative BB-QQ looks like. This would seem to be a lost opportunity of funds and enhancements to the inter-city roadway.
- The alternative BB-QQ disregards the potential environmental impact of the corridor. The weight of the proposed impact is undervalued in the study and would negatively impact the residents, wildlife and wetlands of southern Nevada. I therefore strongly disagree with Alternative BB-QQ in its current form.
- Absolutely not. This would be a cost prohibitive option. Money spent on additional studies could be better spent elsewhere.
- A ridiculously bad idea. The environmental impacts of cutting brand new transportation corridors through virgin territory would be huge....as would the negative impacts to Lake Mead. Property values in Lake Las Vegas and neighboring communities would take a severe hit and view sheds would be obliterated. People chose to live in these areas to get away from the congestion and noise of the Las Vegas Valley. This proposal would bring increased noise/air pollution and truck traffic. VERY BAD IDEA!
- NO, this alternative introduces additional traffic , noise and environmental impacts to the area. Utilizing other alternative routes that already carry truck traffic would be more prudent, rather than introducing another route and creating issues for residents of Henderson.
- Nipton, California (35° 27' N / 115° 16' W) and following that line along the California/Nevada border is a much more appropriate area for a North/South highway that would benefit from increased traffic, does not cross delicate land, and provides the shortest route to connect I-15 to I-40. The I215 Beltway is already existing to provide traffic access from I-15 to I-95 North bound that doesn't pass through an additional route through LV/Henderson. The proposed route isn't necessary.
- I disagree if it is the only one to be studied. Poor choice.
- Under no curcumstance is this a reasonable alternative.
- NO NO NO. Alternative BB-QQ is the least economical as it uses no pre-existing infra structure. It is way too environmentally insensitive as it will devastate vast areas of untouched, raw, beautiful desert terrain; PLUS it cuts through Lake Mead NRA, then detours all the way around Nellis AFB. What are you thinking? Clearly you are NOT THINKING. Alt BB-QQ will ruin the beautiful foothills of the east valley. The Beltway is already in place. It can be easily expanded. Use Alt Y. Use Alt Y.
- DO Not Want It!
- NO! any further monies spent on BB-QQ is a complete waste of resources
- It would be waste of money most traffic travels into Las Vegas area especially truck traffic.
- I live in this area and really do not prefer to be disrupted by a corridor being placed in my backyard or through my yard
- Strongly disagree is too mild of wording. On Alt Z a constraint listed is "environmental justice". Environmental justice if practiced with common sense should keep planners from sticking a new highway along the edge of the mountains, encouraging sprawl, and routing trucks 40 miles out of the way from the direct route drivers prefer. There is something suspect about the fact this alignment is now "preferred".
- Freeways and transportation ways should not impact existing communities where existing systems exist. Nor should existing systems have to take on additional, unrelated transportation.



- BAD BAD BAD IDEA ... high impact to the environment ... high cost to construct ... low economic impact of travelers coming through Vegas to add \$\$ to our economy.
- How can this be the most feasible out of all the studies? You basically are going to rip through neighborhoods who enjoy having quiet and no highways buzzing behind them and call it saving time and increasing commerce? If anything it will mess the balance up. We enjoy our trails and peace. We enjoy the lake that is behind us. The last thing we need is congestion rerouted to us. there is nothing wrong with the routes we have. Try gridlock in so cal: again, multiple highways and traffic problems!
- It doesn't make sense to spend millions of tax payer dollars to build a brand new freeway that's not necessary!
- Again, this is a horrible route. Stick to existing roads. I don't want a highway going through the desert area I spend my recreation time in. The River Mountains and Lake Mead shouldn't have this increased traffic. The artists rendering I saw showed a big interchange right where I road cycle and hike and mountain bike on the River Mountain trail and at Bootleg Canyon. Why can't the 215 and the existing 95/93 route be used? I am strongly opposed to this bad idea.
- No, I believe this is the most unreasonable alternative of the 3 listed. Build the roads where roads already exist. Do not ruin any other areas and or neighborhoods for the sake of saving a few minutes of travel time; in doing this you simply spread more air pollution to new areas, impact our Big Horn sheep and turtle population, trash brand new biking, walking and equestrian trail that are just nearing completion, and removing our neighborhood's possibility of being away from the hustle/bustle
- You will be encroaching upon the endangered wildlife and the pristine rural community that currently enjoys minimal traffic, noise and crime. All of which will be adversely affected by running through the foothills. I am personally going to make sure every member of the communities this will destroy, is aware and fighting this every step of the way!
- The study clearly didn't consider what would be best for the environment and the local economy.
- MY home is at risk of being demolished and if it is not demolished that the land value for my house will drop.
- No. As it would wipe out the western portion of our River Mountains Trail.
- I cannot believe that Alternative BB-QQ is even being considered when Alternative Y and Z use existing interstates (US-95 and I-215), which are currently utilized for traffic to and from Arizona. Alternative BB-QQ would destroy part of the River Mountains Loop Trail, a 34 mile enclosed paved trail that hikers, walkers, runners, and cyclists of all abilities use because it is a safe alternative to city streets.
- We need to use the existing infrastructure, not destroy a whole portion of a valley for this freeway
- This area shouldn't be an option! This area should stay protected.
- Leave The River Mountain Loop Alone!
- Either route BB or QQ comes very close to the RMT alignment which is a very important recreational and travel destination for professional to recreational cyclists. The RMT is used by runners, walkers, hikers, and horse riding. Please don't endanger the RMT.
- Again, without being able to see EXACTLY where this is running I have to strongly disagree. I general line covering many square miles is too general for me to agree to anything. How is it going to effect me...my neighborhood?????
- As it is, it shows a broad swipe across the older neighborhoods of Henderson. I don't agree that these neighborhoods should be wiped out for any purpose. Why isn't there more detail? With these maps we can't determine what is desert and what is neighborhood.
- I don't think it is worth spending anymore money on this project. It makes the least sense of any of your projects.
- This is not an alternative as it would ruin the treasured River Mountain Trail that I enjoy weekly and take visitors to enjoy also. This is a gem in our community!
- The area is heavily populated with family owned residents. Installing a freeway would: impose on the community, destroy the natural beauty, create noise pollution and air pollution from the trucks. There are already a large number of electrical installments in the area and another major freeway.

- The east valley is open, clean not densely populated. This turns it into more of the same industrialized city that exists. Not using existing corridor spends dollars that does not improve southern Nevada residents at all. It is outrageous to use money without benefiting the community you serve.
- too expensive and unnecessarily disruptive
- Alternative BB-QQ is the worst of the alternatives
- The BB-QQ option negatively influences the quality of living in Henderson / Las Vegas.
- You can't decrease the existing air pollution and you would only double the noise pollution.
- I do not want more building on BLM and National park lands. Please leave our environment alone, especially when a corridor already exists. Also, where is all this traffic supposed to come from? I-5? Really? I can take 93 north all the way up to Canada right now. Do we really need a new corridor or should we improve the ones we have.
- Although it may be more economically feasible the environmental impact as well as impact to the quality of life impacting area residents by allowing a large freeway to cut through what is currently a ideal neighborhood will be drastic and unnecessary. Especially when there are alternatives with current infrastructure.
- The impact on the area, the park and the environment alone should preclude further consideration of this option.
- NO, it is not a reasonable alternative because when the Lake Las Vegas Resort was originally planned 20 years ago, it was for residents who wanted to be away from noise and traffic. Putting a highway here will be vehemently opposed by all the homeowners in the area. Thank you.
- Cutting through the Endangered wildlife areas will create a pollution "bubble" in the 89015 area, and endanger local wildlife in the boulder mountains.
- As stated - this is wholely the wrong route
- Again H@@L no
- This is the option that should be off of the table. Economic detrement to resedents, noise, polution, loss of pristine desert landscape, disruption to habitat for our desert animals, crime brought by increased traffic, and the list goes on. Please consider people before profits
- OPPOSED!
- I disagree with this recommendation. The route will cross several sensitive areas such as the Las Vegas Wetlands, Rainbow Gardens and The Lake Mead NCA.
- No this is the worst alternative. No alternative making its way through any part of the RML trails is a good option. Why not use what is already in place, use the existing freeways and just create the diversion through Boulder City. Why destroy our trails with freeway, cars, pollution. The community of hikers,bikers,runners,walkers will be greatly,negatively impacted and is already affecting us just thinking about the fact it is even being considered. Please dont do this to our trails.
- Disruption of wildlife habitats alone should preclude this option from being considered. Residents in this vicinity already deal with flight traffic and an ever expanding power grid corridor, and most who bought real estate in the area did so with the expectation that growth could not encroach further into the LMNRA. The peace and quiet, and dark night skies would be a thing of the past. Furthermore, there would be negligible economic benefit to an almost total bypass of the Las Vegas valley.
- I'm not agreeing as I don't want anyone to think that I agree. AS long as that section is pushed farther east of Foothills DR. and WAY PAST LAKE LAS VEGAS PKWY. then things would be much more acceptable!
- No, one of the best things about living in the area is Lake Mead and the recreation trails between boulder city and Henderson/ Lake Mead. This option would destroy the areas where the trails access this beautiful area. It would hurt tourism for Henderson and Las Vegas. There are many outdoor activities, cycling, running triathlons that uses this area. They would all be greatly impacted. It's one of the main reasons I and many people live in the area.

- The existing hwy is sufficient. There appears to be not good reason to build this hwy. I'm super concerned about the hwy near the River Mountain Loop that City of Henderson spent city taxpayer dollars building and now will be close to useless. Hwy near lake mead mtn range will be a horrible noise maker, increase dirt and light pollution. We purchased homes in the rural area to escape the hwy. this will create more transient drifter traffic too.
- As I said before BB- QQ is the worst route and should not now or ever be considered as a viable route
- Absolutely not, it seems like this alternative will have the most negative impact on our citizens and wildlife. It seems the other two proposals use existing freeways and won't have the negative impact that the bb-qq alternative has.
- WHY DO WE NEED A FREEWAY IN THIS AREA???? WHY CANT YOU BUILD FREEWAYS THROUGH THE EMPTY DESERT WHERE IT WOULDNT IMPACT PARKS, FAMILIES, SCHOOLS, AND QUIET RURAL NEIGHBORHOODS???? JUST STOP BUILDING!! WE HAVE ENOUGH FREEWAYS ALREADY!
- The cost is extremely high, and very likely those studies will reveal a higher estimated cost to mitigate environmental impacts than initially estimated. There is no reason to even consider this route further. The growth that this would encourage would put a strain on our already limited water supply. This is also the least determined path which causes a great deal of concern showing it has a potential for many unforeseen impacts depending on the selected route.
- No. Use already established routes. No more "paving over Paradise to put up another parking lot."
- Is reasonable in the fact that it does not go through the entire RMLT, and RMT? Perhaps 20% reasonable, with 80% being unreasonable!
- Don't waste any more time and money on evaluations, just use existing highways already in place.
- This proposal will wipe out the River Mountains Trail which was recently completed and gets a lot of use from Vegas area runner/hikers/cyclists and is not acceptable.
- I think the bridge that crosses over the dam has saved so many travelers time. I think that has been a good addition we don't need any other major roads. There are many alternate routes you can take with proper planning.
- Alternative BB-QQ is not a reasonable alternative. There are desert tortoises, bighorn sheep, chuckwallas, side-splotched lizards, bobcats, kangaroo rats and so many other species that would be impacted by this route. In addition the RMT (which would be partially destroyed) is loved by hikers, cyclists, and runners that see it as a wonderful opportunity to exercise and recreate away from the traffic of Las Vegas and Henderson. Getting rid of this trail would be getting rid of a vital part of LV.
- Absolutely not!
- Why take away our beautiful trails and desert instead of use freeways we are already have?!?!?
- Worst idea! You will ruin our neighborhood
- Who performed the "preliminary" analysis. They just don't have a clue!!!!!!!!!!
- This route is terrible this would ruin and destroy the habitat on the mountains. Not fair to anyone in this area that moved out here to get away from the city. I cannot believe this is an option who proposed this one and how are they going to benefit \$\$\$\$\$.
- This route option is considerably longer and would affect more pristine land. Utilizing existing highways and or a more direct route would affect less people
- Hugely impacts residential neighborhood that has a rural ranch overlay and natural LMNRA environment and possible antiquities. Also incurs unnecessary cost when other established freeway routes are readily available. NO!
- Alternative BB-QQ has a huge impact on property that has been reserved for rural preservation. This lifestyle has been in existence for over 60 years. In addition, this property contains a very important and popular trail. Residents will fight this until the very end.
- This proposal looks like it will have a negative impact on the western side of the River Mountains Loop Trail. The negative impact on tourism and the fitness use of this trail as well as the environmental impact with this running along the Lake Mead National Recreation Area negate any proposed benefits of this particular route.



- No! Sicking to destroy a fabulous part of nature and some beautiful trails for this corridor. I have brought a lot of my tourism dollars to your state (from GA) to run this area -it's a gem! Beautiful and I strongly oppose destroyoing it. We fly in to run this area, stay in Vegas, spend plenty of money there while also spending a few days in the trails... we always comment how awesome it is that we can party in vegas, and then be in this beautiful stretch of safe natural trail w a short drive
- No, it is not reasonable. Stay in existing transportation corridors!
- It is hard to understand the rationale that this is a reasonable alternative to two already existing roadways. I can't disagree with this conclusion more.
- My family and I use the River Mountain Loop Trail regularly. What would happen to this area with traffic running through? With all the accidents involving cars and pedestrians and bicyclists, we need trails that are away from traffic. Not only that, it is difficult to enjoy the trails with traffic noise and pollution clogging the air we breathe.
- Again, this just seems like a really poorly thought out idea.
- Why would we destroy peaceful, beautiful, natural areas in Nevada with little economic benefit? This route seems to help people move through Nevada without contributing to local transportation needs. Even worse, I'm afraid it could spur inappropriate development for area that protects some of the best recreational land Nevada has to offer. Urban sprawl is a very bad idea for Nevada.
- This route will impact the wildlife, recreation and the quality of life in this area. The reasons that many people in the surrounding property purchased homes in this location to be removed from major freeway and to be able to enjoy the recreation and wildlife.
- Don't even waste time or money on the preliminary. This option is foolish.
- No I do NOT agree with this route! Costly to the people, residents, wildlife, and rural area atmosphere. Stick with routes already in place where people already know of the existing freeways. Don't impact residents more by lowering their property values in this bad economy again! We do not need an interstate along the east side!!! Save money no study needed and use existing 215.
- As noted, various endangered species live this that corridor area. For some, this is the last area of quality habitat. The mitigation costs would be massive. Cultural resources also lie within this corridor, which means tribal consultations. The Clark County Wetlands Park is a 2,900 acre park that involves multiple stakeholders and has a focus on recreation and conservation, and it falls within the corridor. The economic impacts should also be considered as recreation would be impacted as well.
- completely unnecessary. we have existing highways. the report suggests that using existing highways would CREATE heavier traffic and pollution? Exactly what new traffic is going to be coming through the valley? leave it the way it is and dont turn our backyards into freeways!
- We the residents strongly oppose any projects that would and certainly will disrupt our rural lifestyle that we pay dearly to keep.
- There is no evidence showing that this would be a option and is also affecting more lands and people of the community. This option is just abusing and destroying public lands. It is not necessary and will not have a benefit to the area and community it is planned to be located.
- Alternative BB-QQ should be eliminated from the recommendation completely. It is not reasonable in any way shape or form. 1. Cuts through an area that is already set up for recreation (biking, walking, hiking: River Mountain Loop) 2. Wildlife and eco-system in the area should be preserved and not destroyed. 3. No existing infrastructure: roads, businesses. 4. Disruption to local, area residents that border that area.
- It is not a reasonable alternative. The existing roadways need improvements and is sufficient in providing what is needed. Do not destroy the last natural resource Henderson and Boulder City has to offer.
- No, do not build more in the area. There are too many projects that are half completed and some natural environment eases the pain of the construction areas.
- I strongly disagree with this being a reasonable alternative. It is the only area in our valley that has not been touched by super roads. We need to protect our natural resources. I also feel that those wishing to drive from north to south (or visa versa) would like a more direct route.
- too close to lake, its in our neighborhood which will devalue our homes and increase traffic in this area. We oppose it



- It is the most disruptive alternative and looks like it would be by far the most expensive to build. It would destroy the River Mountains. It is asinine.
- No I oppose this alternative because it would damage the wildlife and go through too much natural ground as well as disturb the tranquility of my neighborhood in Calico Ridge and increase our pollution.
- I Strongly Disagree - Please Do Not Use Alternative BB-QQ - I'm Totally Against The Analysis Suggestion Of Alternative BB-QQ
- no it,s not
- Alternative BB-QQ is much too expensive. We already have three freeway systems in the area. Why create a new one which requires new construction, when alternatives Y and Z would use existing systems at a much lower cost?
- Alternative BB-QQ is short-sighted and fiscally-irresponsible. What preliminary analysis could possibly point to this being a reasonable alternative? The route takes travel to the far northeast boundary of Vegas, rather than an efficient direct route, which is claimed to be the intent of I-11. Developing/disturbing pristine desert when there is already infrastructure in place for the intended access is ludicrous. This looks like it's catering more to developers than anyone else. Bad plan.
- No. Bad idea to bring huge truck traffic into a quiet area.
- Sirs: We absolutely STRONGLY DISAGREE with using the BB-QQ proposed route. Reason--Figure 9 indicates the portions of the Level 2 alternatives that are suitable for multiple uses and modes. If you look at Figure 9 on page 13, you will see that the BB-QQ route is designated as "Feasible I-11 Highway/Rail/Utility Alternative Corridor". Now look at page 11. That means an 800' corridor for not only a 10 lane freeway but a freight and/or passenger rail and MORE powerlines and/or water, gas, solar,
- No! The 215 and US 93 beltway is the most reasonable alternative. It will put heavier traffic in Henderson, which is a pretty calm and collective city. It will cut through my neighborhood and take away all of our peace and quiet and bring forth inhalation of diesel and semi pollution. We moved here to be away from the city, the noise and the pollution. BB-QQ will take away our trails and free land to walk on. You are taking away our way of life in this neighborhood and this part of town.
- No future studies should be done on Alternative BB-QQ this is just a bad idea.
- NO NEW DESTRUCTION OF THE DESERT!
- A ridiculously bad idea. The environmental impacts of cutting brand new transportation corridors through virgin territory would be huge!!! No existing roadways, additional costs, and destroying the environment. Why choose this route when 215 is new and would not take alot to add additional lanes to the existing roadway.
- No
- Completely disagree. The River Mt area corridor is used by many for recreation in a natural setting. There are becoming less and less areas like this in Las Vegas area. Also a big waste of money when 93/95 to 215 and back around to the north is already in existence and not used to capacity. Why not work with what is already in place and make improvements to that.
- This is a waste of money, almost 1 billion more than the other alternatives. And with the government involved, this will surely balloon to 2-3 billion before it is finished. Using existing infrastructure makes more sense. This is a poor alternative, and it seems a little questionable that it is giving a direct route to APEX industrial area. I am wondering what special interested influenced the results of this study.
- No, for my same previous comments regarding this route.
- This is the most unrealistic option available at this time due to disruptions to established neighborhoods and wildlife.
- It will destroy the atmosphere of the River Mountain neighborhood and cost twice as much as Route Y.
- This area has always been the gateway to Lake Mead Recreation Area. It is where people are able to enjoy the beauty of nature and the desert. Residents have bought and built their homes in the proposed area because they have been drawn to that beauty and solitude that will be lost if this Alternate is pursued.
- It's Will be too disrupting and damaging to the lake mead national park and the surrounding natural landscape. It should not be considered any further. It is just NOT necessary!!!



- Environmentally impacted...e.g., wildlife (tortoise, sheep), noise impact on surrounding communities (Lake Las Vegas, Calico Ridge, Calico Cove, and other surrounding Henderson communities), horse riding, bike riding, pedestrians on walking paths, toxic vehicle exhaust. People that live adjacent to this alternative moved to the outside of the metropolitan to get away from interstates and purchased very expensive homes in the surrounding communities to live a lifestyle that is being impacted.
- Nothing reasonable about this option at all.
- Alternative route is not suitable for connection to airport with a rail corridor. To have a rail corridor that does not connect to the airport infrastructure with taxis, rental cars would be wasteful. Fails to meet a number of major goals for the project. Impacts quality of life in an area that has and continues to see significant residential growth.
- As I stated in my last comment this bb-qq will destroy the quality of life as we know it and is the reason we bought out here. If I wanted to be closer to a freeway I could have bought any house!! This is my retirement house and now I have to think about moving if this goes thru if I can sell it!! I just moved 2 months ago !! This freeway would destroy all the natural beauty in this area... Certainly the other routes are a better alternative.
- No - I do NOT agree. The cost for this route(close to a billion dollars) would be double the price of the alternatives routes. This would be an outrageous waste of tax payer's money: a great topic of debate during the 2014 & 2016 elections to come!
- Has anybody been on the ground. this alternative intersects residential, water treatment facilities, water retention facilities; desert tortoise habitat. it appears to have been recommended from a photograph, not from reality
- Why would they NOT go on a preexisting highway/Freeway system and instead ruin thousands of peoples home and quality of life in this Rural preservation area!!!
- I strongly oppose these areas being developed. They need environmental protection and the homeowners need protection from already plummeted prices. Neither nature nor homeowners will recover if this project moves forward.
- This area is of grave environmental concern as well as financial. I strongly oppose this plan.
- The only reason that this is the preliminary recommendation is due to the fact of the dense population in the Las Vegas Valley. Compare to any of the other Alternatives, this would be the most expensive route to build this highway when we have two great different routes that are already built. The highways are not as bad as stated in the presentation given in the presentation slides. I have lived in this valley for over 21 years and it took 15 minutes to get out of the congestion max!!!
- Alternative BB-QQ by no means has justified reason for further consideration. I foresee the estimated costs potentially doubling or possibly quadrupling with the lowest future economic benefits to the Greater Las Vegas Valley community of businesses. Our Nellis military base is in no need of additional access. The impact on our Wetlands and Estuary Sanctuary are to be considered paramount, and therefore it is my request that Alternative BB-QQ be removed from consideration in this matter.
- Truckers going through gated communities? Really? In 20 years it will be time to build another ring road to the west side of the city, why wait? Build it with an eye for future development, when gov't funds will be even harder to get. The purpose should be to reduce traffic on I-15, not add to it. I invite you to drive the terrifying SLC corridor and imagine adding to that volume. Contact City of Calgary planners, they do it right - roads decided decades before communities are built.
- Remove Alternative BB-QQ from consideration. Proceed with Alternative Y as this makes the most sense for the local economy.
- I just commented. Incredibly bad idea. Cannot fathom who came up with it and let me guess, who ever did doesn't live within 5 miles of it.
- Targets an area that we use for biking, and hiking. Impacts the environment. Close to existing community causing noise, and potential crime if there are exits leading into those neighborhoods.
- terrible presentation map is almost useless.very little detail to determine route. if this route is approved I will move me and my business out of Nevada.
- No - reject this route as a costly non-starter. As an alternative, how about just improving Boulder Highway and N. Rancho Rd to improve alignment with hwy 95/93. Then upgrade hwy 93.



- Terrible environmental impact!
- This route offers no benefit over either plan Y or plan Z. Eliminate from further consideration.
- It will be noisy and impact the neighborhoods with traffic. Residences that are now quiet, will become noisier, have more traffic, and become unsightly.
- Significant negative impact to greater Las Vegas/Henderson quality of life due to destroying natural habitat both in state park and adjacent natural preserved area that includes trails and habitat for local species. Will take significantly longer to complete and require significantly more funds to design, build and upkeep. Will take longer for drivers. Will cause safety hazard due to proximity to low flying military aircraft at Nellis AFB. Make better use of our tax dollars... Pick the other
- NO WAY!!! As I said, the things that make living in this area beautiful would be ruined with noise and environmental pollution as well as impact our Big Horn Sheep, desert tortoise habitat and wild flowers along the River Mountains Loop Trail.
- My major concern is that this project would go directly through an area that is used for recreational purposes. Also, the environment and wildlife in that area are critical and should be protected. The neighborhood is rural and this would completely change their way of life.
- Of the three proposed routes BBQQ has the least appeal for the reasons stated previously.
- The entire Lake Mead recreation area would be destroyed by a freeway through it. The noise pollution alone would be horrendous as the free way would sit lower than any populated areas.
- The other suggested routes tie into existing highway infrastructure. Why/how is this route reasonable?
- I believe you should close the book on BB-QQ and not even consider that route as viable. I live here and I know there is nobody that wants this highway here, visitors and locals alike.
- Highly negative environmental impact. Aesthetically unacceptable. Destroys trails and ACEC areas. Affects the water treatment plant, the third straw, and Three Kids historic mine. Negatively affects tourism, Silverman and Ironman Triathlons, biking, hiking, equestrian activities. Cuts the community off from foot and equestrian travel into and across the River Mountains. Creates a terrible eyesore and pollution.
- I strongly disagree with the route. It's pointless. You are ruining a beautiful and quiet neighborhood. You are ruining walking trails that were built off of city money to save travelers a whole 10 minutes.
- HUGE ENVIRONMENTAL IMPACT. Bad for Lake Mead National Reserve area. This is a VERY BAD idea.
- BB-QQ is most disruptive to existing residential areas and an entire new segment, Cadence, finally being built after a horrible economic period destroyed home values. BB-QQ would cut through Lake Mead National Park within sight and sound of exclusive resort community sold on providing solitude. Native wildlife is disrupted if not destroyed. Travelers path is much longer bypassing LV businesses in gross need of economic recovery. Poorest use of my taxes for road development. Violates National Pk.
- I strongly disagree that BB-QQ is the most reasonable route.
- It is my feeling that moving forward with further analysis of the BB-QQ alternative is a complete waste of tax payers money as it is isn't going any place in the final analysis because of the 4(f) issue and is simply going to evoke a tremendous environment outcry nationally to the detriment of the I-11 Corridor which is important to Nevada and the region economically. BB-QQ also has a very negative impact on the River Mt. Loop Trail and the Vegas Valley Rim Trail. The 4(f) is a fatal flaw.
- Cost would be too high, Would disrupt National Park, Wildlife, Biking, Hiking & Horse riding Trails
- VERY BAD IDEA, WE DONT NEED ANY MORE TRAFFIC AND POLLUTION IN THIS AREA ITS FOR NATURE, HUMANS KEEP DESTROYING EVERYTHING, THIS AREA IS A RESERVE FOR A REASON WE WANT TO KEEP IT THAT WAY, YOU WILL MAKE A LOT OF PEOPLE VERY ANGRY IF YOU BUILD ANYTHING NEAR HERE, WE DONT NEED ANOTHER LOS ANGELES, THATS WHY WE MOVED HERE IN THE FIRST PLACE, IF YOU BUILD ANYTHING BUILD A BULLET TRAIN LESS TRAFFIC AND POLLUTION, BUT NOTHING IN THIS AREA PLEASE!!!
- Continuing with this plan is a very poor idea, and will clearly a huge amount of unnecessary disruption to the community and the environment.
- Nope! There are other routes that can be acted out like we've been doing that work fine!!



- 1) It would be redundant to build a new highway right thru residents backyards when there are already 2 perfectly good alternative routes.
- 2) It is least cost effective proposal (see #1)
- 3) It would cause loss of habitat for all the animals that live in the area, including Big Horn Sheep.
- 4) It would cut thru Lake Mead Ntn'l Park
- 5) It will turn my nice quiet sanctuary into a noisy smelly mess.
- No way , you will make a lot of people angry if anything is built on or near the lake mead reserve don't even consider it !
- Your kidding right? ABSOLUTELY NO WAY!
- No, I do not agree that this is the best alternate. The environmental impact would be too great for the potential benefit. The time and mileage savings are minimal, definately not enough of a benefit to warrant the destruction of a wonderful public use wildlife area. Segments 58 & 68 pass through areas that were designed to remain rural. That is why we purchased a home there. To put a highway literally right through my backyard would ruin everything that drew me to the area.
- I understand why it could be considered a possible route however there are only so many areas in the Las Vegas Valley where you can live near nature. Building this route through the rural area of Henderson would have a significant impact on the beauty and ability to live in the area.
- NO, not a reasonable alternative. Put your route along and already established highway and put your money into making those highways able to handle the additional traffic. BBQ area is already established as an outdoor multi-use area that the people of Henderson and LV enjoy and will not give up.
- This choice will be strongly opposed by hundreds of thousands of residents of Henderson and Las Vegas. I am not a "rural" Henderson resident. This choice makes no sense from a economic, geographic or political point of view.
- Alternative BB-QQ is of great concern to our community - this alternative would directly affect the lives of those in the community and their families, most of which moved to the surrounding and affected areas for what this will take away - peace, quite, air quality, the stars at night and more. There are areas in other proposals that live in areas that would be more accepting of this proposal because they live in areas vastly different than those in the "BB-QQ" area.
- This option will be too destructive to the valley.
- Already dstated; this is liekly to have a huge environmental impact and will no doubt, NO DOUBT, result in huge build-up along the finished route.
- No I do not environmentally it is just not the humane option.
- No. Greater environmental impact, more community disruption, more expense. The other two options are far better, and this one is unwanted and unneeded. A bad idea for Henderson.
- Route BB-QQ should not even be considered.
- This particular route does NOT get the Phoenix "area" a more direct route to the industrial areas of las vegas (as is indicated). The route is on the eastern most area of Las Vegas and in the desert where there are no services. This is also by some rural communities that PREFER to remain small and rural with no traffic. That is WHY they MOVED out there! NO BB --QQ!!
- BB-QQ provides little local utility, unlike the other proposals that would benefit local population.
- BBQQ is the most UNREASONABLE ALTERNATIVE of the three choices. USE EXISTING INFRASTRUCTURE. Stop looking for ways to waste hard earned taxpayer dollars just because the BBQQ line looks pretty on the map.
- absolutely not. We should not waste a single dollar on this alternative. the peace, beauty and wilderness of the Lake Mead area would be severely affected and it boggles my imagination that you would even consider such a route.
- I have read the report. Be-qq is NOT the correct option. The cost alone is absolutely insane, the impact it will have on the desert..also the homes in the areas of calico ridge and lake Las Vegas will be devastating.
- NO! Who is getting paid under the table to think this route is acceptable?
- There is nothing about this option that makes sense.

- Section 27 is in a Rural Neighborhood Preservation Area. The creation of I-11 through the River Mt. Corridor would have an adverse effect on wildlife, air pollution, recreational activities such as horseback riding, hiking, and the shooting range. Route Y would be less costly and truckers WILL take the shortest route. An actual "on the ground"(not paper) study needs to be done to realize what already exists on this proposed corridor in its entirety.
- I think route BB-QQ should be abandoned immediately. It is not a reasonable alternative given the total disruption it would cause to a portion of the valley that thus far has avoided the unlimited and excessive growth seen in the rest of the valley. While we are facing a serious water crisis due to the multi-year drought it seems totally unreasonable to open the valley to more unsustainable growth by opening all that new space to development.
- Absolutely not
- Lake Mead Blvd between Lake Las Vegas and Tuscany is a residential neighborhood and does not need the noise and traffic this would bring
- DO NOT WANT BB-QQ at all....
- no no no
- I am totally opposed to this route.
- We have already disrupted the desert and her wildlife enough.
- This route is not a "reasonable alternative corridor". A "reasonable alternative corridor" would be one on the west face of Frenchman Mountain that would enhance the commercial and industrial structure already in place and most likely re-vitalize an area already suffering from urban decay.
- cont. bring noise 24/7 and 365 days, and the very type of pollution my family sought to get away from. Every homeowner in the Las Vegas area has battled to retain their homes during the past few years. The new I-11 project will do more to destroy any appreciation value that homeowners may hope to recuperate.
- Reasonable for whom? Certainly not for the residents in the area!
- I think this route would be an incredible waste of money and resources, of which we have to give greater consideration! And what of the wildlife (Big Horn Sheep, Desert Turtles etc)?
- There is no reason for this when you can connect easily with other highways and not disturb my neighborhood or any others in Henderson. Go with what you know and connect to them.
- Disagree for the reasons on the previous question.
- No, why would any one think taking parks and homes that we just barely finished away. You would be reversing what the people of Henderson have been making and still trying to complete. We just finished the Vegas Valley Rim Trail. Now you want to destroy it and the wonderful community there around John Dooley Elementary.
- Responses from the BLM, the National Park Service, and the Nevada Dept of Wildlife outline numerous reasons why this is an extremely poor choice. It crosses private mining property which may have ties to important politicians, however. also, see previous comment.
- This route is not cost effective
- BBQQ is the most UNreasonable alternative. It is financially irresponsible and also an ecological nightmare.

Comment regarding other alignments or alignment concepts

- would allow for 95 or 93 routes option
- You have roadways present. Use them!
- Alternative Y is a much better choice since the roads are already in place and it doesn't cost as much as Alternative Z or cause the severe traffic disruption that building Alternative Z would. Alternative BB-QQ would entirely change the environment of the foothills of Henderson, replacing serenity with noise, congestion, and pollution. It would destroy many recreational trails that are so rare in this valley. Keep the roads where they are! This is not what we chose when we bought our home.



- There are more benefits by utilizing either option Z or Y following existing highways/freeways than to destroy an untouched mountain just for the sake of cutting costs & freeway commute time. Please preserve the natural beauty in this area, there is a lot to be said about saving some of Nevada's mountains & trails for our residents to explore & treasure for generations to come. I beg to please consider using one of the other alternative routes!
- No go with Y
- The other two alternatives have the routing coming up through US-95 and either continuing through the heart of the Las Vegas Valley or branching off onto I-215 around to the south, southwest, and west of the Valley to ultimately connect with US-95 in the northwest. In my opinion, the latter alternative would be preferable (the transportation corridor/infrastructure is already in place, the lower population density would make required widening easier, and there would be fewer environmental impacts)
- Need to maximize use of existing highway infrastructure
- should use existing roadways
- There are two existing freeway systems that can be expanded if necessary to account for any additional capacity of I-11. Why would anyone ruin Lake Mead National Recreation Area with a freeway. It will be much more expensive, and will disastrously ruin the community and what little natural beauty exists and is preserved in the Valley. I don't consider this reasonable.
- Please consider modifying existing routes rather than potentially destroying what we have at our Lake Mead Recreational area.
- This would be my second route of choice though the primary would be AA

Other comments

- As an AZ resident that travels to Vegas frequently, I am not sure this would be as beneficial for the Vegas area.
- Economic impact on Silverman & Ironman events in area; Impact on Eco-tourism on trail; Directly impacts HDN Open Space & Trail plan; Impacts safety of water supply via BMI line and SNWA; Impacts Lake Mead NRA wild experience, views, plant life, tortoise; Impacts Cultural Historic "Texas Acres" site; impacts the "3-sisters" experience; Impacts on natural occurring Asbestos fibers in soil (UNLV study); impact on RMLT image as Landmark & National Recreation Trail; Impact of Lake Las Vegas access.
- Leave unused land alone.
- It is certainly within the realm of study, but a cost/benefit should be done first to assess what resistance/support you may get from stakeholders and neighbors (e.g., LMNRA, Henderson, North Las Vegas, Nellis AFB).
- City is rebounding from the economy. Work on the current roads to keep residents of the valley moving. Truckers will only benefit from this proposal = noise, etc.
- Use of existing highway and infrastructure should provide more monetary value than the Level 2 Evaluation infers. There appears to be some inappropriate influence regarding cost and environmental impact for plan BB-QQ to have the preference. I have been in construction for over 30 years. I know what I am looking at.
- Agree ONLY if the River Mountains Loop Trail is left intact or reconstructed in conjunction with the proposed highway improvements.
- I would only restate my previous comments on this route.
- Meh. BB-QQ you are a Meh alternative. Lesser of other bad ones. But really, is that what kind of society we want to live in? We have some great minds working on this project, and I know they can give us SOMETHING GREAT. You guys just have to try a little harder.
- only reasonable for land developers and their political cronies. if this is reasonable, only if there are no offramps and the trucks go straight through. like the 210 in Los Angeles, it's shorter, but the trucks only use it in traffic jams on the 5.
- I would like to see us spend a bit more time discussing all alternatives and not just this one.
- Please read my previous comment. Ditto
- See my previous comments.
- For the reasons already mentioned before.



- See previous comment
- Enough said!
- Possibly
- BBQQ will win due to the fact that it circumvents existing gridlock and can rape environmental resources with the least fight from established residential areas.
- Where are the clear cut MAPS????
- If this Alternative route is to be considered it should be mandatory that further research be conducted so it would have a less of an impact on the community (recreational and biological).
- This alternative impacts the River Mountain loop trail, which took years to complete and which I use to commute to work from Henderson to Boulder City.
- Again , putting a freeway on the western slope of the river mountains is not ideal. If the goal with this route is to bypass the valley than the route should start North from Boulder City closer to the Lake. This is already Federal land and would be less costly to construct and could tie in near North shore road to Northern valley to I15
- Need more info
- not enough information
- not from the recreational area perceptive, but avoiding Las Vegas Metro area its a no brainer, but our lake and trails would be forever killed
- You must be kidding!
- Would eliminate part of the rivers mountain loop trail.
- It depends on where you'll be going through to get across that side of the valley.
- right through our neighborhood????
- Stay off the River Mountain trail areas!
- As previously stated, the River Mountain Loop Trail is too important to our community and should not be destroyed.
- Protect our wildlife and the River Mountain Loop. Once you start building infrastructure, we will lose one of our gems in Southern Nevada. Reminder that the people who live here (tax payers) deserve to enjoy the area too.

LV 5. Please share any additional feedback you have regarding the I-11 & Intermountain West Corridor Study. (307 responses)

Comments that generally supported I-11; comments highlighting benefits of an I-11

- Will greatly help the whole area. Hope this gets built soon!
- This project connecting Las Vegas to Phoenix is long overdue. It needs to be a smooth and fast connection to I-15. Option BB or QQ look great as it would bypass Las Vegas traffic, as long as it was a smooth and fast connection to I-15.
- The I-11 Intermountain West roadway is something that is desperately needed by the residents and visitors in that area of the country. I really think that to make this project the most beneficial it can be, with eh biggest bang for its buck, Phoenix needs to be connected to Las Vegas, to Reno, to Boise, and then up to Canada. This would be the main north-south interstate in the state of Nevada, and it should certainly be connected to the likes of Boise and western Idaho. That area of Idaho is one of the fastest growing portions of the country, and this project would serve to be enormously beneficial to the future success of the region.
- I love the idea of I-11! It would create jobs and better highway's for freight to travel.
- It is about time! I recently drove to Phoenix for the weekend and found the single lane system to be dangerous. It is silly that there are cities of less population connected by an Interstate while these 2 cities are not connected. There are so many positives in doing this and it would a step in progressing economic infrastructure.
- I-11 needs to be built.
- Do it ASAP



- The East Side of Las Vegas has less connectivity than the west as there is no eastern edge to the "beltway." Alternative BB-QQ would provide an Eastern Las Vegas Valley a bypass to the urban core when travelling north and east. It will also provide greater connectivity between the Apex industrial area, the Las Vegas Motor Speedway and nearby industrial sites, and other parts of the valley. It is a vital economic linkage.
- I am excited that this project is moving forward. Driving to Phoenix is quite a bit more difficult than getting to any other major metro area.
- I like to travel. Therefore, the more roadways to chose from equals less congestion therefore less accidents & fatalities.
- BB QQ is the best option!
- Doesn't make sense to route additional traffic through I-515 to I-15; route is already congested and the Spaghetti Bowl is a disaster. Routing traffic to the west of Las Vegas via I-215 isn't too bad, but that corridor is also already quite busy. All these alternative seem to be concentrating on getting traffic to US 95 rather than US 93 or I-15 North, yet I-15 North is already an established four-lane road with a direct route north. Therefore, it seems BB/QQ offers the best alternative since it connects quickly to I-15 North and fairly easily to US 95 via a not-so-busy 215 in the northern part of the valley. The downside to BB/QQ is the infringement on federal lands (NPS and Reclamation) and the disturbance of the environment. While regretable, mitigating measures can be instituted to reduce the negative impact to these lands since that part of the National Recreation Area already butts up against developed lands.
- It is a god thing for the valley.
- With the addition of the I-11, we will have increased traffic volumes. The bb-qq route is the only one that will alleviate traffic through the city on already crowded highways.
- Only alternative BB-QQ should be considered to move forward. The other alternatives will only add to existing traffic congestion impacting not only freeway congestion and travel times, but surface street congestion in neighborhoods surrounding these areas due to travelers looking for alternative routes.
- I messed up the first question and said I disagree with BBQQ, when I meant to support it. It does not go through the River Mountain loop and that is all I want. We are a overweight/obese society and we need to encourage, not take away, paths that support walking, cycling, and running while keeping these people away from vehicles.
- We have always needed an alternative route around the city. As a life long resident that lives near this proposed project, we are all for this route that skirts the city. This will alleviate some of the traffic congestion a by allowing travelers and truckers to skirt the city. Much needed!
- I can see the real advantages of developing this transportation corridor as an Interstate Freeway. Interstate commerce and tourist traffic volumes are already at saturation levels at many times during the travel week, and this improvement could significantly mitigate these pressures on the corridor.
- Assuming that this project may take several years to complete, I think one could reasonably conclude that existing routes 215 and 515 will be even less able to accommodate future traffic, and an additional route would be essential to handle future growth. Alternatives Y and Z are already overburdened in several areas, and barely able to handle the current needs of the communities.
- I could not even imagine the bad impact the Z route would have on Las Vegas and the quality of life. I think the bb-qq is really the better choice, most of it will be open land and will have the least impact on neighborhood home values. I'm very worried about my homes value if the Z or Y route is used. The value of my home has not recovered from the recession and I think having this highway corridor so close will really hurt the neighborhood's value and quality of life there. Thank you for letting me speak.
- This would allow quick access to Nellis AFB as well as a quick route toward Mesquite avoiding the greater part of the city when trying to go North from Boulder City or Henderson. If they can leave the wetland alone, I think it's a great idea...
- BB-QQ keeps traffic off the existing already crowded interstate highways through Henderson/Las Vegas. It also provides freeway access to the Southeast area of the Las Vegas Valley. The Southeast is the only area of the valley that does not have freeway access. The I-215 beltway is not expected to be extended to serve this area.
- It's past time for this corridor to be connected. Let's get it done!



- While I am not in favor of having hwy's built sometimes they are needed. This hwy from Phoenix to Vegas will be helpful. I just traveled from Vegas to Phoenix and got lost twice in and around Phoenix. A hwy which will make the travel faster and better will be greatly appreciated.
- I understand that this is a necessary route for an increased economic impact. Currently traffic from Phoenix is already passing through Las Vegas and this interstate would not increase traffic through the metropolitan area only partially divert it or change the current traffic flows.
- Should be put on a fast track for the economic and quality of living impact on the Las Vegas and Henderson area Residents.
- Alternative BB-QQ appears to have the least amount of impact on residential neighborhoods. This alternative also provides a fast and efficient route to I-15 north and more than likely would reduce already heavy traffic on the 95. It just makes good sense all the way around.
- PLEASE LOOK INTO ALTERNATIVE BB-QQ THANK YOU
- I believe it is in the best interest of our State & for the environment to use either alternative Z or Y which currently follows along an existing freeway/highway. Please do not destroy another mountain or impact another area of town to add yet another freeway. I hope that it means more to those making this difficult decision to preserve the untouched land than to choose the route BB-QQ; which would impact the peaceful serene area used by so many outdoor enthusiasts to explore the natural beauty & wildlife in our State. Thank you!
- BB-QQ makes the most sense in access and possible inclusion of alternative travel lanes and multiple transport use. opens the area to expansion and growth in same areas
- Made comments already. I think you need further study of this proposal too but is the best route.
- Do it!
- I-11 would be a great addition if done properly.
- let's get it done, but NOT to the detriment of the river mountains loop trail
- Do it
- Bb-qq looks like a great route and will greatly expand travel on the east side of the valley.
- Something needs to be done.
- This road connection is needed for both cities.
- BB QQ all the way.
- While the current route between Phoenix and Las Vegas it sufficient for now, this is a needed addition for Nevada and Arizona to promote further travel between the two states. Also, if the 11 connects all the way to Reno/Tahoe area, it would be a great benefit to Nevada in general.

Comments that support using existing infrastructure/corridor(s)

- I beleive the biggest challenge for te I-11 corridor to be the Las Vegas Spaghetti Bowl. Focus effort on correcting that mess and it will help.
- My only issue regarding the I11 going near my home (racetrack road and burkholder Blvd in Henderson) is possible noise increase and loss of the natural beauty of the mountains near my home. The best option is to simply attach to the 515 in south east Henderson and simply expand the current highways.
- Use pre-existing freeways, please!
- Rethink the other two plans not BB-QQ. I don't like it and I don't think the people living in the way of this will like it either. Don't build more road use existing road. Do not run it through the desert, especially through sensitive desert.
- Please utilize previously disturbed corridors (I.e. Either the 215 or 95 r/w). I understand the importance of the I-11 project however I think there could be substantial savings in infrastructure costs if existing right of ways could be used to plan for the I-11 traffic. Is the I-11 traffic really going to be that much more than already experienced between Phx and Las Vegas? I travel that route frequently. The route has been Improved substantially since the days of the old two lane death highway between Wickenburg and Kingman.
- Use existing roads and corridors as much as is feasible. Maintain the I95 /93 alignment. Do not expand the Las Vegas built environment beyond its current limits. We need densification and infill, not further sprawl. Thank you.



- I don't think we need a new corridor, we should improve the roads we already have. Please leave BLM and National Park lands alone!
- Although I agree that a more direct Las Vegas-Phoenix route would be beneficial, I believe we could improve and use existing facilities in the metropolitan areas to save cost and lessen the environmental impact in the areas.
- We need no more roads constructed. The ones we have are in disarray and need to be repaired before we go and spend money on new ones. The monies proposed for this road should be put back into building new schools and education .
- Strongly opposed to the addition of a new freeway in Las Vegas Valley.
- Again i moved to Henderson to be close to a beautiful federal park and live in a quite suburban neighborhood that is quite at night and free from noise from highways and city life. This will reduce the beauty of lake mead park and destroy the the reputation and value of the residents living along this proposed route. In my opinion it will also bring more crime to the town of Henderson also. we have three main routes thru Las Vegas and Henderson. Modify one of those existing roads to meet your goal.
- Again, use the already established freeway/road routes through the metropolitan areas. Don't steal more of the rural bike/equestrian/walking paths for yet another freeway.
- use existing roads and not new ones. Keep the paths in tact for all of us who don't need easy access to Phoenix. you guys can figure it out.
- Any design for a new highway or interstate should be designed to be efficient and economical without endangering any species, habitats or recreational areas. Using existing roadways or abandoned roads that still exist creates less a footprint on our already overused ecological system. i.e. there is an abandoned road that parallels the lake road that runs from the Las Vegas Wash to Hemmingway Harbor to the new Hoover Dam bypass. This would also be shorter distance affecting over 50% less land. It would also aide in less gas usage and pollution. Please be aware that the BB-QQ affects a recreational area that is used by Horses, Jogger, Bikers, and Hikers. It also affects many households that live in one of the few State Rural Preservation Area.
- Use what is already freeway-disrupted corridors and stay away from more undisturbed areas especially when those residential and recreation areas are important to the homeowners who have worked hard to keep a rural ranch overlay on their land and National Recreation lands will be impinged upon. There is no good rationale for spending any more money than is absolutely necessary when government(s)is/are crying poor.
- Running this up the east side of the city has too large of an environmental impact. Stick to the existing 95/15 roads and stop spending money.
- Building an all-new roadway that will disrupt some of Las Vegas' best outdoor recreational features (the River Mountains Loop Trail and Lake Mead Recreation Area when existing roadways could be upgraded (if that were really necessary) seems hard to justify outside of providing Las Vegas Paving another make-work project.
- There are already existing freeways and you would be destroying habitat to create yet another freeway! This would destroy this area! This is such a detrimental option that I can't believe is even being considered an option! I am outraged about this idea and feel it should be taken off as an option!
- The existing roads are sufficient to give an route that is needed. It is less expensive to maintain and modify options y and z. Building a new road in the middle of the last natural resource in the metro area is not the answer. Do not destroy the natural environment in the area.
- Improve the roads we have in place now. That makes more sense than building new roads.
- use existing 95 or i-15 which is already in, or better yet, use I-215 and make it streamlined
- put it where the freeways are. the only time there is a traffic tie up is at rush hour and they can plan around it.
- Expand existing routes.
- Use an area that is already established as a transportation corridor. Do not move into an area where quiet is what is most valued. Bike riding the trails in the area around Lake Mead or walking through the Nature Preserve at the Wetlands Park is something to protect. Please.
- Keep traffic and noise where it's already established.



- This is not a good option cost and public lands when there is already existing roads in place.
- Why build up highways through a natural preserve only to ruin it by more pollution and loud trucks. Keep it on the highways that is already built for this use. Expand on what is already in place along with helping the congestion on the existing highway.
- Build Interstate using existing Interstates. The Las Vegas valley is relative small....we do not need another Interstate.
- Improve existing routes through Henderson and listen to local complaints against trashing more neighborhoods.
- It appears that the other alternatives already have existing road hwy's and freeways that you more easily utilize for this project and I don't understand why it needs to take place to connect Lake Mead to Summerlin?? Why it's not like the strip or a major employer is on that route I don't get it??
- I oppose the Alt BB-QQ proposal as it will destroy my neighborhood, bike and hiking trails and the property value on my home. Alt Y and Z are already in place. We don't need another freeway cutting through our valley.
- Utilization of existing routes and roadways, rather than destroying open space is preferred.
- One of the two existing freeway corridors provides the best alternative for the I-11 corridor. The rights-of-way and existing infrastructure are in place and would only need expansion. The BB-QQ route has none of those advantages and would destroy the natural beauty of the Lake Mead area and all the adjoining residential developments.
- Please use existing Hi ways I do not want to see Our National Park & wild life disrupted in the River Mountain Range
- Alternative BB-QQ has many problems, in my opinion. It will greatly impact one of the most significant improvements in the quality of life in Southern Nevada "the River Mountains Loop Trail. This trail took much time and dedication to develop. It is truly one of the jewels of southern Nevada. It attracts locals as well as tourists, pouring money into local businesses. There are precious few beautifully designed trails in southern Nevada. This proposed route will destroy the peace and quiet and scenic beauty of the area. The neighborhoods in this area were designed and have been maintained as rural neighborhoods with equestrian use as a primary focus for many. An interstate highway through the area would destroy the reason why many people moved to this area initially. I believe it is preferable to use existing transportation corridors (such as 215 and 15) to connect this highway through southern Nevada.
- Using the US95 route through town means most of the work is already done. Absent more details as to why this isn't the preferred route (so far), I can't shake that this is the best way forward. Huge sections of this are already built and in-place.
- Let's preserve the natural beauty and unique landscape of the Las Vegas Metropolitan area by avoiding the BB-QQ option. It seems prudent and more cost-effective to put the new freeway through existing corridors.
- Any plan that utilizes existing infrastructure is preferable to the cost of building an entirely new freeway that will also create more urban sprawl and negatively impact the existing natural environment. While BB QQ bypasses the Las Vegas Valley, there will still be a significant amount of traffic opting to travel through Las Vegas rather than around it due to it being a popular tourist destination. Therefore BB QQ will not necessarily divert that much traffic from travelling on already existing freeways that intersect the Las Vegas Valley.
- the idea of building a highway from Phoenix to Reno is a great idea, and way overdue. However in our haste to build a highway, we should not trample on nature. We already have highways, 215 and 515 that would be beautiful conduits for this proposed project, and at a lesser cost. It would also greatly enhance the appeal for visitors to spend some dollars in the valley. The BB-QQ project does not make any sense at all and should be immediately abandoned...
- The use of existing freeways and highways is the most reasonable and most cost effective..less impact on homeowners...thank you..calico ridge homeowner..



- I really believe we need more time to think this through. I understand there's a need for a better corridor - why do we not look again at improving our existing infrastructure? Already that traffic is in the valley and choosing one of several routes but I understand we are looking to the future and possibly expanding our valley to entice warehousing/trucking companies, etc. I would not be opposed to a new rail line, as long as appropriate environmental studies are completed. But I am opposed to a wholly new freeway. Fix existing infrastructure and keep our current natural habitat free of human corruption.
- I have throughout this survey. Using an existing hwy/fwy thru town is the only option if this route even needs to go thru town
- This is not only a local resource for exercise and recreation but is also a tourist destination and attracts people internationally for it's stark and impressive beauty. To erase that when other corridors that are established would be detrimental to the community and region on many levels. If it's a matter of monetary costs, the impact costs should be calculated in as well.
- Build this highway on existing corridors, not carve a new one out of pristine areas. \$400 million existing or \$800 million new. A no-brainer except for beaurocrats. Truckers will be using the much shorter routes across the valley anyhow.
- You may see a blank slate with your BBQQ proposed area, but it is far from that. It has been built and established for and by the citizens of Henderson, LV & BC for the recreational use that it is currently used for. It is not an option to tear through that area for more freeway. Use the existing roadways and adjust them for your additional traffic needs.
- Intersect with existing freeways, save as much natural habitat as possible. Big horn sheep, desert tortoise, and other important life will be lost..

Comments regarding potential I-11 alignments

- AA would be the best route to take. The 515 to 15 to US93 would be a better allocation of financial resources.
- Studying the I-515 / US 95 corridors make the most sense at this stage. Multi-modal improvements made to that corridor will meet the primary objectives of connecting the metro areas of Nevada and Arizona.
- If this project is even necessary (and I'm not convinced it is), take the routing in Metro Las Vegas through existing transportation corridors (I-215 around the south, southwest, and west) in low density areas and definitely not through virgin territory where property values, environmental impacts, view sheds, and quality of life will be most negatively affected.
- As noted in my previous comments, it may be worthwhile to have an additional traffic corridor around Las Vegas. However, if it is going to end up connecting to I 15 beyond the eastern mountain range, why bring the bypass into the Las Vegas Valley in the first place? Why not go directly from the dam, across the Lake Mead Recreation Area to connect with I 15?. That is the most direct route and will cause the least disruption to existing communities. But, it would ruin the solitude of the LMRA. And, it will shunt a huge volume of traffic completely around Boulder City and Las Vegas. This would have an economic impact, but if the purpose is to move traffic, then routing the bypass completely outside of the Las Vegas valley should not be a problem. Further, I don't see the logistical advantage of weaving around Boulder City and then through Railroad Pass. It must be an issue of preserving commerce for the local economy.
- I-11 should follow US 95 through Downtown Las Vegas. Once 215 is completed as a beltway around the valley, through traffic could chose 215 as an alternative.
- Alternative Y adds too much congestion on the already congested Northwest side of Las Vegas. However, this is not as bad as Alternative X. Alternative BB-QQ is the best of all these options. It is too bad it has to go so far to the East. It would be nice if it could go along the West side of Sunrise Mountain (the Frenchman Range) following the old Pabco Road and then going West of Nellis AFB.
- I prefer Alternative Z because it goes through the cities for those who would rather take a shorter route instead of going completely around the whole area. It would also help some stores near the route gain some new customers.



- Any alternative other than Z, especially Alternative BB-QQ is nothing short of environmental rape. It's an assault on the mountain vistas that are cherished by so many, it's an assault on recreational areas that are seeing expanded access and usage. It's an assault on homeowners who didn't buy a house to have a freeway jammed against the mountains and on top of a fault line no less. And it will encourage sprawl in a city with water constraints looming. I am all for I-11 being built out. I have no problem with I-515 being expanded. Alt Z will run the same distance from my property as BB-QQ so in one sense I'm impacted no matter what. But to have a freeway to nowhere carved into the mountains and over a former superfund site is suspicious. Alternative BB-QQ is going to pay off some student loans for attorneys and fill up college funds for their children. Stick with the corridor that is there, that takes people where they really want to go. BB-QQ is preferred? Seriously?
- Connect the I-11 to 215 Beltway between Nellis Air Force base and Las Vegas Speedway. It would be better that way.
- To be honest, a congressional decision to make the Vegas Valley a transportation corridor, 3000 miles away is a bit disturbing. That said, this could be moved to north of Boulder city and kept just outside of the Lake Mead area to the south and west... the route would be shorter, and yes some additional expense due to the higher elevations, but would have much less impact on existing communities. The communities in the south eastern part of Henderson have to deal with the flight path of McCarran, the flight path north and south for helicopter, the 93/95 corridor, and Boulder Hwy. All to the west, but very close and now we want to close these communities in by placing an adjacent transportation corridor to the east.. We should think a little more out of the box.. (don't make another mistake like the tram in downtown Vegas.. that should have been raised above Vegas Blvd and the casino's told to live with it!)
- Alternative Y is the BEST alternative. As a traveler who travels every day in the city (I am a Realtor) I feel the impact of Alternative Y to the budget and the traffic patterns is the best solution as well as minimal impact to the environment.
- If this really needs to be built, and I question the need, Please keep the route where there is already traffic and pollution in the Y or Z route. There is no reason to ruin another area (BB-QQ Route) with the noise, pollution, traffic, etc.
- Corridor Y is the best choice based on cost and traffic patterns.
- It seems less than efficient to build new roads where existing ones in Alternative Y could be used with minimal upgrades.
- The impact of BB-QQ can not be overstated. Along with the extension of Galleria Drive through Lake Las Vegas the environmental impact including noise, traffic increase, and construction will be detrimental to the community. As a Clark County resident I agree that the I-11 corridor is needed but as a Henderson resident do not agree that the proposed route makes sense with other alternatives available
- I-11 Corridor is greatly needed for the economic development not only of Nevada but the entire Western Region. However, it is not a good idea to build it along the Lake Las Vegas Resort corridor. We already have existing I-95 and I-215....which goes through the commercial areas of the valley. Please leave the area east of 95 alone. This idea will strongly rally the neighborhood against the project. Thank you.
- Alternative Y & Z are the only I-11 routes that I support. Most of the infrastructure is already in place which will cost the least amount of tax dollars from the locals and keeps the potential customers buying Gas and Hotel rooms in Henderson and Las Vegas. Alternative Y & Z also protect the local Endangered Wildlife and keeps the pollution where it already is. I moved out to 89015 to escape the pollution and Road noise from the city. If the proposed I-11 cuts in front of the Boulder mountains, I foresee class action lawsuits in the future. Keep commerce driving through Henderson and Las Vegas. Why bypass all local revenue opportunities from travelers? Alternative Y & Z are the only logical considerations to this project.



- I understand the need to make improvement around Boulder City but why would you take the freeway through the RML trail, Lake Mead recreation area, affecting the Wetlands that has just been renovated and brought back to life that our local community of hikers, bikers, runners, walkers and all kinds enjoy on a daily basis. There is also be wildlife that will be affected. There would be added pollution and trash due to the added traffic through these areas. There is no need to take the BB-QQ approach when there are 2 other perfectly good alternatives to avoid ruining what our community loves and uses on a daily basis. I am so sad to think that the RML trail and surrounding area's could be affected should you choose this option. Please consider the residents of Boulder City, Henderson and Las Vegas that do not want to see this BB-QQ passed. Take an alternate option please.
- Sirs: With all the expansion of housing e.t.c. on land which has already been terraced for building at the Lake Las Vegas PKWY area and the development at the Cadence project,the proposed route is totally unacceptable as it is planned from Foothills Dr. to just west of the Lake Las Vegas PKWY. entrance. Push the project past Lake Las Vegas PKWY. behind the Boat business, which is already commercial zoned. Take that old magnesium mind which has been abandoned for years using Eminent Domain, which would work perfectly for this project. Why would anyone want to further congest Lake Mead PKWY. from what looks like just east of Center Street in Henderson out past the Cadence Development and messing up the entrance to Lake Las Vegas PKWY.? If that isn't done, (pushing it past the Lake Las Vegas PKWY. entrance considerably) then it would have to go the 215 route and really cause a traffic jamb. One suggestion,with the 215 choice, make the left lanes, which are already wider but not use open.
- Route Y is the best way to go. Second would be AA. It's a crime that you could even consider BB or QQ. There are much better routes available.
- If there has to be a choice, alternative Y seems to be the most logical.
- Figure a way that there can be a bypass without disturbing areas where people have lived for many years and that doesn't cause chaos around our quiet neighborhoods.
- West of the city would allow the freeway to go through and all the while save the lake mead recreational area.
- You should consider a highway connecting US 93 and US 95 south of Boulder City.
- This route would be going through a State Rural Preservation area. This area is set up as a recreational area for Horses, bike riders, joggers, and Hikers. There are also many herds of Desert Big Horn Sheep throughout this range. This is a quiet and serene area that a lot of people enjoy. Alternate route: There is already an abandoned road that parallels the lake road from the las vegas wash to Hemmingway harbor. This way is 50% shorter and would affect 50% less land
- I-11 should enter Nevada before Willow Beach, AZ and completely bypass the existing residential area of Boulder City, NV. All Interstate traffic should completely bypass the existing residential area of Boulder City. Boulder City should only experience traffic that wants to be in Boulder City, or to visit Lake Mead or the Hoover Dam area. The existing bridge South of Hoover Dam is restricted to a maximum of two lanes in each direction, with no convenient way to expand it. This would restrict a brand new Interstate Highway to a maximum of two lanes in each direction (not a good design) and practically speaking, would forever restrict it to two lanes in each direction (some people say that two lanes is ok to start and that may be true, but what about the future and remember, this project will not be built for another 10 to 20 years). So, do a new bridge across the Colorado River from the start so the New Highway can be a real highway from the start.
- I think alternative Z is the best choice. It may be more expensive, but there are other things to consider other than cost, like how it will impact the community, tourism, and the environmental cost. As someone who regularly uses the River Mountain Loop Trail, I am strongly against alternative BB-QQ. What would happen to the trail? Would it be wiped out? And if not, what happens to those of us that use the trail and now have to deal with traffic going through? I hope the BB-QQ alternative is thought through more carefully. Please do not destroy our public recreation areas.
- Why not cross over to I-95 further South? Dig a tunnel under the recreation area if you need to spend more money.
- Alt "Y" looks like a much better route. Most of the structure is already in place.
- Anything but Y or Z is insane and too expensive.



- Please do not choose Alternative BB-QQ. You've heard the phrase, "Location, location, location" in regards to the purchase of real estate. We chose to buy our home in the foothills of Henderson to escape the traffic. Please do not bring it to us! I believe Alternative Y to be the better choice since the roads are already in place, but not as congested or costly as choosing Alternative Z.
- Option Y is a freeway system that is already in place and is already capable being able to expand. Option BB-QQ is in my opinion a terrible option. It will have a negative effect on the land and communities around it. This is not what people want.
- Put this interstate far away from the east side of Henderson.
- Boulder City to behind railroad pass to north shore road through north Las Vegas to I-15 or 215. Bare land there. Leave Henderson alone!
- The best alternate is to go around Las Vegas, not through Las Vegas, because traffic that's just passing through should not be forced to go through the center of Las Vegas and create traffic jams.
- The other two alternatives have the routing coming up through US-95 and either continuing through the heart of the Las Vegas Valley or branching off onto I-215 around to the south, southwest, and west of the Valley to ultimately connect with US-95 in the northwest. In my opinion, the latter alternative would be preferable (the transportation corridor/infrastructure is already in place, the lower population density [relative to the US-95 route] would make required widening easier, and there would be fewer overall environmental impacts).
- Like I stated throughout the whole survey, Alternative (Alt) Y and Z are the best options for I-11 to go. It does not take away land from several of citizens that have been living in the same house for over 30 years. It also does not effect the environment and the wildlife that has been protected for several of years. We have endanger species in our area and I believe that is enough of a reason to not use Alt BB-QQ. Yes I have seen the pros of using Alt BB-QQ which is creating a Highway that will not be as congested as the other two Alt. This does not outweigh the cons of this Alt BB-QQ. The next problem would be the amount spent building this interstate. Why build an interstate (that is not even a direct route to Northern Nevada) when the two other Alt are already built. My last statement that I will make is to let you know how many people you are affecting with Alt BB-QQ. So many people have been living in the area which has become a part of their life and home.
- As a resident of Las Vegas & Henderson, my entire life of 42yrs. It is my opinion Alternative BB-QQ is the least justified and I request it must be removed from consideration. Years ago Boulder Highway was Las Vegas' main route for trucking goods through town. Since I-95 was built, I saw truck stops turn into shopping malls and Daily Weekly Apartment rentals. The Facts are, that Las Vegas; Henderson, has grown exponentially and Alternative Y is the best option to provide our burgeoning industrial, and commercial businesses directly adjacent to it's route. It's my opinion Alternative Y will the Lowest Cost to build and it's economic vitality during and after completion will present the greatest financial benefit to the interstate and intrastate commerce of all considered Alternatives. Alternative Y will also be the easiest to maintain as it is on an established corridor with foundational networks proving future maintenance simplicity.
- We have a system that takes travelers through our wonderful city/valley. The bypass will take travelers around Las Vegas and Henderson losing out on tax dollars and business opportunities.
- Alternative BB-QQ must be removed from consideration as it impacts the natural preserves and wetlands as well as lacking economic value for the future of our Las Vegas, Henderson business communities. Alternative Y is the best choice and should be planned to move forward as it would provide the highest economic return for the future.
- When laying out the roadways, please attempt to minimize impact to wilderness areas, recreation areas and state parks. You could always improve hwy 160/89 and rely on hwy 15 and 70 for improved access.
- BB-QQ has a terrible environmental impact around Lake Mead which is a national and state treasure. I think alternative Y is a much superior choice.
- For improved access : Phoenix-Las Vegas, rely on hwy 515 and upgrade hwy 93.



- BB-QQ is Significant negative impact to greater Las Vegas/Henderson quality of life due to destroying natural habitat both in state park and adjacent natural preserved area that includes trails and habitat for local species. Will take significantly longer to complete and require significantly more funds to design, build and upkeep. Will take longer for drivers. Will cause safety hazard due to proximity to low flying military aircraft at Nellis AFB. Make better use of our tax dollars... Pick the other
- Keep this project out on Henderson section 4.
- I would like the environment to be impacted as little as possible, so either Z or Y routes should be used instead of BB-QQ.
- The routing proposed by Alternatives Y and Z is sensible as it uses existing transportation corridors. Alternative BB-QQ will require unnecessary added expenditure to create a new transportation corridor, and will be subject to years of delay and costs associated with the numerous legal challenges that will arise in regards to eminent domain and loss of property values. There is also an enormous amount of pristine desert environment that will be at risk as well as the habitat of a number of endangered and protected species such as the Desert Tortoise and Desert Bighorn Sheep. There will be costly and protracted legal battles, financed by numerous well funded environmental groups. Alternative BB-QQ is a very poor choice.
- alternatives y and z both use existing right of ways, provide access to various communities in las vegas, and could be implemented at low cost. option bb-qq requires new construction through largely pristine desert (lake mead recreation area) while providing very little utility to las vegas residents due to the far eastern route the planners have chosen. if there must be a new eastern right of way and freeway, at least route it further west where it will be of much greater use to las vegas residents, even though acquiring the right of way will be more difficult and expensive. i strongly favor option y.
- I look forward to and do not oppose the I 11 project. But, I oppose the Alt BBQQ route for reasons previously stated.
- i-11 should not be running through Reno as I believe it is too far out of the way and gets rather close to i-5. It is a highway from Canada to Mexico, point A to B, and it should be as short, effective, and inexpensive as possible. As a result, i-11 should effectively be routed through the eastern portion of Nevada.
- I strongly disagree with route Alternative BB-QQ. Alternative X and Y are better routes as they do not impact the natural beauty of the area.
- I think the I-11 project should avoid the entire Las Vegas Valley.
- Alternative BB-QQ should not be considered as it will negatively impact several neighborhoods; Calico Ridge, Tuscany, and the new master planned community, Cadence. If this has to be built it should be Alternative Y or Z.
- BB-QQ might be sensible as a total bypass of the local community if the rest of the route were to go north through Utah. However, since that route has been set aside in the Level 1 discussion, it makes little sense to divert away from existing highways which could be used at much lower cost.
- Have there been any studies looking at routes to the south of Las Vegas Metro? Seems like that would be a viable alternative.
- So I'm thrilled with the idea of Interstate 11. We need it, I'd use for transportation to both Reno and Phoenix. The Boulder City bypass is really kooky - the residents of Boulder don't seem to want any traffic through their town, so don't give it to them. Did you look at Laughlin/Bullhead City as a viable alternative for the route? Those communities could significantly benefit from an interstate - I'd much rather take I-11 through that route. Also, I'd like to see I-11 have a benefit for the residents of Las Vegas - I'd like to see it better connected to the metro area, not the suburbs. I like using the US 95 route to the northwest, taking traffic to/from Reno, but the south/southeast approach really needs to be rethought carefully.
- I encourage the development of I-11, I think it will help with the flow of shipping. It seems that routing it through Summerlin along the 215 would be the best route, as 215 is setup to be widened pretty easily. Most other ideas will just cause traffic congestion to get worse for residents.



- The overall idea is excellent and should be fast tracked to completion. The 215 and the 515 can handle additional traffic. There should not be any support for the Lake Mead alternative. if for some reason, capacity cannot be handled by the freeways that exist (or minor expansions thereof), then perhaps a loop around Lake Mead could be considered. Until then, build this freeway, but do not affect Lake Mead National Recreation area. That's not too much to ask....
- While BB looks like the best route, it doesn't seem logical that the Boulder City bypass would loop so far south. That route should now cut through just north of town. And although I am afraid of the environmental impacts, if done correctly, this highway could provide a nice view to travelers: meaning no commercial stops through this route and protection for wildlife with traffic overpasses for the bighorn sheep and other species to have continued access to the entire area.
- if we have to have it at all: y or Z is the best. Please disregard my opinion of BB-QQ I DO NOT want BB-QQ
- Let Boulder City have to road..stay out of our backyard!!
- I-11 is sorely needed, but we need to keep cost to a minimum and not disrupt the planned housing developments near Lake Mead Pkwy. The way it seems to wander off a direct route makes no sense at all.
- Use the funds for Alt BB-QQ for either of the other two Alts to upgrade them instead. They already exist!
- I do not believe the path should cross through the Lake Mead National Recreation Area. It should provide access to the developed areas and population of the Las Vegas Valley. It is a needed transportation development.

Comments that oppose I-11 in whole or part (i.e., through Lake Mead National Recreation Area, River Mountain Loop Trail); comments that articulate concerns regarding I-11 (e.g., environmental issues)

- If the need for this new freeway is truly justified, it needs to be accomplished with minimum intrusion on existing residents, who probably will rarely make use of it.
- I support an attempt to better connect the Las Vegas metropolitan area with Arizona and southern California. However, I believe that support of Alternative BB-QQ is short sighted, and will negatively affect southern Nevada. This alternative in its current iteration ignores multiple recreational, wildlife and environmental impacts and instead values cost and ease of implementation. Alternative BB-QQ if built as proposed will be detrimental to the residents of southern Nevada, mainly those near Lake Mead state park and the Clark County Wetlands. I therefore must strongly oppose such a project for its negative impact on the future of southern Nevada. Thank you for your consideration.
- Please remove Alternative BB-QQ from consideration as a route option for I-11. While we support the need for additional commerce and travel options, Alternative BB-QQ is not good for local communities and will negatively impact our livability standards in eastern Henderson. Additionally, I highly recommend holding local town halls or meetings to address these issues with stakeholders (residents) in the effected area. Doing evaluations online, you have unintentionally excluded a large number of residents who have concerns about these alternatives, and will not be supportive of plans for the Interstate project. Please consider taking a more personal approach to working with our communities to find a workable solution.
- Think about how many desert turtles, other wildlife and how many barrel cacti and other desert plant life that you will DESTROY with Alt BB-QQ. I am referring to areas outside of Lake Mead NRA, but encroaching on LMNRA is another unthinkable and totally insane aspect of Alt BB-QQ. Then, let's think about the total waste of taxpayer money. I pay taxes. You, reading this, are probably a government employee of some type and I PAY YOUR SALARY !!! !!! !!! Stop wasting my hard-earned tax dollars. USE EXISTING INFRASTRUCTURE. Don't cut a brand new freeway into the eastern foothills, destroy the western end of Lake Mead NRA, and swing north all the way around Nellis AFB. I think your "Study" is a mockery of the word. I am vehemently opposed to Alt BB-QQ. You need to actually study what BB-QQ will destroy and at what enormous taxpayer cost as compared to Alt Y and Z. You have not STUDIED enough. The Las Vegas Metro area of the I-11 & Intermtn West Corridor Study is a failure.



- It smacks of conspiracy and fraud; or at the very least, delusional planners in an ivory tower picking arbitrary paths for I-11. It APPEARS to be reaching out to the public, yet the people whose lives and life-savings will be the most adversely affected have no idea about the I-11 corridors in the metropolitan areas.
- This is a Beautiful Area of Henderson. Why would you want to bring these roads thru this area? It brings unwanted Traffic and crime to the area. Will already be a more congested area with Cadence Master Planned Community in this area. why Over Populate and Make this into a Concrete Jungle? Preserve the Beauty of this area!!!
- I think this is an expensive, unnecessary project. This money would be better spent expanding existing traffic corridors. Planning for current freeway systems was short-sighted.
- I am familiar with all the proposed routes but this BB-QQ is ridiculous and offers no access to the thousands of businesses in the las vegas valley where the other routes already exist and with minimal effort could be expanded to accommodate the increase in flow. If this BB-QQ is chosen it will only be because of lack of effort and/or judgment on the behalf of whomever is deciding this issue.
- BB-QQ needs to stay away from henderson and Las Vegas as much as possible so it will turn out to be a hi way that dose not create more traffic in Las vegas and a hiway that dose not have traffic problems. Nobody wants to sit in traffic more especially the people in las vegas and the people using the new hi way I-11. Please do not bring the hiway through las vegas or Henderson. Please go around the city. Thank You Home owner of henderson.
- I believe I have said what I need to say. Stop wasting our tax dollars on building unnecessary highways and put them towards something like our schools and education. I know this is a proposal, but I believe it should stay one and everyone should oppose this idea. There is no need to reroute our drive time. We need to learn to slow down once awhile and enjoy some curves or drive time on our trips. Life isn't all work, there is also play time! We are slowly killing our sense of what it truly means to be a human and this proposal attests to that!
- Alternative BB-QQ cannot be an option. As a resident of Clark County, my family, friends and I enjoy using the River Mountain Loop as a recreational area. It's the one place close to home that we can enjoy nature and not have to worry about traffic. Alternative Y would add way to much traffic for us motorist who are trying to bypass traffic that is on the 95 and the 15. That's why they created the 215, to lessen traffic by creating a loop (almost a compete loop) around the city. Please don't add traffic for us residents of the LV Valley, by allowing visitors and those passing by, to drive in our backyards.
- Don't destroy this area of the river mountains!!!! We will all fight this!!!!
- NO BBQQ corridor!
- Y has the least negative evaluations which is the point of spending local representatives valuable time and money. Local Nevada residents deserve to be served by this opportunity. The alternative BBQQ is a road to nowhere to those of us who count on our elected officials to serve our needs. Using and improving existing corridors improves our daily lives and benefits the other states objectives without destroying the beautiful clean areas we dearly need to protect. Elected officials need to be aware of creating additional crime pockets in our local communities.
- NOT NEEDED
- I live in Calico Cove for a reason. Putting a highway through here will drive more traffic, impact what is left of our home's value and turn the area into a congested mess instead of a quiet neighborhood away for the bustle. Please consider the impact also on the land, native animals. The valley can only hold so many people as it is. There are routes already to Arizona which can be used. Thank you for allowing us to voice our opinion. We sincerely hope this does not go through. It will have a very important impact on our decision to remain in Nevada. Have lived here since 1998, but the growth is out of control. Thank you

- Residents were told the I-215 freeway would solve much of the congestion in the LV valley, and it has provided a very noticeable improvement. There are still segments that have not been widened to their full potential, and yet this highway handles the current volume of traffic. It seems the best option would be to complete the development of the existing freeway system, and utilize it to its full potential. Las Vegas is known primarily for gambling and entertainment, not so much for recreational opportunities. We local taxpayers have made an effort to change this, and one notable case in point is the River Mountains Loop Trail. This trail is now bringing international acclaim (<http://www.americantrails.org/nationalrecreationtrails/trailNRT/River-Mountains-Loop-NV.html>). Not only would the BB-QQ alternative diminish home values in this area, this would destroy a considerable portion of this River Mountains Loop Trail that so many have come to love.
- Most people have not had access to this information but I believe most people in the area of Henderson Las Vegas or people that travel here would be extremely disappointed if you use any of the alternatives that impact Lake Mead Recreation area or the foothills that contain the River Mountain Loop trail. It is an extremely popular recreation trail that is loved by many who live here or travel here for destination events on the trails. Please, please do not destroy our beautiful trails and National Park!
- Very concerned with noise, light, and general disruption with houses, trails, and lifestyle we have come to appreciate. I see no good reason for building this hwy.
- The river mountain area that the bb-qq alternative would impact, is one of the last access points to this area left in the east side of the valley. It will have a negative impact on the home owners and wildlife in the area. It also will cost more money than the other routes.
- I strongly oppose alternative BB-QQ
- PLEASE DO NOT BUILD A FREEWAY IN MY BACKYARD. IT WOULD DESTROY EVERYTHING WE HAVE BUILT IN THIS SMALL AREA OF THE VALLEY. PROPERTY VALUES WOULD CRASH, ENVIRONMENTS WOULD BE RUINED.....YOU CANNOT GET THESE THING BACK!
- It makes more sense to use existing roadways from a financial and time persepective. The area that BB-QQ would run through is a residential neighborhood with big horn sheep and other wild life in the surrounding areas. The noise and pollution would be excessive added to the already existing 1-95.
- I am but a little person in this, but I am a tax paying little person who values my desert with unobstructed views, my paths are my life I grew up here, this land is beaUtiful, we want it to remain beaUtiful, what is left if it, which is not much! Progress is good for many things in life, yet it also destroys our life it seems in many ways! Please find another way! Thank you!
- You will negatively impact the rural lifestyle in the area where you are proposing the I-11 in plan BB-QQ. We live in an area where there are no street and sidewalks improvements.
- BAD Idea
- I-11 is a waste of resources and unnecessary and will irreparably damage the Southern Nevada Mojave Desert.
- I strongly oppose the whole idea, but especially dislike BB-QQ, which would go between our home and the River Mountains. Let us have a little unspoiled space.
- I just got my postcard in the mail. Not much time to research information on this. But looking at the maps BB-QQ should not even be an option!!!!!!!
- There are very few places left that are rural and bringing this into our backyard will ruin one of those areas!
- Alternative BB-QQ has a huge impact on property that has been reserved for rural preservation. This lifestyle has been in existence for over 60 years and has strong support from its residents and neigboring residents who benefit from its access to nature. In addition, this property contains a very important and popular trail. Residents will fight this until the very end.
- My husband and I purchased our home because of the area that surrounds our home. We live one block from the River Mountain Loop Trail and enjoy everything the desert around us has to offer. Our Neighborhood is quiet and peaceful. This by-pass would directly affect all of this. not only would we have more air pollution, but noise pollution would increase. We use the River Mountain Loop Trail for running, biking, and walking our pets. This by-pass would take this trail away from us! I am not at all happy about this proposal.



- There is absolutely NO reason that we need an interstate running through our wildlife areas and our neighborhoods. It will destroy our natural environment for the Big Horn Sheep population along with many other species of wildlife that live in the mountain ranges. The freeway will not create jobs but will decrease the values of the homes in Henderson forcing long standing citizens to seek out alternatives to living in Henderson.
- WE DON'T need more traffic through this area!
- There should be no doubt that in this bad economy and housing market that to destroy a residential community, BLM land, and national park all for an interstate when you have already the 215 in place is absurd! Henderson is NOT the place to call home if your rural way of life is always being threatened! Are we all to be caged into this valley by sound walls of interstates? Is it wise to have a military base surrounded by interstates? No secrets there or protection from passing truck carrying Hazardous products. Once again, I strongly recommend using existing 215 rather than destroying the east side of Henderson and their residential surroundings! I see you made accommodations to bypass Boulder City. If you really want a new route by pass Henderson/ Las Vegas too! Do not destroy what the City has left of a rural family residential community!
- Alternative BB-QQ is least desired from an environmental, cultural resource, recreation, and endangered species standpoint. The impacts would be on a large scale, and recreation such as the Clark County Wetlands Park, River Mountain Loop Trail, and many others would be impacted by this proposed route. The endangered desert tortoise and desert bear poppy are in this area, as are herds of bighorn sheep. Various transmission lines have been trying to get through that corridor for 6+ years and cannot get through because of the impacts. City of Henderson residents would also be greatly impacted and housing values would decrease due to noise and air pollution. The traffic that exists along the 15 is already bad enough. This would only add to the congestion as people leave Las Vegas toward Mesquite/Southern Utah. Please consider another alternative before making lasting impacts to a loved area. This is one of the few areas left where people and nature are working together. Please reconsider.
- Not only would this project place a new freeway in my backyard, but it will also destroy the boulder rifle and pistol club. The boulder rifle pistol club has been around for over 75 years and it creates a safe and responsible place for gun enthusiasts to shoot. I am strongly opposed to every part of this project.
- Strongly oppose...there's not many places left in southern Nevada like our beloved homesites. This project is unnecessary
- I don't feel it is necessary to change lives or the environment in areas that would involve Alternative BB-QQ. Alternative BB-QQ is a very bad idea.
- Sir - Please Remove My First Pick Of Alternative BB-QQ I Was Wrong I Looked At The Map Wrong. Please Disregard My First Pick Of Alternative BB-QQ. I'm Totally Against Alternative BB-QQ - Sorry For The Mistake - Thank You
- I can't say this enough: Alternative BB-QQ is short-sighted and fiscally-irresponsible. What preliminary analysis could possibly point to this being a reasonable alternative? The route takes travel to the far northeast boundary of Vegas, rather than an efficient direct route, which is claimed to be the intent of I-11. Developing and disturbing pristine desert, national park lands, historic recreational resources, endangered animals, etc. when there is already existing infrastructure in place (i.e. I-515) for the intended ease of access is ludicrous. This Alternative looks more like it's catering to developers than anyone else. Nevada/Las Vegas should be far more protective of its valuable natural resources and a better "manager" of what it already has in place. Bad plan, plain and simple.
- Sirs: We strongly suggest that the only feasible route is using the existing 215 route. Just make the outside lane/left as a through lane for trucks only. This is the least expensive route and much highway expansion has already been done near the McCarran Air Port exchange. This would be a straight through shot to 95 north. Just let Truckers know that the best time to travel this route when completed would be after a certain evening hour. That word would spread and truckers would become aware of the best time to go through Las Vegas/Henderson NV. Absolutely NO to the BB-QQ proposal. Sincerely, Kent B. and Friends from Calico Ridge/Cove RESIDENTIAL AREA. Sincerely and respectfully submitted. P.S. Instead of planning Highways there should be an aggressive plan for WATER CONSERVATION. CA should be sited for wasting water and sending it to the ocean to protect a stupid 3 inch fish. Unbelievable, don't you agree? NONONONO TO BB-QQ USE FOR ANY REASON!!!!



- I moved into my neighborhood that is just between Lake Las Vegas and Calico Ridge. Our reasons for doing so was to provide our family with piece and quiet, away from the hustle and bustle of the city and its bright lights, as well as its polluted air. This part of town is quiet, calm, and free from the busy part of Henderson's town. Building I-11 to cut through Lake Mead Drive and into our neighborhood will only bring forth danger to my children, it will take away our breathtaking views of the mountains as well as our view of Las Vegas, and take away our our very quiet and calm atmosphere. We have built a life here and have trusted our city and our neighborhood to keep it a very family friendly neighborhood. The I-11 will bring our home value's very low due to all that comes with it. This alternative route is absolutely unnecessary!!!! I OPPOSE!
- As I stated in the previous questions BB-QQ is not a viable alternative not only to the Lake mead national park but the surrounding housing developments and our trail systems along the proposed route. This is a quite and secluded area and we want to keep it that way. NO big rigs NO rail system NO highway NO way.....
- I don't want the BB-QQ!!!
- The desert cannot sustain any more growth of roads, houses, vehicles. Just don't build anything new.
- Not sure why anyone would agree to the BB-QQ route????
- BB-QQ is a poor choice. It is detrimental to the environment, destroys the natural beauty of the Lake Mead Recreational Area, and destroys the peace and quiet that the residents of SE Henderson enjoy. I cannot see how this study can justify the 1.4 billion price tag for this option as opposed to the 695 million for option Y. I will lie down in front of the bulldozers before I let the BB-QQ option take form.
- Scrap it. Don't ruin the natural landscape.
- the justification seems to be fabricated. there are existing transportation corridors, granted the one between phoenix and las vegas is divided highway or two-lane hiways, which should be the focus; not recreated transportation corridors through existing neighborhoods and infrastructure. blanket statements about need for corridors, but costs and benefit seem questionable at best.
- As both an environmentalist and a muti-property homeowner within the jurisdiction of this proposed plan, I do not want this to move forward.
- I strongly oppose any plans to develop the areas listed. The accosting of the environment in these areas needs to stop. As a multi-property homeowner, I believe my home values will suffer more devaluation from which I will never be able to recover.
- This road would destroy wild life was well as the rural community we have created in this area.
- The BB-QQ option will pass thru areas currently developed that enjoy distance from traffic and noise and pollution. It will have a negative environmental impact on this less developed area.
- This should NOT be built through the Las Vegas Valley. The peace & quiet & beauty of the Lake Meade National Recreation Area and the River Mountains Loop trails are paramount to the quality of life in the valley. Another noisy interstate highway should not be allowed is these areas.
- Don't use BB-QQ as a route. Don't even consider it anymore.
- The BBQQ alternative is unacceptable. Equestrian, bike, and hiking would be totally cut off from open access to the River Mountains. Henderson Open Space plan values view sheds and hillsides. The alternative would damage the entire eastern Henderson view-shed. The Three Sisters Mine which is a historical site would be negatively affected and in jeopardy of preservation. The entire Las Vegas valley has the reputation for not valuing natural resources and having little concern for the environment. This plan just adds another example to that negative image of our area. I've had many visitors to my home who came to bike and hike the River Mountains Loop Trail which is a gem in our crown and a nationally recognized trail. Let's just destroy every positive experience we've added to the quality of southern Nevada life!
- I live in what is known as section 27 and this proposed highway connecting 95 from boulder City to lake mead pkwy will literally be in my backyard. I do not think it is necessary at all. That desert is where I grew up playing, building forts, collecting rocks and I want my children to be able to do the same thing. We love our quiet neighborhood just how it is and this road would ruin it forever. Seriously this whole thing is not necessary and I'm pretty sure there are other more important things that we can use our money on.



- The recommended route is ridiculous and should not be considered. People can take the Lake Mead exit to get to the Lake and over to the I15. Plus you're cutting off possible economic benefits to the city of Henderson when you are giving a bypass option. By requiring people to take the Lake Mead exit there is a possibility that they will stop at gas stations and stores located on Lake Mead Parkway. The routes that are in place now are just fine. They can take the 215 or the 95.
- After working for over 40 years it was important for me to retire in a place of comfort and solitude being in an environment where nature could be appreciated and experienced more intimately. Lake Las Vegas provided that desired mix. Located next to a National Park provided assurances that nature would be unspoiled. Having an interstate highway allowed to cut through a National Park within clear view and hearing of mine and many homes was not thought possible. For travelers, it also provides the longest path around LV. With the severe economic depression in the area over the last 5 years, BB-QQ has the least opportunity to help the depressed economy here while it destroys much of local Henderson horse properties which have existed for many years, in addition to destroying many existing and new hiking and bike trails that have recently been put in to provide healthy access to the natural beauty that exists here. The Cost-Benefit tradeoff is exceedingly out of balance with BB-QQ for many
- The reason why Section 4(f) was passed in the first place was because State Highway Departments were routing highways through our nation's special park areas at an unprecedented rate since this was usually the least cost alternative. We were losing parks at an alarming rate so Congress had to step in to rectify the situation. It looks to me like we are back to the early 1960s philosophy with the I-11 Corridor analysis where costs are used as the primary criteria. Clearly, in this case there are other prudent and feasible alternatives to the taking of park land. If the BB-QQ alternative gains legs by agreeing to do further analysis, you are looking at a nationally charged issue and you will have environmental groups and user groups coming out of the woodwork opposing this which is not going to help the cause for getting a suitable I-11 Corridor through the Las Vegas Valley.
- It's senseless to think something this big would be great in Henderson!!! Leave the quiet city the way we all enjoy it, and that is quiet!! You'll be disrupting all of Henderson & that's uncool!!
- I strongly oppose this project. Please debt this project.
- NO BB-QQ Route through Henderson!
- Strongly disagree with the proposed BB-QQ.
- I do not know why the "preferred" route through the Las Vegas Valley runs through existing rural wildlife areas. The roads and highways we already have were sized for the traffic load expected when the Hoover Dam bypass bridge was completed. The truck traffic from Boulder City through Las Vegas already uses these roads. The minimal time and mileage savings for alternate BB-QQ do not justify the environmental impact (or the cost to build a highway from scratch instead of using/upgrading existing roads) to destroy our rural way of life. We already lost 60% of the value in our home and land in the real estate crash. The value is just now coming back up. This project literally running through my backyard would take my property value right back down to the "crash" level. We bought our home in the rural east side of Henderson because we love the wildlife, the views, and the peace & quiet. Route BB-QQ would completely destroy what we love about our home.
- We do not want this to happen! With it comes, NOISE, TRAFFIC, LITTER, LIGHT, POLLUTION, DIMINISHED AIR QUALITY, SAFETY PROBLEMS FOR FAMILIES.
- If route BB-QQ is approved it will ruin what is left of rural Henderson. I'm fairly confident that everyone I know, mostly 25+ year Henderson residents will pack up and leave...I know I will.
- This is a ridiculous use of federal money as the current routes are fine. US 93/95, 215, 15, Summerlin Pkwy...There is no need for an additional freeway arterial in the valley.
- is this a land developers highway, it goes through areas of low population that no one goes that way now. you drive on the 2 lane roads in this route and they are empty. why are they empty, no water. are the politicians going to make you carry your own water when you drive this route. the southern route could use a wider road in arizona, but no mexico and nothing north of las vegas. is this a new route for the chinese, because they can not get a route in mexico past the drug lords.
- The BBQQ route is troublesome; it is very close to the mountain range, and the water plant.



- We don't think it is needed at all!!!! look what happened to Red Rock...don't build where mother nature has taken millions of years to build!!
- Again, we bought in this area (Calico Cove), because we wanted to escape the hustle and bustle and all the noise of the city and freeway living, and to be close to the natural beauty of the National Park and Lake Mead. I believe BB-QQ would also destroy the natural habitat for many animals. I am very strongly opposed to the BB-QQ route.
- PLEASE TAKE THE PROPOSED BB-QQ ROUTE OFF YOUR LIST OF ALTERNATIVES
- I have been serving in the military for over 35 years and will hit my mandatory retirement this year. I have been all over the world and have seen many locations that I could retire in; but I chose Henderson. The reason I bought a house in Henderson 2 years ago was because of the natural beauty, proximity to both Las Vegas and many National & State Parks, and the peacefulness and security of the neighborhood. Alternative BB or QQ will take almost all of that away. My plan, if Alternative BB or QQ does NOT happen, is to continue to live in and support my community. My plan, if Alternative BB or QQ does happen; is to dump my property before the blight hits, take a loss on the thousands of dollars I have already spent, and find a community that is worthy of my support.
- Those of us in the Eastern Henderson areas, through which your proposed route would take out our homes are ABSOLUTELY AGAINST THIS PROPOSAL AS YOU HAVE DESIGNED IT! THERE ARE PLENTY OF OTHER UNDEVELOPED, BLM LANDS THROUGH WHICH YOU COULD BUILD THIS! In my opinion, there are sufficient freeways from Canada to Mexico already. In our area, we have a rural overlay which allows people to have their horses and various animals. Eliminating this area would eliminate one of the last areas in Henderson to enjoy their horses and privacy. Obviously, it would turn our area from a quiet neighborhood to a bustling, noisy freeway--WHICH IS UNACCEPTABLE TO US!
- Since my home and my life will be severely impacted, if this I-11 were to go through on the proposed route; I am adamantly against the route which will take out my whole neighborhood. I certainly don't want to be relocated anywhere else, since I carefully planned where I bought my home and intended to retire here and spend the rest of my life in this home!!! It is offensive that you describe my area as a "LOW POPULATION AREA"--SEEMINGLY MAKING IT SEEM AS THOUGH IT MADE IT OKAY TO TAKE OUT OUR HOMES DISRUPTING OUR LIVES AND THE COMMUNITY WE HAVE BUILT! It is preposterous to me that anyone could decide that yet another freeway is required; and worse yet that you can't choose land--especially in our sparsely populated state of Nevada--that isn't presently developed. IF YOU MUST DO IT...TAKE IT SOMEWHERE ELSE!!!
- Any route chosen should serve to be fit the Las Vegas/Henderson business community with Minimum intrusion on our beautiful nature areas and also with minimum intrusion on our residential communities. Alternative BB-QQ is the worst of all the alternatives on all three fronts. I am very opposed to this option.
- We live in Calico Ridge, and we definitely don't want it going past our driveway.
- Please stay out of the Lake Mead Rec area and the River Mountain Loop area. This area is such a blessing to the people of southern Nevada
- We will continue to notify our neighbors to organize a coalition to oppose and take all the necessary action to oppose the construction of the I-11, especially BB-QQ.
- We bought land here for the sole purpose of getting away from traffic and noise. This proposed intrusion is an intrusion plus our land values will go down. The pollution, traffic and noise will be increased.
- DO NOT WANT IT
- This area is more valuable to our city as a place for golf courses and bike trails. We do not want large industrial vehicles carrying possible contaminants and polluting this close to our tortoise habitat and Lake and city water supply.
- This is a beautiful area and does not need the loud trucks and smog out here. Lake Mead is a nice drive for tourists and locals alike and would now be destroyed by trucks and trailers.



- Many people bought houses in the eastern part of Henderson because of the access to trails, etc. If the highway makes that much harder, or makes it unpleasant to ride because the noise scares horses, it will destroy the thing that drew people. The report notes that the highway is "incompatible" with some land use patterns in the area but doesn't specify what, or whether changes could be made to accommodate them.
- We have freeways and highways that are already in place. We don't need another one just because it's easier. Our forefathers did not build this country on easy. Let's not do it now. We need to make this work for every one and our neighbors. Including the land and wild life around not just for cars. You will ruin a large area of homes if you wedge it between 2 freeways. It looks like just desert and dirt to some but when you go around Vegas Valley Rim Trail it is peaceful and a breathtaking place to be.

Other

- This corridor is years off into the future. Economies change and so does the science for moving goods and freight. More and more shipping is done by air and by more fuel efficient trucks. We/you need to be sure the corridor is based on good sound economics and science. Not on politics and who has the most dollars to gain with a freeway interchange next to large tracts of industrial owned land in North Las Vegas. BB-QQ alignment does nothing but by-pass Henderson and Las Vegas...intended for trucks and freight but so goes the tourist on to Utah. Then we have the 800-lb. gorilla in the other room ready to bring a quick halt to all development in the valley; his name is WATER. The route selected needs to be sustainable with or without more water in the future. To most benefit Henderson and SW Clark County Alternative "Y" moves trucks and vehicles to the future warehousing/distribution and growth areas of the Valley. Nellis AFB will influence any Development near base in NLV.
- The Clark County NV area is located in a natural terrain that locks smog into the valley by the mountains and the desert heat inversion. The studies should direct a federal highway away from the area, not through it. Also, this proposed highway route through and around the water supply areas of Las Vegas and Henderson are critically flawed in many aspects: Additional pollutants (air to surface) to the water and the costs associated with removing them; as well as an additional use on an already severely limited water supply by 'through traffic'.
- You need your own Facebook/twitter page for news updates
- I am more concerned about our water situation in the southwest with this type of development. I suggest we desalinate ocean water and pump it to Lake Powell first in drought years to keep the Colorado River System functioning as it is designed now, then develop this freeway system.
- Is having this new corridor really worth disrupting the lives of families, wildlife and other inhabitants? To the stakeholders probably, but not to those in live in this beloved neighborhood with its magnificent view of the mountains.
- I would like to see a more detailed map. the one shown, do's not show or even list potential homes displaced, any off ramps interchanges along the way.
- Consider the fact that the people who live in the foothills bought here because they want peace, quiet and lack of urban sprawl. We are an affluent community and we will be heard!
- How will this affect the City of Henderson main streets? The maps are not clear cut on ANY website. Where is the EMINET DOMAIN area in consideration of Henderson, especially regarding BBQQ?
- One issue is routing traffic through the northern part of Las Vegas along the I-215 corridor. I am concerned about additional traffic in the city of Las Vegas. Another is that biking and running groups are concerned that putting the I-11 at the River Mountains will wipe out their trails. Any construction should include additional trails for bikers and runners to use.



- I am a Native Las Vegas, runner, cyclist, and outdoor enthusiast who utilizes the River Mountains Loop Trail on a weekly basis. Every day, numerous other users of all ability levels use this 34-mile paved enclosed trail. The RMLT provides a safe alternative to using city streets for recreation, training, and commuting because it eliminates runner/cyclist interactions with traffic. Not only do Southern Nevadans depend on this trail, but so do tourists who come to our city to run in races or bike in events that utilize this trail, especially during the winter months when they cannot race or recreate where they live. These tourists are important to our economy. I am involved in community service and numerous groups that would be impacted by Alternative BB-QQ and I am just finding out about this. Additional public input is needed before a decision of this magnitude can be made. I recommend publicized public input meetings with maps be scheduled in Southern Nevada.
- Again, as I answered in Alt Y, I cannot support anything without border control. I don't want to make a faster and easier way to funnel illegal aliens from Mexico all the way to Canada. They are already a drain on our precious way of life that I and my parents worked hard for, the legal way. My grandparents all came through Ellis Island in NYC, and learned the language and became legal and worked hard. No one gave them anything. Why are we doing it now? That's why we are failing as a nation. And not only Mexican illegals, which is the greatest group, but there are illegals from other countries as well. And all the maps on this website are bogus. They are too small to see exactly where the road will go. The wide line you draw covers many square miles wide. The little post card you sent to my home is so small I can't even see where it goes in my neighborhood with a magnifying glass!!! I can't approve anything that is not more specific!!!
- More detailed maps are needed.
- Don't mess with the River Mountain Trail!
- Protect the River Mountain Trail for bicyclists and hikers.
- Do not take away the wonderful RMT trail where Nevadans can escape into nature while building and maintaining healthy lifestyles.
- Alternate Y and Z Routes utilize existing corridors that may require widening to accomplish the increased traffic flow. I have to comprehend why we need a highway that directly connects to Arizona where are the traffic studies or justification for this level of expenditure for this project. Alternate BB-QQ appears to run through the Lake Mead recreational area which would require a huge infrastructure build out including gas stations hotels etc., this route is the least desirable due to cost and business that would be re-routed around Henderson into the lake area.
- Please carefully consider the value of having bike paths, hiking trails, mountain bike trails etc. for communities like Las Vegas, Henderson, and Boulder City.
- Let's do the right thing.
- This is one of the only pristine areas left in the valley and you want to put a freeway through it?
- Please don't consider choosing the route that will effect the Lake mead area. This is the only chance for seeing wild life in the Vegas Valley. If you all decide to run the I-11 Corridor through this area, all you will be doing is getting rid of the only sanctuary for us and our wildlife in this area of the Valley. Please don't mess it up.
- For over 20-years I have frequently travelled from Las Vegas/Henderson to Tempe and have been impressed with how much the existing route has improved.
- Not enough information We do not want it around Calico Ridge Estates Henderson, Nv. 89011
- When should my neighbors and myself put my house up for sale. Texas is looking better every day!
- Don't accept a proposal that eliminates a recently completed multi-use trail in the Vegas area.
- Please don't take away our trailhead. It is something that is used in all positives from marathons to a 5k. Bikers enjoy it daily, people walk their animals daily. People feel safe from careless drivers that aren't paying attention. Nevada already has a huge problem with obesity and by making things less accessible and safe you will only increase the health care Crisis. Don't take away our desert!!!!



- As a biologist, cyclist, runner and hiker going with alternative BB-QQ sounds like a terrible plan for the community of Henderson. The impacts to the environment would be felt all over the city. The desert tortoise is a rare species that already has limited habitat. By building the BB-QQ corridor you would be removing even more of their already threatened habitat. In addition to the impact on the wildlife, this alternative would also remove part of the RMT. The RMT was built specifically for the people of Henderson. It allows us a carefully maintained and protected trail that we can use to exercise and relax on away from the traffic and bustle of the city. It is considered one of the best paved trails in the country and it took 15 years to plan and build. That kind of planning should not be disregarded. I began cycling last March and have since been on the RMT countless times. I absolutely love that this resource is in my hometown and would like you to STRONGLY consider your options!
- Much of this area is a valued recreation area for Southern Nevadans. Residential building over the years has taken much of our desert away; let us keep what we have and the quality of life we know and love in So. Nev. Our freeway system is working well now and is not overworked.
- I don't want it in my backyard! I love the trails and desert and a big highway cutting through that would bring noise, pollution, and ugliness.
- I spent many hours commuting between Henderson and Phoenix area. I found with a few modifications, the existing roadways were more than adequate. Especially after months of modifications by the AZ department on the routes.
- This project should first consider what is best for the public health of the citizens of Henderson. High density neighborhoods should not have to suffer poor air quality when a route that avoids heavily populated neighborhoods exists even if it costs more for construction.
- How will QQ align with the northern approach near Calico Ridge & Lake Lake neighborhoods? Will it pass east of all the water district buildings located there? How & where will it cross the LV Wash?
- The BB QQ route very vague. It is hard to ya or na.
- Why does this have to go through Henderson or the valley AT ALL?
- Once again, the only value is to divert traffic around the city. Some needs to do a cost - benefit analysis and realize the cost out weighs the benefits
- If you proceed with BB-QQ, there must be an alternative included to replace the impacted areas of the RMTL.
- Thank you for listening to the input and feedback of the community. I am interested in more information about proposals Y and Z. I do not want Proposal BB-QQ go forward. I do not see evidence of the advantages of BB-QQ; cost-wise or environmentally. The advantage of travel time to cost of tearing up that area for a highway is not sufficient enough to justify BB-QQ. Eliminate BB-QQ immediately.
- Please consider keeping as much natural environment as possible. We do not want a highway running through our desert area behind calico ridge.
- Leave our neighborhood and desert the way it is
- I am opposed to any changes in the natural protected landscape.
- My concern is what impact will be had on existing Neighborhood and our property values, also noise and crime impact.
- Noise, pollution
- Keep communication, as you are now.
- The job creation and economic impact that routing along existing highways would produce will be very beneficial to the City of Henderson, Southern Highlands and Summerlin. To disrupt the bird refuge, trails for hiking, and reroute the traffic away from the city is bewildering in its concept. The truck drivers will see the extra miles and misdirection and choose to go through the city instead of around it anyways, which will result in an increase in traffic but no increase in the capacity to handle it.
- There is too much money being spent on something that doesn't seem to be necessary at this time or in the near future. The fed govt needs to be spending money on what this area of the US needs, a solution to WATER concerns! Then take better care of what is already in existence! Then take care of people that need food on a daily basis. When the important things are taken care of, talk to me about a new highway!
- This freeway should serve Las Vegas as it was designated.



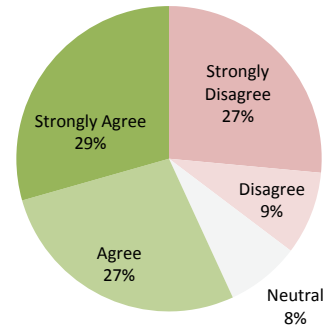
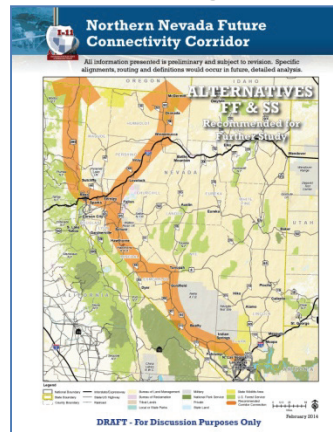
- I will sell my home and move from Henderson if this Alternate becomes a reality.
- While I can understand that Las Vegas Metropolitan area planning would like to see an eastern freeway loop to allow through traffic to bypass Las Vegas. This is not consistent with the stated project goals of connecting Las Vegas to Phoenix. Since Las Vegas is a major destination, only freight traffic would benefit and even then Las Vegas is a convenient point for freight to stop thus the Eastern route would likely be underutilized for many years. The route fails in the objective of improving connections to airports and bringing tourists to Las Vegas. The goals of making this a corridor with rail networks included would not make sense with this alternative. The BB-QQ alternative would limit the future corridor plans to routes via UT and would reduce the significance of Las Vegas allowing through traffic to quickly. The route would impact recreation areas without bringing significant benefits
- We need to preserve some areas to keep them free from traffic congestion. We need to have areas of natural beauty preserved where we can go with our families to enjoy the outdoors without traffic noise and pollution.
- Why don't the various levels of government ever coordinate their 20-year plans? Why are developers allowed to pay city administrations to do what they want, regardless of the impact on residents? Alternative Z would have been viable if the metro cities hadn't allowed developers to put apartment buildings right next to the existing highway. Alternative Y truly addresses the need - a westbound means to travel north/south between coastal states and AZ. Alternative BB-QQ will end up a trash-ridden trucking corridor that only adds to the congestion of I-15, already frightening to drive, even in the open portions between St George and Mesquite. Finally, I'm just tired of having my backyard turned into trucker central and the Saturday Night Raceway (read:noise!). In addition to property value plummeting, I'll be out daily picking up trash in my backyard. NDOT and the city of Henderson need to keep the promise of closing the two lanes of Olsen Road behind Calico Ridge, regardless of I-11.
- How much land did Harry Reid buy in the BB-QQ corridor? The fact that BB-QQ is in the lead on the preliminary level 2 evaluation clearly shows that state politician are influencing the manipulation of the data. BB-QQ contains mostly undisturbed natural habitat. How can anyone say that has the least environmental impact. You have to be kidding me.
- Plan BB-QQ takes away a portion of the River Mountain Trail Loop that is utilized by tourist, residents, and out of state visitors. It would impact events such as Triathlons, marathons, biking and hiking events that are held throughout the year. These events draw enthusiasts for their sport from across the country and world. The desert provides a unique opportunity that allow people to get back to nature and enjoy the wildlife like no other place in a world within such close proximity to first class amenities that Las Vegas offers. It provides another level of diversity that tourists and visitors can experience and continue to experience year after year. I can't tell you the amount of times where visitors comment on how lucky we are to have this trail allowing people to experience the desert up close. In a world where these environments are shrinking at an alarming rate for the sake of improving trade and commerce alternatives need to be found and examined further.
- See my earlier response. Need more detailed information on:
 - 1. Exactly where the new highway would intersect the current 515 highway
 - 2. What the affect would be on the local environment, including Lake Mead Rec. Area.
- Targets an area that we use for biking, and hiking. Impacts the environment. Close to existing community causing noise, and potential crime if there are exits leading into those neighborhoods.
- If they were able to contain the traffic and noise to preserve the Henderson neighborhoods it maybe beneficial. However, I find it would be inconceivable to believe that would be the case. The reason most people purchased their homes in Henderson was not to be involved in the noise and traffic.
- If you add the I 11 to the valley then wouldn't you need more highway patrol to cover the additional area?
- Early solicitation of public feedback will be key in finding the best choice. There are many educated and intelligent residents who are willing to provide feedback. The choice of route is incredibly important because the route will likely remain forever. This choice will impact all future residents of our great state. If we are so quick to exploit the protected environment as in BB-QQ, I feel our city will lose the appeal that has made it so great a city to live and raise a family.



- BB-QQ proposes running an interstate highway in our backyard - directly affecting the community and those within the community, human and wildlife. Those that live within the community chose this area for a variety of reasons, each important to them. For us, we love the Las Vegas Valley but wanted to offer our children a "rural" upbringing. For us, that meant less noise, little traffic, no/little pollution, increase air quality and a safe environment for them to enjoy the fresh air and outdoors. At night, we enjoy the silence, wildlife, gazing at the stars and just being away from it all. This is and should remain a rural community - it is one of the last of its' kind within the valley. Many, including some of those proposing and/or in support of this alternative, won't and don't have to understand or appreciate the serenity and quality of life this area offer. But, you must respect it. Please do not take away the very thing that we moved here for - for our family. Thank you!
- I thought I-11 was an artery to connect Las Vegas and Phoenix. How has this reasonable idea morphed into a huge new freeway system through Henderson and Las Vegas, with severe impacts to the environment and residents?
- Alt BB-QQ would add another route around the valley that opens up the northern side to the south-east. But the impact to the environment looks to be high. If this will close off the BLM land in that area then no.
- Destroying wildlife & desert is not necessary
- Why are you operating so secretly? Why did you only extend the deadline for public input just a few days??? It's not enough time to educate the masses who will be very badly affected by BBQQ.
- Gov needs to do what's right to keep what is left of Henderson rural. Keep your hands off of National Parks, and stop destroying families by demolishing rural family homes.
- WHAT WERE YOU THINKING????
- #riding and hiking next to a four lane freeway does not appeal to me.
#the tree sisters would never be same with trucks speedy by next to me.
#peace & quiet gone...noise and air pollution
#route passes through ACEC for Desert Big Horn sheep
#disturbs 8-9 miles of prime Desert Tortoise habitat
#Totally takes away the rural preservation feel of long standing neighborhoods. #Henderson's Open Space plan values view sheds and hillsides, this would damage the entire eastern Henderson view-shed.
#Rmlt represents millions of dollars of investment in community quality of life, capital investment, etc.
#Economic impact for community via special events i.e. Silverman, Ironman triathlons, which bring both USA and International athlete's to our city. #Tourism- cyclists come from all over the world to ride and experience the rmlt and the desert riding experience. #tourism -cyclists rent bikes and gear from local bike shops, stay in local hotels/motels, restaurants, -
- Please listen to those of us who appreciate our wilderness areas!
- You clearly haven't studied anything much if you think BBQQ is a good idea.
- Please do the right thing....not just what is cheaper!!!
- This will add another freeway to a beautiful environment when there are existing freeways already available for expansion.
- More open public meetings needed

Northern Nevada and Beyond Meeting Summary

NO NV 1. Do you agree with the study recommendation that the I-11 Corridor connect the major activity centers of Las Vegas and Reno (broadly following US 95, with the exact alignment to be determined in future studies)? (102 responses)



NO NV 1 Comments (28 comments)

Comments that generally support I-11; comments highlighting benefits of I-11

- The connection to US 95 should be **very** loose, with opportunities to decrease travel distance (i.e. direct crossing from Goldfield to Coaldale Jct) preferred over preserving the existing alignment.
- This is something that is definitely needed, and has been a long time coming. Just looking at the map, there are no clear fast moving highways that presently connect these population centers. This study recommendation will address an immediate need and allow for beneficial development throughout the region.
- The I-11 alignment should directly connect Nevada's two largest metro areas so connecting Las Vegas and Reno is critical.
- We drive between Reno & Las Vegas at least five (5) times a year and this corridor is definitely needed for public safety.
- There really needs to be a fast way to travel from Las Vegas to Reno. But, to central/Northern Calif. as well. The existing roads to Reno and/or Ca is last century standards and very frustrating.
- This is currently a dangerous. Not only should LV and Reno be connected with the proposed I11, it should definitely go further north, either to Boise or to NW to I5 in northern California.
- Currently US-95 between Reno and Las Vegas is a barren, two-lane highway with few services and accommodations. With a freeway will come better services and a more friendly drive to connect the largest city in Nevada with its capital city and its second-largest city.
- I think an improved/upgraded roadway from Las Vegas to the Reno area is super important. This would be a major positive for Nevada as a whole.

Comments that support using existing infrastructure/corridor(s)

- Routing is circuitous and making the cost terribly high,. Why not use existing roadways to reduce costs and improve existing roads !
- I think the expense of building a new road east of Las Vegas is a waste of tax payer money. Spend that on improving and maintaining existing roads and use those.
- Why do we need another road? What does broadly mean? Miles or feet.... Can't 95 be improved?
- what i think is that we should be using current roadways and expansions of existing roads.. i don't want to see any of our wonderful existing trail system compromised, to include the river mountain trail system.
- Existing routes should be utilized. One of the proposed corridors would create a diesel and probably a utility corridor in a rural preservation area through the River Mountains which would: disrupt the River Mountain Trail loop that supports the City of Henderson's open space and trails plan. Ruin unique areas of geological significance: River Mountains; LV Wash, Wash preserve, the Great Unconformity. Wild life: big horn sheep, desert tortoise, bats, migratory birds, Willow Beach eagles.



Comments regarding potential I-11 alignments

- Following US 93 using HH would be a better economic fit for the state of Nevada
- Ely will have a huge grown pattern in Biomass, Oil and Gas, and the Mining Industry within the next years. The corridor would go through Twin Falls, Boise, to Portland, then to Vancouver. However, the US-93 alternative is the only roadway that would allow access to Calgary per I-87 and I-15. Reno is a Casino Resort region. Not much manufacturing has been developed to warrant it region as a huge economic driver and driving through Reno is highly congested.
- While this meets current economic priorities, it will do little to spur future growth in the IM West areas, or the CANAMMEX trade. A more central route would do more both for these and the rural areas of the state.
- Please extend as another freeway in the TUCSON area and go all the way to Mexico, too. We need another freeway very badly.
- It would be a waste of resources to build a whole new roadway to connect these two prominent cities. If the purpose of this plan is to make an easy commute between Phoenix and Las Vegas the quickest and most financially responsible way to make this happen would be to take advantage of the major freeways already in existence. Using the US 95 would be the best way to preserve our existing ecosystem and the quickest and most fiscally responsible route.

Comments that support multimodal investigation, implementation

- The proposed corridor should also include a rail component. Studies show that rail can move freight with about 1/3 the fuel as highway trucks. Rail will be a major component of our lower carbon future.

Comments that oppose I-11 in whole or part; comments that articulate concerns regarding an I-11 (e.g., environmental issues)

- Since this is not currently a high use roadway, why do we need to increase the capacity? Why encourage more driving and cause increased environmental impact by expanding the current road?
- I do not see the benefit of improving the connect between these cities. I feel my city has a greater interest in connecting Las Vegas to Los Angeles.
- I do not see the benefit of improving the connect between these cities. I feel my city has a greater interest in connecting Las Vegas to Los Angeles.
- The biggest issue is that the people behind this don't live in the area that will be effected so you don't have to live with the repercussions of the traffic and how it will effect our way of life here in Henderson. I know I can only speak for myself, the biggest reason I moved out here backed up to section 27 is to be away from all the busy mess from Green Valley to the strip. Please do not take this away from our way of life here in Section 27 Henderson, NV.

Other comments

- *please see my detailed comments posted regarding I-8, I-10, I-11, I-12, I-15, I-17, US-95, etc., posted 12 Feb 14 Thank you.
- It seems reasonable but I wonder whether using an extension to I-15 would be more cost-effective. Who can afford this with the current U.S. debt? Has a toll road been considered?
- Clinical Implications of Air Pollution Research by Ward Duel AMA included Clark County in thorough research. The Las Vegas valley is surrounded within mountainous terrain that does not allow for pollutants to escape. Vehicle pollutants (CO) are pressed into the valley & held there naturally, intensified by the desert heat. LV doesn't need added pollution that a widening of a freeway through our city would bring. Vehicle pollutants are documented cause coronary artery disease, asthma, lung cancer.
- The area from Vegas to Reno is difficult terrain suggesting that the costs would be prohibitive. Reno is not as large a city to be joined to Vegas and Phoenix.
- This portion looks like it follows a mostly urban route so no big



NO NV 2. Please share any additional feedback you have regarding the I-11 & Intermountain West Corridor Study. (55 responses)

Comments that generally supported I-11/connectivity; comments highlighting benefits of an I-11

- I think it will relieve congestion on other routes and cut down on travel times.
- Like I previously mentioned, this is a north-south corridor that is desperately needed for this part of the country. It will without a doubt prove to be highly beneficial to the geographic vicinity and the population it serves. Alternative SS seems to be the best option from this report, since it flows directly into Reno and proceeds along a more northerly route.
- The development of this corridor is crucial to the continued growth and success of this region. The link between Las Vegas and Phoenix is particularly important, not only for safety concerns, but to encourage business between these two major metro areas.
- please build this. we need it.
- Route 95 is out in the middle of nowhere and if I-11 was built it would "urbanize" the route and make it more accessible to people/families that have medical issues but are afraid to get stuck out in the boonies without much hope of getting quick attention.
- Build it!
- This would provide a better alternative when traveling from Phoenix or Las Vegas to Oregon and Washington than going through California. It would improve travel between Las Vegas and Reno.
- We travel from Northern NV to Phoenix several times a year. The road can be dangerous when passing. The current route is the main route for trucking and the roads are almost always busy. This is a much needed improvement.
- The I-11 completion will provide a strong reliever to the I-5 corridor and potentially the I-15 corridor. In addition, though not specifically a part of this portion, I-11 will provide the first all interstate highway between Phoenix and Salt Lake City via the I-11 and I-15 corridors. Depending on funding, continuing I-11 beyond Reno to the Pacific Northwest would absolutely provide a reliever to the I-5 corridor plus a more direct route from Texas and New Mexico to the Pacific Northwest. The I-11 corridor has so many good benefits to commend it. I strongly favor its full funding and implementation.
- I drive from Tucson to Las Vegas at least once a month. Sometimes, I'm stuck behind trucks in one lane highways, which adds to delays and impatient drivers who try to pass more than 2 vehicles at a time. It would be nice to have a more direct route to Las Vegas from Tucson, or even have a train route connecting the two cities.

Comments that support using existing infrastructure/corridor(s)

- I feel that maintenance of current roadways instead of development of new freeways is a far superior option. Instead of encouraging more automobile traffic, maybe we should be looking at how to move people by more efficient methods of travel. Instead of developing an interstate, maybe a high speed train between Phoenix and Las Vegas would be a better option.
- I strongly urge that the Study team begin looking at wildlife habitat maps in Nevada. The issue of the sage grouse will weigh on corridor choice to some degree. Maps are available for sage grouse habitat, and the project should begin integrating them with their own highway planning maps. Fragmentation of habitat is one of the chief concerns with threatened and endangered species. Also, the team should begin to take into account wilderness areas, National Conservation Areas, National Monuments, both designated and proposed. Currently established corridors should be used everywhere when suitable.

Comments regarding potential I-11 alignments

- Prefer Alternative SS to connect Northwest ports / Cascadia to Intermountain West. I-5 cities need a direct connection to I-10 and I-40 corridors and Reno, Las Vegas and Phoenix.
- A better way to access Central/Northern CA is essential for the future development of Southern Nevada. There needs to be a corridor that breaks off of I95 between Reno and Las Vegas to access Central CA



- My suggestion is HH. This allows for a tie-in w/I-84 on the shortest route. It makes future growth easier, and gives additional choices down the road for connection with Canada. It can go west to I-5, on I-82 to I-90, or north through Montana on I-86 and I-15.
- I feel that adding I-11 from Mexico to Canada would be a fantastic idea due to the economic development it would provide. I feel the best way for Nevada to benefit economically along with the least amount of environmental damage would be choosing route HH.
- The current state of road travel between Las Vegas and Reno is quite dangerous and there should be safe travel between the two cities. This would bring new economic development to the state of Nevada since you would have increased travel between the two cities. A fwy between the 2 cities would spur further economic activity even if just the increase of fwy exit services such as gas stations, hotels, and restaurants. However, easier and safer access to Nevada's small towns may very well boost their economies as well. Ideally, this freeway should at the very least connect to the 84 in or near Boise, ID which is home to Albertson's among other companies.
- I-11 should eventually connect back with I-5, probably in Washington or Oregon. Any route going through eastern Washington or northern Idaho will enter Canada in a relatively low-population area. Commerce from Nevada, Arizona, and Mexico can currently access markets in Edmonton and Calgary via I-15, but accessing the market in Vancouver, BC could be greatly improved by an I-11 connecting Phoenix to I-5 north of California.
- The Nevada and beyond favors moving toward the west and into northern California/Oregon via US 395 I think. I say I think because your maps lack enough detail without finding a real map and trying to discern just where the recommended corridor beyond LV runs. Please post a Google Map like every other professional research program does.
- We like the route GG through Winnemucca because of the possibility of connection to Seattle and Spokane. Traffic on I-5 would be relieved.
- The White Pine County Board of County Commission have reviewed the proposed I-11 Corridor project. Our Commission would like to bring to your attention important data collected by our staff. Alternative SS encompasses (872) miles of roadway that will need to address (142) obstacles that will need attention at an additional cost of \$6.74B; i.e. bridges, railroad and highway crossing, per under and overpasses, narrow Right of Ways through townships, culverts, etc. In addition, the Las Vegas I-215 Beltway along the northern region of Las Vegas will need to be reconstructed to remove all traffic lights currently in place. Per Alternative HH, leaving Las Vegas per US-93, traveling north onto US-318 through Hiko and Lund, then onto US-6 for a short trip back onto US-93 north through Ely, continuing to Wells, Nevada and terminating on I-84 in Twin Falls, Idaho: This route encompasses (535) miles of roadway that will need to address (41) obstacles along its entire length.
- I would like to see the study really look at the economic impact a more eastern route for the I11 would have on the communities in Central Nevada, and Eastern Oregon. The western route will do little other than giving traffic relief to the I5 corridor, and while that is important, wont help the underserved areas of the IM West that need access to the NAFTA markets that the CANAMEX corridors were supposed to provide.
- The current preferred US route corridor is "SS" to Reno from Las Vegas. The next question is what route should continue to Canada. From Reno, Spokane & Calgary are out. Vancouver is already linked to Seattle, leaving central British Columbia's largest cities, Kamloops and Kelowna (which connect to Vancouver), needing a bigger link to the U.S. Plotting a route southward, it would logically be US 97 which follows the Columbia River to Wenatchee, WA. From there a route south to I-82 would be needed, linking to Yakima. From there US 97 already crosses the Yakima Indian Reservation and I-84. Southward in Oregon US 97 goes to Bend and Klamath Falls. In northern CA, State 139 & 299 lead from Klamath Falls to Alturas, CA from which US 395 leads to Reno. The route generally avoids mountains and links seven cities in four states and Canada. It follows mostly major highways.
- I am not in agreement with the BB QQ proposal
- I am strongly against the BB QQ alignment that destroys the River Mountain Loop Trail.
- Take the freeway from Phoenix to Las Vegas and then up into Boise! That seems to make the most sense to me.



- I would like to see the corridor go through Utah as there is much more traffic between Phoenix/Vegas/Salt Lake as there is between Phoenix/Vegas/Reno. In addition, I-15 between Vegas and SLC is very congested and an alternative route would be very helpful for the continuing growth along the Wasatch Front. Between the growing populations of Salt Lake, Davis and Utah Counties demand for goods will undoubtedly increase and these metro areas are quite a bit larger than Reno. In addition, I-11 could hook up with I-70 and I-80 in Utah for goods traveling east which could help relieve congestion in the SLC area between the I-15 and 80 interchange which are located in downtown SLC.
- Although this study only goes to the Reno area this proposed interstate should continue northward. I imagine the Burning Man Festival would benefit and support it. There is no reason why options HH-TT could not be studied and proposed as a separate interstate connecting I15 with I80, and continuing north.
- Previously commented on the potential of a corridor generally providing routing from Hawthorne to Reno via Wellington and Carson City to avoid several environmental impacts which will be looked at per feedback received. The current options to be further analyzed seem to meet the goal of a future long distance corridor although I am skeptical of the eastern Nevada route as the only population center even close to this route is Boise.
- I like the pathway continuing North from Reno via I-80 to the Winemucca area.
- Must continue to Nogales, Mexico through Tucson area
- To whom it may concern, please do not put that busy, busy inter-section thru our quiet part of the world. Put it thru the middle of the desert where homes will not be effected and make it come into Vegas over by the Henderson airport out onto St Rose Parkway and this would bring it closer to I15 and Las Vegas Blvd. As a citizen it never ceases to amaze me how or why decisions are made that effect peoples lives/homes and the people that do the building don't really care because it is "progress". I say that is a bunch of horse poop!!!! Please answer me this how would you like it if I was a builder and wanted to do this to your neighborhood, how would you feel??? Can you answer this one simple question and then we can continue the conversation...
- the I-11 Corridor should be designed and built in such a way that it maintains or enhances the beauty and environmental sensitivity of its final path.
- Connect LV with Reno as direct as possible. From Reno north, go north through central oregon to the I82/I84 intersection.
- If this road must be built. Do not ruin easy henderson by breaking new ground! Connect to the 95 or the 215. These routes already exist. Do not ruin rural henderson or waste tax payer money when already constructed routes exist!

Comments that support multimodal investigation, implementation

- Proceedings of the AMA Air Pollution Medical Research Conference: (CO)causes lung cancer, human respiratory epithelium, environmental cancer, carcinogenicity, respiratory disease (asthma) The impact on our desert wildlife does not repair itself as areas exposed to rain and plant growth does. It is a delicate balance that should not be exposed to additional traffic that isn't necessary. We prefer clean energy transportation. The bullet train considered by our citizens is a much preferred method of transportation that would link the valley to areas with large populations that frequent Las Vegas. Our McCarran Airport is an international airport that already serves the transportation needs here as well.
- It should be a railroad system. Trains are more environmentally sound, would cause less pollution, and would require less disruption of the landscape. Much of the need is for things that could be shipped by rail.

Comments that oppose I-11 in whole or part; comments that articulate concerns regarding an I-11 (e.g., environmental issues)

- There are enough routes from Mexico to Canada as it is. This is a waste of our resources, our money and our time.
- I do not see the benefit of improving the connect between these cities. I feel my city has a greater interest in connecting Las Vegas to Los Angeles.



- The natural land provides organic culture unique to the area. Disturbing the environment further disrupts the people and animals living in these areas. I do not agree in disturbing what is left of our natural resources.
- Do not construct new roads which will adversely impact an already fragile land and its inhabitants.
- I think that the problems with traffic we already have with these areas needs to be addressed first. Not to mention the roads need to be fixed so badly. As well as where the interstate is being torn apart already and most areas have been that way for years! And what about the fact that it seems as if the government is giving a direct route from Mexico to Canada.....
- No thank you. There are enough roads for people to drive on. The environmental impact is too negative and not worth it so that illegal Mexican drug runners can have an easier route to distribute their poison.

Other

- *please see my detailed comments posted regarding I-8, I-10, I-11, I-12, I-15, I-17, US-95, etc., posted 12 Feb 14 Thank you.
- Because of the prohibitive costs and the secure Government areas in this region, the entire project could be jeopardized awaiting positive response and funds from Congress.
- The connection from Mexico to the north will be an open highway for drug trafficking
- The traffic on US95 is increasing yearly. I have been driving this road for many years and this is also becoming a safety issue with the number of trucks and cars on a two lane highway.
- What happens to the residences located in the impacted area, specifically around the Boulder Hwy and Warm Springs area? Are the impacted homes going to be purchased or are other roads going to supplant the affected neighborhoods? What is the timeline for construction if the plan is approved?
- I have a serious problem with ANY portion that runs through rural home areas.
- I have no challenges with improving our transportation roadways.
- Sacrifices some communities in favor of Las Vegas. Is Las Vegas going to compensate communities that lose revenue share? I do not think that taxes should be used to build a road that benefits such few cities.
- The remote are in Henderson they are planning on building this route through is home to many wild tourise which are protected and need to be preserved. Also, the housing area near this planned route, section 27, is one of few remaining hosing areas that is zoned for horses. Seeing as there are many trails which have been created for the convenience of these home owners and their pets, I feel I should point out that a freeway with quick traveling vehicles poses a risk factor to those who ride horses out here. Loud, noisy vehicles, and the inevitable car crashes that would come with the corridor would spook these animals, posing a threat to them and the persons riding them. Does the city really want to take those risks?



Post-Meeting Feedback

The following summarizes public comments received February 10 through March 11, 2014 via U.S. mail, e-mail and utilizing the project website comment submission form. Comments are sorted generally by several categories

Feedback is reported exactly as it was provided without grammatical edits.

Comments that generally supported I-11; comments highlighting benefits of I-11

- I am very much in favor of creating this freeway to link Las Vegas with Phoenix and Tucson. We need it to eliminate congestion and support the future growth of the small towns such as Buckeye.
- I fully support the concept of an I 11 highway from the Me Mexican boarder to the Canadian boarder. This would be an important contribution to the expansion of trade between and among the three nations. Of course care must be taken to protect the environment
- We are in full support for the I-11 project.
- Fabulous idea that would benefit both Phoenix and Vegas tourism in the short run and commerce between AZ and NV in the long run. This proposal is long overdue.
- As a Canadian, regularly visiting your great country, I am following the I 11 with great interest. Anything that would ease the traffic on the current route would be appreciated. I, personally, would be willing to pay a reasonable toll, if it would help defray costs and shorten driving time. Thanks for this.
- I -11 will be great, we really need it. Thank You!
- This interstate would save so much time and even better.....lives. The current route to Las Vegas has often been called the most deadly highway, with many fatal head end collisions. Being a little selfish. I travel from Phoenix to Las Vegas at least four times a year and the first portion of the drive is rather stressful because of drivers trying to pass in 'no-pass' zones, plus the time factor and gas saving. I truly hope this project takes shape and becomes a reality.
- From an economic and motoring safety perspective I support I-11. Please move forward with this process ensuring best possible outcomes for all involved. Thank you.
- I think that the Interstate 11 Intermountain Corridor definitely needs to be done. It would not only benefit Phoenix and Las Vegas by making a faster and safer commute but more importantly it would improve traffic on I 17 and 5. The possibility of extending it North to Reno and eventually Canada is a fantastic idea. There is a definite need for a better route to Reno from Las Vegas.
- I love the idea of a direct corridor. I make the trip to Reno often and usually go to California then up because of all of the slow downs and quality of the roads. The only downside is this idea should have come to be 20 years ago.



- The I-11 is long overdue. The building and connecting of parts of RT 93, and I-40 from the Phoenix area (101 loop & I-17) highways to the Las Vegas area (Henderson) highways of the 215 & 515 would be a great addition to the highway system of the Southwest. This would make the travel time between Phoenix and Las Vegas shorter, and much safer. It would increase commerce and industry between the two states and benefit both states and all the cities in between. I would think this could be a relatively simple project as so much of the highway is already built, requiring only a few bypasses and interchanges to be built along with upgrading and widening sections of existing roadways. Lets get it built.
- Ower family has homes in Boise and Scottsdale. We drive back and forth about 5 times a year. The interstate between las Vegas and Phoenix would be great and we have noticed continual work towards an interstate over the last 15 years. But did notice the work has stopped this fall and no construction at all. We drive through ely Nevada also as it is shorter. But it's not a very busy road and don't see an interstate in the furure. Please finish the interstate between Vegas and Phoenix. Bypassing as many towns as possible?
- The current highway between Phoenix and Las Vegas can be extremely congested and dangerous with the high average speeds. I support a controlled access highway between Phoenix and Las Vegas as a major first phase in a new north south interstate highway between Mexico and Canada.
- Clark County, Washington has long had heated debates regarding the I-5 corridor. The Interstate Bridge between Oregon and Washington has been beyond capacity for many years. This community is now trying to figure out how to fix the bottleneck. The problem is, I-5 is the only road to link Mexico and Canada, through the United States. Los Angeles I-5 is the most congested road in the United States, and it's not going to get better. Expensive light rail projects have been built and proposed to try to relieve the congestion, but, in reality that is not the answer. The answer is to build new Interstate transportation in the western United States. The East Coast has many connecting routes, but the most congested areas of the West, have very few.

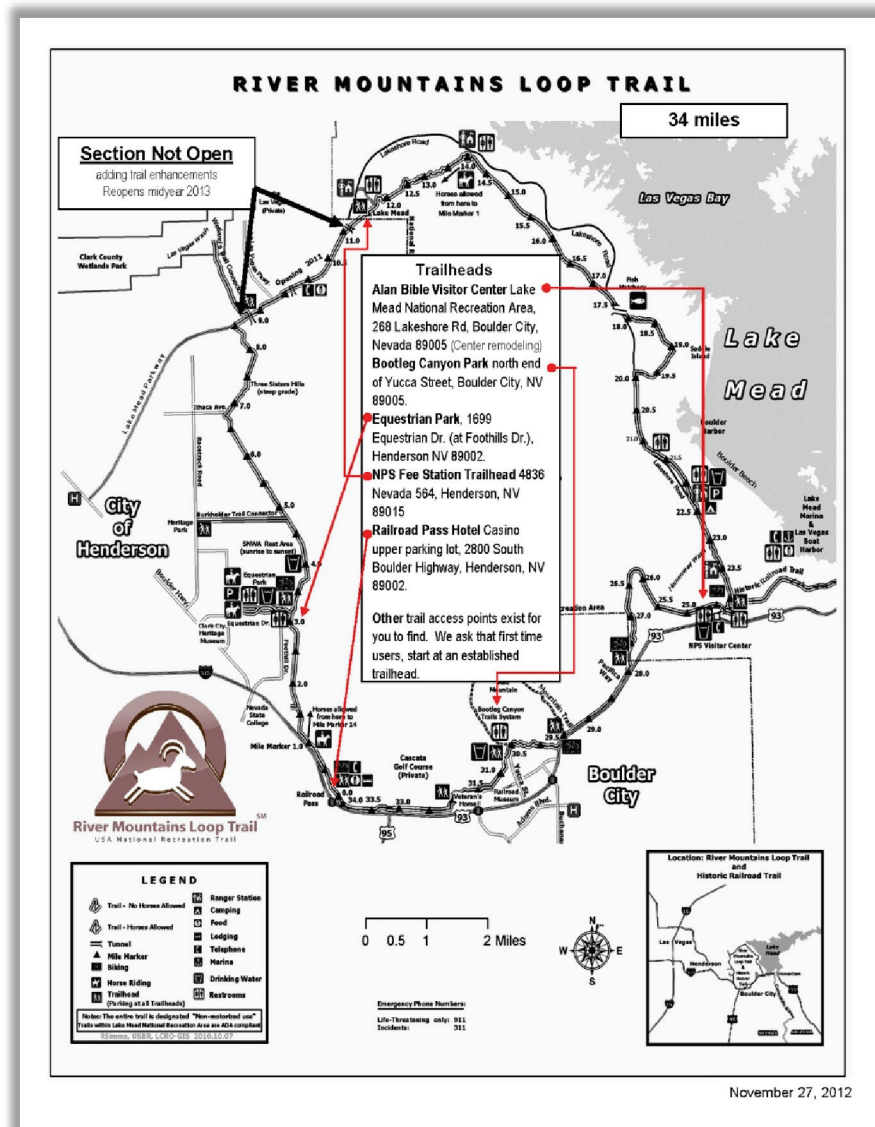
As the Ex. Secretary of Clark County Citizens United, Inc. and landowners of both Arizona and Washington states, we wholeheartedly support a new I-11 interstate highway, and the sooner the better. Eastern Oregon and Eastern Washington would be happy to have a continuation of that highway travel through to Canada. Most of those lands are farmland that is idle and it would be a win-win situation for all concerned.

We personally own a home in Casa Grande, Arizona and in Clark County, Washington, so we see the problems and concerns in both areas of the country. It has been many years since the US has constructed new corridors to serve the growing communities and it is long overdue to relieve the congestion on the I-5 corridor.



- I am in favor of your project. I would like you to be sensitive to one area in the Las Vegas Valley. Looking over the material the preferred alternative at the Level II review is one called BB-QQ alternative. The route goes down the east-side of the City of Henderson through the River Mountains foothills, past Lake Las Vegas. This route overlays part of the River Mountains Loop Trail footprint. (www.rivermountainstrail.org)

This trail is a paved trail, with a 12 foot width in a 24 foot right way that loops 34 miles around the River Mountains and includes two bridges, seven tunnels and has a trail link to the Hoover Dam. The trail is nationally recognized as a USA National Recreation Trail. The Bureau of Reclamation offices in Boulder City, NV have mapped the trail and could provide exact siting information. Attached is a graphic map of the trail we hand out to visitors to the trail. Last year this trail was mentioned in the New York Times, the Dallas Morning News and "VIA" the magazine of the AAA (auto insurance). It is heavily used by the bicycle community, some conventions to Las Vegas, and the public.



- It is important to see projects that have been initiated through ADOT and Federal DOT be revisited for completion. Highway 95 widening project used to be in the budget and is partially complete. This too is a North/South Corridor connecting Arizona with Nevada and Canada. Please include full funding for Highway 95 widening to a four lane all weather route.
- This new freeway is long overdue. In addition though, The corridor that runs down Highway 6 from Spanish Fork Utah, through Cortez, Colorado and on into New Mexico has needed a freeway for decades. Having travelled that route in the Air Force for 20 years, the current road system is inadequate, and used by commerce to move goods.
- I strongly support the bulidng of Interstate 11. As a frequent traveler from Phoenix to Las Vegas I see the need for the interstate freeway. The current roads can be dangerous and unsafe. Building a new freeway would make the trip safer. In addition, it would bring lots of economic development to both phoenix and las vegas. BUILD the freeway.....I strongly support it.
- Long overdue, please e-mail a map of the proposed route when possible.
- This is definitely needed and is a definite improvement between Phoenix and Las Vegas and points north.
- Please choose Alternative BB-QQ. It is good for a economy. Thank you.
- What is being done to secure funds to build the freeway (at least the portion from Phoenix to Las Vegas)? It seems like a waste of time to conduct studies if we don't have funds to build it in the first place.

I support building it, and I think the sooner we start, the better. So far though, it seems like a dog and pony show.

- I like the idea of a route to get traffic around the more congested areas of Tucson and Phoenix. It would be nice if the route allowed for freeing up some of the congestion on I-10 at I-8 as well. Having a more direct route to Las Vegas would also be great. I'm a bit concerned about how wide the proposal goes west of Tucson and the effect on the mountains and National Park west of the city.
- more means of moving people from STATE to STATE is GREAT MAY GOD BLESS YOUR WORK
- I live in Marana AZ. The Tucson area is a poorly planned and maintained transportation network. This interstate needs to come quickly to alleviate and facilitate traffic flow.
- My husband and I drove to Las Vegas from Paradise Valley last weekend. We had not driven this route in years, as we usually fly. However, we decided this would be a pleasant excursion. We were mistaken. Once we got off the I-17 North onto the Carefree Highway, a ridiculous one-lane road, we realized that this drive may take us longer than we expected. Then, as we are sure you are aware, we traveled onto Route 60 and then onto the 93. Both of these "highways" have areas that are one-lane in each direction....extremely slow and very dangerous. We witnessed cars trying to pass other vehicles (particularly trucks) that were going under the speed limits when there was little time to do so. As older drivers, we were fearful that there would be an accident. Being subjected to unsafe road conditions and having to slow down to 35 miles and hour when going through little towns we had no interest or need to be in, makes this trip quite unpleasant. A safe highway is not a luxury but a necessity. Thank you.



- PLEASE PLEASE PLEASE build this Interstate!! My partner and I drive to Vegas multiple times per year and would absolutely LOVE a faster, SAFER route to drive! We would definitely go to Vegas more often if this was built.
- Tucson need the I-11 as a bypass on it's west side to expedite truck and other traffic from Mexico to points going north. The corridor through the city is extremely crowded with local traffic. To ignore the planning for this would be foolish and the need gets greater every year.
- I-11 is a pivotal component of Arizona's Logistical future. Additionally, US 95 is a feeder artery to Kingman and Northern Arizona from Baja and Northern Mexico. I think we as Arizonan's are selling ourselves short by not displaying in text and graphics the US 95 Western passage to I-11.
- Good idea. We always need another interstate

Comments that support using existing infrastructure/corridor(s)

- The continuing improvement to US 93 is the only rational choice here, and appropriately identified by the group as the preferred route. Alternative 'UU' would further compromise already precious and limited relatively unspoiled desert ecology; is identified as having the only 'least favorable' finding in the report; and with its development in previously intact desert ecological zones will certainly invite years of environmental litigation. Select alternative 'Q' and move forward with dispatch.
- In this age of budgetary concerns it seems that proceeding with the least expensive option makes sense provided the plan includes adding more lanes to existing highways, especially I-215. The option BB-QQ which appears to virtually go around the city of Las Vegas would seem to be good in some ways, but how it would impact existing and developing residential areas is of considerable concern. It is not possible to determine just where the highway in BB-QQ would be located with respect to Calico Ridge. Since new housing developments are being constructed between Calico Ridge and Warm Springs, it appears that I-11 passing through that area would disrupt the new housing developments and decrease the value of existing housing. I believe that such a disruption should be avoided and would be a strong negative for option BB-QQ. Thus, using the least expensive option would disrupt the least amount of housing development and maximize the use of existing highways. Much of my concern about option BB-QQ depends on the exact location of I-11 instead of the generalized location from the available maps.
- Although I understand the stated purpose of creating another corridor, the reality is that it will not remain a bypass for trucks for very long and will suffer from the same "congestion" that the current I-10 corridor experiences. Tucson is an important gateway to commerce with Mexico so we should carefully plan the corridor route and ensure that it serves the stated purpose and that it does not diminish the quality of life that exists in the area. The new corridor should not be used as an excuse for yet more urban sprawl, as there are many who advocate for this corridor who are only thinking about the cheap, virgin land that will be available for new development. The most cost-effective choice is to use existing corridors and infrastructure to the greatest extent possible. If this new corridor is ostensibly for the use of commercial traffic, then perhaps we should re-think how the corridor is accessed and what fees will be charged for maintenance and traffic control. It should not be routed through Avra Valley, nor should it be anywhere near existing federally protected lands (such as Saguaro NP). Ideally, the current corridor (I-10) would be modified to move the commercial traffic as is the stated goal of this plan.



- Thank you for the opportunity to comment on the I-11 Corridor study. These comments primarily address the Las Vegas area. I support the corridor in general along with the Boulder City Bypass and use of the existing (& perhaps enhanced) I-515/93/95 freeway north beyond Railroad Pass. I OPPOSE - adamantly - Alternative BB-QQ (multi-modal utility corridor). This addition, supposedly to assist in the establishment of CANAMEX highway system seems destructive, superfluous and offering insufficient value to outweigh the costs. ^Destructive: It goes without saying the damage that would be done to the environment and nearby neighborhoods. Additionally the River Mountain Water Treatment Facility would need to be moved. The VERY busy Hiking/Biking path that runs 24 miles would need to be moved, restructured or eliminated. ^Superfluous: since I-515 already exists less than 5 (to 10 dependent on your north/south position) miles away and running virtually parallel, the unknown time savings for freight traffic seems inadequate for the cost, damage and inconvenience this option represents. In fact, if the destination is northwesterly, this would be of NO value whatsoever, and would not be used by any traffic running to any points on the Pacific coast north of the L.A. basin. I expect you will receive numerous comments echoing my opinion. Hopefully you will actually listen to the constituency you serve and NOT consider yourselves unaccountable to the taxpayer and therefore falsely enabled to force through unwanted (and in this case, unnecessary) projects without adverse consequences.
- I am against the BB-QQ alternative that will impact the Clark County Wetlands Park as well as the River Mountain Loop Trail. I am a biologist by profession but enjoy nature and the outdoors on my own time as well. I frequently utilize the river mountain trail on my bicycle and I and my family enjoy visiting the wetlands park. This alternative will remove a portion of the river mountain trail so that it will not longer be a complete loop that allows cyclists to ride a paved trail that does not have vehicle traffic. This is much safer for vehicles and cyclists. The wetlands park would be degraded and is one of the few places in the LV Valley where people can quickly go out and be in nature. Having an interstate go through or over it, will erase that. There is no reason why I-11 cannot just join the I-515 interstate with the addition of added lanes. If anything I would like to see a similar beltway that the 215 is on the west side be done on the east side, making the 215 a complete loop, part of which is already the I-215. If this could loop over to the area around Nellis Blvd and then meet back up with the west 215 at the north end of the valley at the I-15, that would also reduce congestion on the I-515 and would utilize current road corridors Using Boulder highway and Nellis.
- Since Southern Arizona, valued for its unique vegetation, wildlife, and wilderness, already has a major traffic corridor. Wouldn't it be more sensible to expand the existing infrastructure rather than violate the surrounding environment. Among the many reasons, cost effectiveness, wildlife preservation, environmental impact (including construction pollution of air, aquifer), and retention of Southern Arizona's appeal and attraction to visitors.
- please give top priority to existing travel corridors within all segments under consideration for this project- undisturbed open space is increasingly rare and its preservation in that form is critical. as wildlife corridors and crossings are extremely vital for the many species whose natural habitat falls in these areas, their use should also be standard operating procedure at every possible opportunity. care should also be taken to meet the "dark skies" qualities that enable Arizona to play such a unique role in so many astronomy discoveries. and how perfect a chance to showcase the practicality of technologies suited so well to the sunny climate by utilizing solar power to not only light the roadway, but also provide charging stations for electric vehicles, as well as any other of the multitude of devices modern life has become increasingly dependent upon? thank you.



Comments regarding potential I-11 alignments

The following comments regard alternatives or alternative concepts and are sorted generally by segment area (although some comments span multiple segments).

In Southern Arizona

- I am a resident of Avra Valley, and I have read your report and its conclusion to further study the Tucson to Nogales route for the I-11 Corridor. I would like to call attention to the report's assertion that there is community support for the project. This support is political, commercial and is limited to the immediate Tucson urban area. There is vigorous opposition to the corridor if it goes through the Avra Valley. Please note that somewhere in your study. This opposition is evidenced by the petition submitted to you, the comments at meetings and in this forum, and historically at meetings for the I-10 By-Pass study in 2007. Please don't say you are listening and nowhere note this opposition. This opposition is from the citizens of Avra Valley, many commercial establishments that benefit from tourism in the area, and environmental and government agencies. My main concern is that the route through Avra Valley must go through near the Mile Wide and Sandario Road intersection because of the boundaries of Saguaro National Park, Tohono O'Odham Nation and Ironwood National Park. There already exists extensive infrastructure of the Southern Avra Valley Storage and Recovery Water Facility in this area. (<http://www.tucsonaz.gov/water/savsarp>). There are maybe twenty open ponds strung out along the Sandario/San Joaquin Roads that you can see from The Sonoran Desert Museum. The corridor would have to be built in the vicinity of these ponds because of the park and Tohono Nation boundaries. I wonder about security of the water supply for Southern Arizona as international traffic rumbles by. Pollution from international traffic with varying emission control regulations is also of concern. Real estate developers have always had their eye on this area. But this area is already developed. There is a natural gas line, CAP infrastructure, national parks, and a delicate one-of-a-kind ecosystem. Nowhere else on earth do saguaros exist in this density per square foot. Just walking around you are likely to find evidence of some ancient archeological site. You may see a desert tortoise, a rattlesnake, or a jackrabbit. This area is Tucson's precious jewel. You are going to sell it so cheaply? Generations have saved it for us-we are compelled to save it for them.
- Suggest route continue south after crossing I-10, along the west side of the Tohono Oodam Nation and terminate at Lukeville, AZ/Sonoyta, Mexico or skirt Organ Pipe National Monument and terminate at a new port of entry with link to Mexico Highway 2. This would provide a more direct route to Las Vegas and relieve pressure on the entries at Nogales and San Luis
- Double deck it through Tucson (if it must be built). If we can't afford to maintain the highways we have, why build new ones?
- I arrived in Tucson in 1954, graduated in Engineering from U of A in 1960. Lived in the Town of Paradise Valley for 33 years. Moved to Green Valley in 2001. I know the State well. I suggest the I-11 corridor avoid I-19 and Tucson. (I-11 through Tucson would be the final nail in its coffin. Who of middle class or above would want to live in a mining/ trucking town. The new University/Medical school is in Phoenix. Up scale wives of sport pro sport teams now do not wish to be in Tucson. I lived next to one of the most important sport team owners in PV. That is why they avoid Tucson. Wives have a big say... The I-11 route should leave Mexico West of Nogales heading NW through or skirting the Papago Indian Reservation merging with I-8 at Giila Bend, then North to I-10 via Route 85 with major intersection at that point, Then continue with all new road intersecting Rt. 93 to I-40. Its a no brainer. Traffic could still peel off at Ajo Highway to Tucson and parts East. Like wise at I-10 East to Phoenix. I would like to see an investor funded commercial toll road. Federal funded four lane non commercial



In the Phoenix Metropolitan Area

- I am very interested in the connection of a potential route to the North Phoenix area. 74 is narrow and speed limits are too slow, and the 60/grand portion from Wickenburg to the I-17 is unbearable with the existing stoplight pattern. I really hope that the issue of getting traffic the last few miles into Phoenix is being examined. One of the primary issues are the heavy delays going through the Glendale area because they have not timed the lights properly.
- We travel to Las Vegas several times each year. The current best way for us is: I-10 to PHX to I-17 north to SR 74 cutoff to near Wickenburg, then north on SR 93 to Kingman and on to Las Vegas. We detour around 60 north out of PHX as it does not through to I-17 or I-10. If the 60 could join the 202 or 101 down to I-10, it would be a lot better. There is a southbound road already available for expansion. Its 51st south to SR 347 thru Maricopa all the way to I-8. This could then go west to Yuma or east/south to Tucson and Mexico on I-10.
- I have a suggestion regarding the segment of the freeway that will probably go through Wickenburg Arizona. There is a subdivision South of Wickenburg that is very large (goes for miles) called "Whispering Ranch". There are very few residents in this area and it would not displace many homeowners. It would save taxpayers a lot of money since there wouldn't be a lot of structures to demolish or relocate. Along Vulture Mine road there is a Museum. Please do all that you can to avoid harming it. It would make a fantastic rest stop and tourist attraction for travelers from I-11.
- Wickenburg always seems to be in contention as to the question "through Wickenburg" or nearby, but not too far away from Wickenburg. I suggest just West of our Airport, because its open land all the way to Aquila.
- Living in Wickenburg, the feeling here is we want in but not downtown. It should be just West of our Airport. This area is wide open spaces clear to Aquila. If it is too far west, we will be left out becoming a ghost town. Any other area in the East of Wickenburg is too congested to be considered. I'm interested in all coming events. Wickenburg always seems to be in contention as to the question "through Wickenburg" or nearby, but not too far away from Wickenburg. I suggest just West of our Airport, because its open land all the way to Aquila.
- I have another bit of info I'd like to share. "It seems that big trucks have figured how to travel from I-10 north to Rt 93 - they use Vulture Mine Rd. Loads of the big trucks (Walmart etc) have figured how to beat regular traffic.
- Include a way to bypass Phoenix from the Wickenburg area to south of the valley.
- I assume that the I-11 Alignment using #93 NW of Wickenburg is pretty much set after all of the expense associated with the route through Wickieup and North. Please consider an On and Off exit ramp at the Santa Maria Connection Road. Our ranch is accessed off of the Santa Maria Connection Road at 93. Regrettably, in the 16 years that we have owned our land, I have witnessed more than ten fatalities. The current route, although, dramatically improved, still is a very dangerous road to travel. It reminds me of the Route from Phoenix through Ajo, thank goodness, the improvements to that route have dramatically improved the safety of the travellers. Please keep me in the loop on future I-11 studies, alignments and access points. Thank you. Keep up the good work.

- There needs to be a link between Wikiup and Yucca, AZ following Chicken Ranch Rd. Coming off of I-40 from the Needles area all vehicles currently must travel north to Kingman then south down 93 towards Phoenix. If you look at the map it forms a huge upside down "U" adding to travel time.

Also the routing should loop Wickenburg & Maricopa to the west and Kingman north of the airport. South of I-8 it should flow west of I-10 to Nogales giving an alternative to I-10 between Phoenix and Tucson.

In Northern Arizona/Southern Nevada

Page 1:

Personal
information
redacted

Michael Kies, PE
ADOT
206 S. 17th Ave.
Phoenix, AZ 85007

Received
February 11, 2014
MPD Finance/Admin

Dear Mr. Kies:

I have tried for many hours to submit comments via your website questionnaire. It does not work for substantial commenting. When I found the maximum character count of 500 to be too small, I could not go back to edit and shorten my comments. I then attempted to place the remaining comments into the last general comment catch-all that had a 1000 character limit. At the end of my typing it showed 2 characters remaining. I hit continue and got an error code that I had exceeded the 1000 limit. However, it still showed I had 2 characters remaining. It would not continue.

Consider the following as comments to your Northern Arizona/Southern Nevada questionnaire:

Question # 1: I Strongly Oppose Alternate Q. From rating chart:

1A. For a route that is supposed to be multi-modal, but is an impossibility for rail due to the steep and rugged terrain, this criteria should be scored at Less Favorable. A goal of the route should be to reduce demand for highway use by enhancing the demand for rail service. Less highway use demand results in lowering the demand for oil products which in turn results in lower releases of CO2 and other toxics into the atmosphere and onto the land and waterways.

4A&B. ADOT admits that it does not have the funds to construct this project until possibly twenty years into the future. Rather than spending approximately \$ 1.4 billion in the distant future on an interstate, spend a few million now to complete the few remaining miles of the two lane, bottleneck hwy 93 between Wickenburg and I40 into a four lane, divided hwy 93 comparable to what has already been done.

5A. Less Favorable. Reconstruction of hwy 93 into an interstate requires that all intersections be built as interchanges (over or under passes.) Currently, at about every two miles, there are access road connections to both private and public lands. The cost to construct interchanges will probably result in fewer access points, especially to our public lands. Connections to the current access points will then require the construction of a system of frontage roads. This will dramatically increase the total width of the roadway, resulting in greater barriers to all wildlife migration (including daily movements.) Migration is more than just the study of bighorn sheep corridors. The addition of this strip of "no man's land" greatly increases the loss of habitat and hiding cover compared to just lane widening.

5C. Somewhat to Less Favorable. The currently disturbed flood plains would be disturbed to an even greater extent. Cumulative damage must be assessed in the study.



Page 2:

5D. Less Favorable. For the same reasons as listed above for 5A. There would be more miles of dirt frontage roads required to connect to the existing access roads (which are especially important to hunters.) This would result in a permanent reduction in air quality by particulate pollution and the increase of contaminants and sediment in the streams and washes from road soil erosion.

5E. Less Favorable. The impacts listed above were brought up at the October 10, 2013 meeting in Kingman.

6A. Less Favorable. The route between Wickenburg and I40 is NOT inductive to clustered nodes of land use oriented towards heavy industrial, commercial, and manufacturing.

6B. Less Favorable. An interstate will result in the loss of public access to the major land ownership pattern of our public lands.

Question # 2. I strongly Oppose Alternate UU.

In general, everything negative listed above about Alternate Q applies at least ten-fold to Alternate UU. This proposed route would require building through some of the most rugged and remote land in Arizona. It would impact two National Wilderness areas, innumerable streams and springs, and large wildlife populations and their associated habitat.

Question # 3. I Strongly Disagree. Alternate Q is NOT reasonable. A reasonable alternative would be to complete the rebuilding of the two lane portions of hwy 93 into four lane divided highway. This could be completed in a shorter time frame and at a much lower cost to the taxpayer than building an I11.

Question # 4.

Obviously no one took down the comments presented by the public at the October 10, 2013 meeting in Kingman.

Contrary to that Kingman presentation, CYMPO did not request that the Prescott Valley/Chino Valley routes be studied. This never appeared on their Executive Board Meeting agendas and they never voted on such a request. The Executive Board denied making such an ADOT request at their December 2013 and February 2014 Executive Board meetings. Several years previous the Yavapai County Board of Supervisors voted to never allow a freeway to utilize such a route.

The N. AZ/S. NV Segment study is fatally flawed because it did not analyze the simpler and cheaper alternative of reconstructing hwy 93 into a continuous four lane, divided highway; not as an interstate.

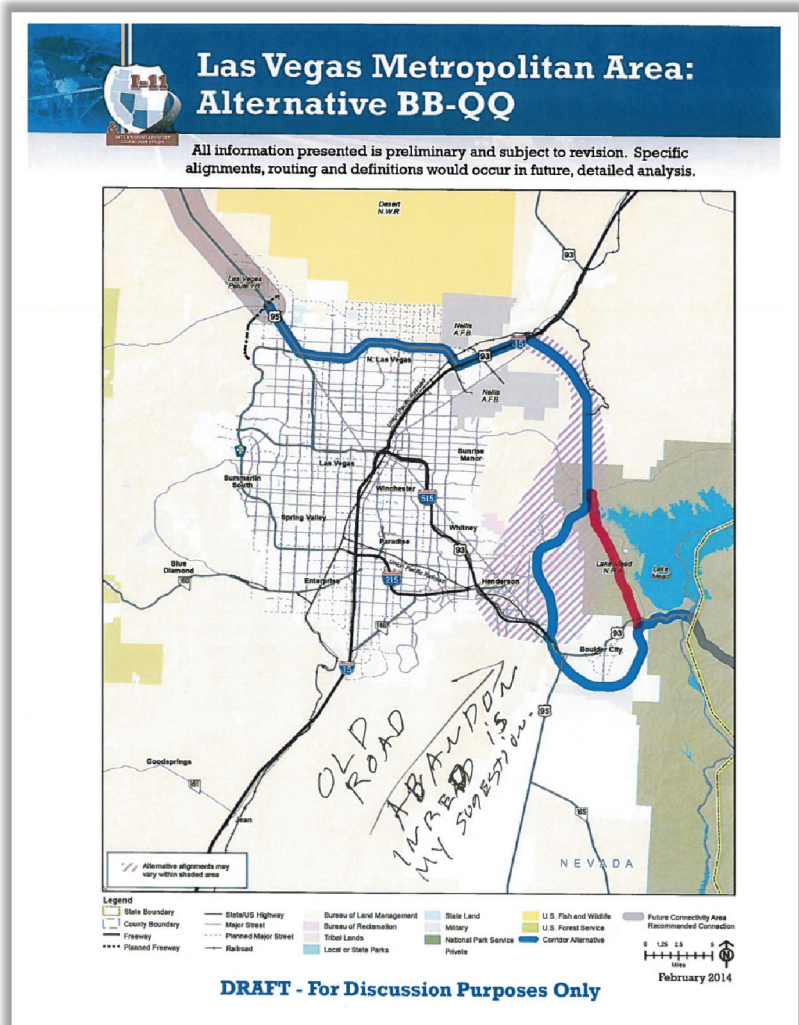
Personal
information
redacted

- I live and work in southern Nevada and drive and fly over it a lot (my airplane). I will mark aviation maps and send them with my suggested route to you. It starts about the I-40/US-93 intersection, NW up the E side of Kingman Airport, NE of Red Lake, across the river at the narrowest point and to Apex. From there N to Boise or, W across the N end of the LV Valley to US-95 and N to Reno. Best features: Don't destroy Kingman with another highway thru the town; mostly fed owned land=cheap; skip the Boulder City nightmare and poison dirt (see UNR report); point to Apex (keep the traffic out of the LV Valley); go N to Boise to support the Ranchers who will have no water when SNWA builds the pipeline. Thanks for listening. Maps will be sent later this week.
- I am interested in the Northern AZ corridor study and support the Option UU which would maximize use of the existing industrial corridor on I-40 between Lake Havasu and Kingman.



In the Las Vegas Metropolitan Area

- It's obvious that a lot of people have been doing a lot of work to come up with this study and also those making thought provoking comments. The routes through Las Vegas, once past Boulder City, use the existing freeways that future I11 drivers use now. The benefit of one of those routes being chosen is the flood of federal money into our current roadways which is a huge benefit to us here in the valley. Again, after completion, the traffic would be the same because these roads are the only option for transport from south to north now. The option between Lake Mead and the mountains would move the passing through traffic from our commuting freeways which improves time and driving conditions for everyone. The bighorn sheep, air quality at the lake, boaters and bicyclists would suffer, but drivers would benefit. The lack of water that will be upon us soon may take care of the issue by reducing the population in the valley, making the existing freeways more available to long haulers. As a commuter, I'm in favor of using the BB-QQ option. As a bicyclist and nature fan, Y is the best option. Good luck with the decision making. I'm guessing the route that pays the most profit to someone in power will win.
- I would like to recommend that the I-11 be built around the east side of Henderson and Las Vegas. This would provide a much needed beltway on that side of town for quick access of Nellis AFB and beyond. Thank you.
- Against the BB-QQ alignment and proposes a suggested route using the "Old Road" along the Lake Shore Rd. corridor from US 95 to I-15. More specifically from the Fish Hatchery to the beginning of Route 167.



- I prefer the route behind Frenchman Mountain - although I don't particularly care for the portion of the route along the River Mountains near several rural Henderson neighborhoods for the following reasons: 1) The federally recognized River Mountains Loop Trail runs along that same corridor. It has taken 20+ years of planning and construction to get this loop trail built and placing the interstate along this route would ruin this trail. 2) The residents that live along the eastern edge of Henderson chose to live in these rural preservation areas for the purpose of being far away from freeways and businesses. 3) There is a regional water treatment facility along this route. To provide better security and safety of our regions water supply it would be better if a interstate route was not brought in right adjacent to this facility.

4) This route also does not take advantage of a wonderful opportunity to finally close the loop on the I-215 beltway. If someone was traveling east on I-215 and wanted to get onto the I-11 to go around the backside of Frenchman Mountain - they would need to get off the freeway and travel along Lake Mead Pkwy through several traffic lights to reach the I-11 freeway. I would propose looking at the possibility of the following alignments to route the I-11 along the eastern side of the valley - while completing the I-215 belway "loop" (they are listed in my order of preference)

- 1) Study the feasibility of converting Lake Mead Pkwy into a freeway
- 2) Study the feasibility of aligning the the new freeway along the back side of Timet (near Warm Springs Pkwy) - and then either connect back up with Lake Mead Pkwy on the eastern (more rural) side of Boulder Highway - or run the road along the Pabco Road alignment - cross the Las Vegas Wash and find a way to circle the freeway along the backside of Frenchman Mountain from there. (would need to work with Cadence on this alignment)
- 3) Study the feasibility of using the Galleria Drive alignment (or perhaps even a portion of this alignment to get to the backside of Frenchmen Mountain.
- 4) Study the feasibility of using some portion of the Russell Road alignment.

At this time the Cadence development is just starting to get underway. If any of these proposed alignments would affect (or need to cut through) this development - NOW would be the time to have discussions with the Developer - who may also be able to help with an alignment to cut through part of Timet's property. There is likely a mutually beneficially alignment that could be developed with the developer. I'm sure having freeway access would allow for some additional commercial developments within this master planned community - and if there was some financial incentives for the developer to cooperate - this may be an opportunity to look at before they get too far along with their project. I appreciate the opportunity to comment on this. I am actually really excited about the possibility of a freeway behind Frenchman Mountain. I grew up in Logandale and now live in Henderson. When I travel back and forth to Logandale to visit family - I can't tell you how many times the thought has crossed my mind how nice it would be to have a "Henderson Exit" off the I-15 that would take me behind Frenchman Mountain right into Henderson - thus being able to avoid the Spaghetti Bowl traffic. (also just another side benefit - on Race Weekends at the Speedway - it would give motorists another option to avoid the standstill traffic on I-15 before and after races. One other thought occurred to me at lunch today. I realize the I-11 alignment through the Las Vegas Area is probably at least 20 years off - but perhaps there would be a possibility of constructing a rural highway type road along the backside of Frenchman mountain to connect Henderson to the I-15 in the nearer future (say 5 to 10 years out) that could then be upgraded to freeway status once the I-11 corridor was closer to a reality.



[CONTINUED FROM PREVIOUS]

Much of the leg work with alignments and grading could be done and a much smaller rural type road could be constructed (perhaps with gas tax dollars) - and then as funding for the I-11 became available this corridor could then be upgraded to a freeway. Perhaps a section of this road could be incorporated into the Nellis Dune project that is currently being considered for federal funding. This would get the road started from the I-15 and perhaps connected to the current road that goes behind Frenchman mountain. Getting this project done in phases may be a good approach on this project rather than just waiting for 20 years to get started.

- Based on the map in the Las Vegas Review Journal on March 5, I think I-11 should use the existing 215 around the west side of Las Vegas and secondarily US 95 through Las Vegas. The alternate new route around the east side through part of Lake Mead Natinal Recreational Area is not a good choice - too expensive and would be environmentally bad. I believe I-11 to the north should connect Vegas to Carson City (the Capital) and Reno so that southern and northern Nevada are finally connected by an interstate highway, and it would benfit the majority of Nevada's population.

- We disagree with Alternative BB-QQ, for I11.

City of Henderson needs opportunities to enhance our area I-11, would have negative impact on life in Henderson. We would be facing heavy truck traffic acceleration, stacking, and safety long and short term are major concerns besides environmental extreme impact. Incompatible with residential home use and land ownership. Lacks being near major airports McCarran International Airport, Henderson Airport, future location for McCarran and I-15.

We suggest Alternative Y, lowest cost, and compatible with land ownership patterns.

In Northern Nevada and Beyond

- I would like to see a direct corridor from Phoenix to Boise. Another direct route worth considering is an East-West route from Cove Fort, Utah, Jct I-70/I-15, to the East Bay area.



Multiple segments

- My interest lies in the Metro Phx and Northern Arizona segments. Having lived in Arizona for over 60 years I have seen the valley grow and watched the area struggle with transportation issues and challenges. Although I spent less than three hours giving a cursory review to the mass of information, I feel, based on the maps and graphs, that Alternative-LL seems to better serve the short and long term needs and objectives for the creation of Interstate 11 for the following reasons: I-8 link offers three choices for the southern connection. Having connected numerous times with I-8, south of Maricopa (AZ-347), that segment westbound to Gila Bend, the "Fan belt capital of the world" before interstates, is very lightly traveled. The need to partially parallel I-11 from the I-10/I-8 split (Alternatives South-G & South-I) west makes little sense and adds to the overall cost of the project including right-of-way and construction. On the west beginning in Gila Bend, (Alternatives South-MM & South-H) also makes little sense in my mind as besides drawing west bound I-8 traffic it also is a major exit for east bound traffic from Yuma and the San Diego areas which would only exacerbate the load factors northbound to I-10. Therefore I favor Alternative South-LL beginning between the I-10 & I-8 split and Gila Bend. In the immediate Phoenix Metro area, it seems logical to have I-11 continue north to align with the proposed I-10 reliever freeway and I-11 going west across AZ-85 before turning north. That and using a major stretch of underused I-8, offers an opportunity to get double duty use of construction dollars. On the evaluation chart, Cost and General impact on air quality were the only RED items. Although LL is estimated to be the most expensive, perhaps sharing the cost of building reliever freeway could lower that expense. I would be willing to bet that the air quality issue is most prevalent in the area closet to the Metro-Phoenix. Whether LL is built or not chances are that will happen anyway when the reliever freeway is constructed. In general I feel new build makes more sense than rebuilding AZ-85 to accommodate northbound and southbound traffic. Leave it as a nearly truck free route between I-8 and I-10. Its taken years just to make AZ-85 a divided roadway. Connecting I-11 further east of AZ-85 means less concrete, costs, consumption and acquisition of additional land, not even considering the costs of any citizens who might be in the path of the I-11 right-of-way than Alternatives South-G & South-I. With respect to the center segment after I-11 turns north, I favor the direct route G/H/LL/MM-North to Wickenburg's north for the same reasons I didn't like the Gila Bend option above. Alternative-I, tying into Grand Ave and US-60 with the soon to be widened AZ-73, dumps additional traffic on that stretch to Wickenburg and it appears is not as direct a route as the one to the west. Although it would require bringing AZ-93 up to Interstate standards and may require adding lanes on I-40 where it connects with AZ-93 (Plan Q) in my opinion if for no other reason environmental and cost it is superior to Plan UU. My only question is will it be necessary to widen or build a second bridge where I-11 crosses the Colorado?



- Please accept my comments. I present them in the tone of constructive criticism. I have lived most my life since 1958 in Arizona and this region. I have years of personal history and recollections of these Interstate freeways through their plannings to eventual construction.

Allow me to present these adjustments:

- Re-name Casa Grande to Phoenix to Flagstaff as I-17; eventual extension to Richmond, Utah, connecting to either or both I-70 or I-15.
- Re-name San Diego to Casa Grande to Tucson to points east as I-10.
- Re-name Los Angeles to Phoenix as I-12.
- I-11 will replace existing US-95 freeway Yuma to Blythe to Needles to I-515 at Las Vegas.
- I-11, I-15, and I-17 in my proposal will meet criteria for north-bound and south-bound corridor Mexico to Canada via several southern termini: Los Angeles, San Diego, Yuma, Phoenix, Tucson, Nogales.
- I-11 from Yuma to Blythe to Needles to I-515 meets your corridor criteria south-bound to Mexico.
- I-11 alignment Yuma to Blythe to Needles to I-515 improves upon the needs of four states (California, Arizona, Nevada, and Utah) rather than only two states (Arizona and Nevada) in the present proposal.
- US-95 improvements already meet the criteria for direct route from Phoenix to Las Vegas. I-11 alignment at that corridor would be extraneous. There will eventually be a Yuma to Las Vegas corridor; let's do it now rather than later.

Prior comments complained about urban sprawl, environment destruction, and loss of wildlife and habitat. True. Those concerns result from deliberate human over-population intrusion. The only action we humans need take to resolve our ever-increasing human over-population is to recognise and control our own human over-population and our human extension into wildlife habitat. Sorry if that is a tough pill to swallow for people who insist upon large families but it is the truth. The human population of the USA has more than doubled during my lifetime. Without people controlling their family size, the USA population will be hitting one billion in the next couple generations and will face over-crowding as China and India face today. That's reality. Fail to face it at your own peril and the peril of your offspring. I request to participate further and am available to attend meetings at Phoenix or Tucson ADOT offices. Thank you.

- The best route is I-19, I-10, Loop 303, 60, 93, I-40, 93, I-515, I-215, I-15, 95, 376, 305, I-80, 95. This route is between I-5 & I-15 north of Las Vegas, & goes from Mexico to Canada. This seems simple because it is. I'm a retired truck driver if that helps. Incorporating or double signing any roadways would also save money. Thank you for a chance to give my opinion.

Comments that support multimodal investigation, implementation

- Great idea, but not if it supersedes fast transport (e.g., light rail) between Tucson and Phoenix.)
- I believe that this is a good idea. I would also like to add that maybe a high speed train be included along the route as well. There has been talks for years of putting in a high speed rail from Phoenix to Los Angeles. Why not include this as well.
- I would like to see more rail components added to this study.
- I-11 uses, but also provide land for light rail and designs how it would be integrated as a joint project over time. We need to wean ourselves off personal transportation.



- Please SHARE this message to ADOT Director John Halikowski. Thanks! Here is an IDEA - both Phoenix and Las Vegas are basically laid out so that you MUST have personal transportation to get around. Here's an idea to improve your plan: set it up so people can drive their CAR onto a flatcar, and take it with them! I call this the "urban-suburban rail ferry." Not "fairy" but "ferry!" YES - AZ DOT would be truly VISIONARY in proposing a true alternative public rail system. By moving a percentage of long-haul automobile passenger traffic onto RAIL LINES, this would de-clog the freeways, so your freeway expansion plans could slow down. Divert some of the proposed FREEWAY building billions to setting up these Inter-Urban Auto-Rail Shuttle Services. If ANYONE in the United States is even remotely actually interested in REDUCING our use of FOSSIL FUELS, then my idea MUST BE INCLUDED in your Plans. CSX runs ads that they can move one full TON of freight over 400 miles on one gallon of diesel fuel using their TRAINS. YOUR PRESENT PLAN of promoting and building MORE FREEWAYS amounts to a long-term Government-financed SUBSIDY to the BIG OIL COMPANIES. You are encouraging MORE PEOPLE to DRIVE MORE MILES in their CARS. NO CAR WILL EVER BE ABLE TO MOVE A FULL TON OF FREIGHT over 400 Miles on ONE GALLON OF GAS. YOU MUST INCLUDE A RAIL option in ANY plan to connect the Phoenix/Las Vegas/Los Angeles/San Francisco megaplex. AND if you DO provide these Inter-Urban Auto-Rail Shuttle Services Arizona residents and visitors would enjoy the world's most visionary MODERN and FUTURE-LOOKING transportation approach. You can DRIVE to the station, maybe employ "valets" to park the cars carefully on the flatbeds, and tie them down safely. Then the passengers get to ride in comfort to their stop, and re-claim their vehicle and drive off. I think Warren Buffet might be in support of this idea. Once it's in place in the ARIZONA area, it could readily be expanded to provide "ferry" service to Southern California, New Mexico and Texas. ALL FOUR Border States could turn this into an economic BOOM. Please contact me to discuss this further. Thanks! in colorful downtown Kearny, Arizona!
- Having driven that route a few times only in the past 15 years it has gotten better from Phoenix to Las Vegas, but it could be a lot better still if it were a 4 lane highway the whole way. The impression of some of the accident sites I've seen still linger in my mind.

As far as extending Route 11 further north really would depend on the traffic load on the existing roads whether it is needed. Otherwise it would be better to focus money on Mass Transit or education for people to live closer to their most frequently visited places. Having talked with a person working with traffic in Arizona he said that Mass Transit will be the biggest expense in the near future. My thought is why not spend the money now on future development which will give a better return on cost rather than expand a highway system which is going to become a minimum expense in the future and will become obsolete in the future as more and more people use mass transit.
- I hope you plan to use as much of the current Hy 93 as possible so as to avoid doing LOTS of environmental impact studies in any parallel road (there are protected species all along the way including frogs, toads, tortoises, birds). Have you pondered a high speed rail system? It could run in the median of Hy 93. Two stations (with parking) in Phoenix, stop in Kingman only, then to Vegas, with rental cars available.....It might be cheaper!!!
- You must plan/provide not only for freight rail, but also High Speed Rail along the corridor from Phoenix to Las Vegas. I like the Grand Avenue route, but I do not see how you can do that, unless you build on the east side of the existing tracks.

- I would like to express my thoughts that the I-11 corridor should highly consider a high speed railway alternative or inclusion. I believe that the project would receive much more federal funding if the project would consider inclusion of high speed rail. Additionally there seems to be an underlying, but largely ignored, need for transportation alternatives within Maricopa County and in the state. This might be the only time we have to construct such a project. Even if there was only a high speed rail link in the Phoenix Area considered, this would be a monumental step in the right direction. Also if there is a railway portion considered, it must be high speed rail like Acela or even those like TGV in France. Thank you for your consideration.
- Has a tandem (North/South) High Speed rail(s) Intermountain West Corridor been considered? Revenue source for both states, energy efficient (eliminate rest stops, fuel/electrical stations, etc...), greatly reduced auto congestion e.g. holidays, time savings, two tandem lines would allow for travel frequency.
- Via phone conversation with project co-manager: the project should only be considering rail for moving freight, and any other solution is not sustainable.

Comments regarding environmental considerations

- I would like wildlife to be considered in the planning process for the Interstate 11 and Intermountain West Corridor Study. Many progressive states have included wildlife corridors along heavily used highways and I believe it should be a consideration when planning and budgeting for this project. I have attached a photo of a plan for a wildlife corridor from the Coalition for Sonoran Desert Protection. They would be a good group to consult regarding this matter and I hope that you will consider this an important issue. Our desert wildlife is unique and face many challenges and corridors for any future interstates would be helpful to reduce unnecessary fatalities. Thank you for your consideration.
- It is critical that wildlife connectivity be included in the planning, design and construction of the project for whatever alternative is ultimately selected.



Other Feedback

- Thank you for the information on the proposed I11 project. I am opposed to the project as presented. Arizona is nearing completion of the upgrades to Highway 93. 30 years ago this road was torturous and dangerous. It is now fast and much safer. I have traveled the route dozens of times and can recall few large trucks suggesting the need of an expanded north south corridor. This road is primarily for the benefit of travelers to Las Vegas. It would be wonderful to see Highway 60, from downtown Phoenix to Wickenburg optimized, especially the hideously timed lights in the Sun City area. How can a highway that seems to run in a straight line be so incredibly slow? With the completion of the 101 loop and the widening of Highway 17 it seems the other routes for getting to Wickenburg have been improved. Let's face it, this is a benefit for Phoenix and the major contractors. This is nothing for Tucson or any other city in Arizona. Properties will be taken away from current owners via eminent domain when there is truly little need. Please fix our current horrific roads filling the potholes and getting the lights timed correctly before adding more. Thank you
- The corridor is essential for improvement in the US economy. My concern is an increase in the illegal operations that will explode. More security will be critical.
- I 93 is used as a general commuter road for daily commute for land owners along the route. For some it is the only means of traveling to work or shop in Kingman. Who would this be managed? If a toll road would these people be given passes for local travel?
- In the late 1980's early 1990's ADOT did a study simply to extend I-17 into Utah to I-15. Has this study be included in the I-11 universe of alternatives? At least the north of Phoenix? If it has not it should be. The old BRW (now URS) did this study for ADOT.

Also, has consideration been given to making I-11 parallel to I-19 instead of connecting to it? Currently, the I-19 corridor is under capacity. By simply adding two or four lanes to I-19 may fully utilize all of the newly available border crossing capacity at Nogales. If this is the case then it might be a good idea to place I-11 parallel to I-19 (after its connection into I-19 south of Tucson) and build new border crossing capacity to utilize it. The key to anything and everything (with or without I-11) is additional border crossing capacity and less wait than Texas and California. The funnel is at the border. We need to plan to make the Arizona funnel bigger and better. Yes, there are needs north of the border, however I believe it would be a strategic mistake not to make this a part of this plan.

What was done at San Luis (south of Yuma, Arizona) offers a great example of how this can work. We need to do the same thing in south central Arizona too.....perhaps at an existing station or whole new ones. The border station study that ADOT recently did does not really address this. It is more of a survey of what is in the works. Instead we need to work ahead and see what needs to be done to really get Arizona and this proposed corridor in the game to compete better with Texas and California. The border is also not simply a north and south crossing issue. What comes into play would be a good network of highways on both sides east and west as well. This would enable to some, if not all of the stations to work as a network, rather than isolated stations. This would offer crossers (especially trucks) the ability to have alternative routes to cross that will better utilize capacity when and where it is available.

Thank you for this opportunity to comment on this exciting plan.



- I think that an east Phoenix Valley highway system from Mesa to Florence/Tucson is greatly needed. By all accounts the southeast Phoenix Valley is the fastest growing area in the greater Phoenix area. However, it takes 30 minutes or so to access any highway system from the Queen Creek and San Tan Valley areas. As a result, the time required and the congestion are unreasonable in traveling either north(west) or south(east).

I recently read in the Arizona Republic that the new AZ Route 24 is close to completion that is in the area I reference here. However, it is only approx 1 mile long!....and in reality is just another exit/entrance to/from the 202. The article describes that this is only the first phase of the project linking Mesa with areas southeast. However, it evidently is still being studied....and moreover lacks funding!

Again, in my opinion this needs to be a high priority item.

- Would it be possible to get a map with enough detail to show the streets/houses that may be affected? Web maps are too small and distorted when zoomed.
- Great Idea BUT please fix I-40 around Needles first.
- Already this project is disorganized and treats members of the public like fools, wasting our time and misinforming us.

The postcard the City of Henderson sent out (Feb. 2014) reads, in part, "Review Maps." But there ARE no maps at the site. We can't comment intelligently on this proposal until we see where this road would be built.

- Why are you afraid to put a detailed map on the web site?
- Dear Ms. Rosenberg, I am writing in regards to the neighborhood notice I received about the Intermountain West Corridor Study. I am highly disappointed by the map sent on the notice. It is impossible to tell exactly where the route is planned as many of the streets are not included. When I tried to access the project website, I could not pull up the proposed routes. I feel there should be a detailed google map attached to the website with the proposed route imposed on it. That way the public can zoom in on their property to see exactly the impact this corridor may have. I feel information is being withheld and the proposed route and map is vague. Please provide the neighborhood with a better map by mail or on your website. Thank you
- I received a notice in the mail about the I-11 study. The Alternative BB-QQ segment 58 passes through my neighborhood. I can't find any detailed maps of the proposal that show more info on paths or roads the I-11 would take. What can you send me or where would I find a detailed map of the pathway?
- 1st Comment: My initial thought: Great path for illegal immigration right into our back yards, and who has \$\$ to spend on this project at this time?

2nd Comment: This maynot be the correct forum, however why not redesign the access from Gibson Road onto Lake Mead East, very dangerous with people trying to get on 95 from 215...lots of accidents.



- (I'm making this comment after getting a response from the Corridor Study to my previous comment.)

February is far too soon for we, the public, to be commenting pro or con. Even though the postcard we recently got said we could view maps on this site, we can't. And since we can't yet view where the road would go (not even approximately), I suspect the Study people want to drum up acceptance for this project so they can point to that acceptance-----even if it's based on too little information.

I would suggest that the first public forum on this be further down the road.

- Why don't we use all this extra money to fix & repair roads & bridges that are falling apart.
- Wish to read NEPA before leaving comment.
- Posted on social media: "Dear Runners: I am forwarding information to you regarding the proposed I-11 Corridor, a proposed major multimodal north-south transcontinental corridor through the Intermountain West. It is my understanding that the preferred route through Southern Nevada is the BB-QQ alternative, which goes down the east side of Henderson through the River Mountains, past Lake Las Vegas. If this route is chosen, the west side of the River Mountains Loop Trail will be wiped out."
- We travel quite a bit between Port Angeles Wa. and Henderson Nv. WE pull a 27ft travel trailer and depending on weather conditions, we come down from the 405 to 84 thru Idaho and Utah. For the 10 years we have done this the only heavy trade traffic is on 84. from Tremonton thru Salt Lake. I-15 south to Las Vegas is underutilized. A four lane divided hiway is quite sufficient for future needs it seems to me.

When we travel on the I-5 south thru Oregon to Reno, that is well trafficked. However 95 south to Las Vegas is 2 lane and quite adequate. The study map we have seen is only showing greater Las Vegas and Henderson. We own a home in Henderson and from the preliminary map, can not determine exactly where you propose the new road way. I plan to go the city hall and look at their maps today.

Thank you for keeping me posted on this matter.

- I 11 study should be reviewed with ADOT Phoenix -Tucson -Mexico Freight/ Hwy / Passenger Studies.
- I would like to see a map of the project. I make a lot of trips annually between Henderson and Goodyear. Will I see new scenery? Should a high speed railway accompany the road planning. I think so. Think Big!
- We have a large group of concerned citizens who are not being informed prior to meetings of any type regarding this study. We are currently naming our organization and will be submitting it and the names of all those involved. In the meantime, please include my personal email in your distribution list. Thank you.
- Is there a clear map of the proposed BB-QQ route that you could forward to me. We are concerned with the impact of this route to our neighborhood and are trying to determine exactly how close it would be to our home.



- 1. Why isn't there a toll free number to call for public comment?
- 2. Recommend that a bypass or alternative route is looked at for Railroad Pass. He has experienced several closures causing extensive delays. A bypass for construction as well as emergencies is recommended.
- I read an update on Las Vegas Sun's website about the Interstate 11 project. Obviously, it is still years away from completion. In the meantime, how close is the highway between the 303 and Interstate 40 to being a 4 lane highway? I know that there are several stretches between Sun City West/Surprise and Wickenburg, Wickenburg and Wikieup and Wikieup and I-40 which are still two-lane highways. While it may still take a few more years to designate the highway and interstate and bring it to Interstate standards, just having 4 lanes during that entire stretch would reduce the travel time from 4 ½ hours to under 4 hours between here and Phoenix.

Once the Boulder City bypass here is completed, the traffic flow will be even faster.

Any updates on this would be greatly appreciated. Thank you.

- I am from the State of Colorado The one Question I would have where is the money coming from??? I drive many of these roads though out the west and many are in need of repairs
- Before beginning a new project, why can't Interstate 40 be repaired from Flagstaff to the California border? This interstate has been in terrible shape for many years and nothing is done about it. We drive it frequently as we have a summer home in Show Low and a winter home in Kingman.
- We have just learned of this proposal today and want to voice our strong opposition to the Proposed Interstate 11 Route. The idea of putting an interstate through these parts of Henderson is pretty shocking. There must be another way.

I am not sure where in the proposed study, the NDOT Public Comment period of March 7, 2014 leaves us but I think there are many residents that are unaware of this study and the communication should be extended so that more tax payers can give their feedback before this goes any further.

If you could advise us as to how we can get more involved, we would appreciate it

- I am dismayed that this seems to totally overlook how it may actually destroy Tucson. As planned, this new road will by pass Tucson and go right through the middle of Phoenix. It isn't difficult to see how major highways have sidelined many American cities and left them high and dry as the major roads let traffic sail around them. That it will also destroy some of the open area west of Tucson doesn't seem to matter either. The major focus seems to be totally on the benefit of having a major connection between Mexico, Phoenix and Las Vegas. No matter how you read it, Tucson comes out the loser. In today's AZ Star (March 7), the OpEd column has the headline "Interstate 11 will benefit Southern Arizona", but when you read the two columns, there is not one word to justify that headline. Neither person says anything about any benefit to Southern Arizona.
- Who owns the land that runs along the Lake Mead NRA? Does Harry Reid and family own any of this land? In the past Mr Reid supported projects that was more of a benefit to him than the people he represents, is this the case with the I-11 (BB-QQ) project?



- I would like to be advised when project will be final and authorized.
- Our interest is mostly in the improved communication and freight traffic once the project is done. So the first question/comment is pretty simple. Does the plan include at least installing the conduit for future fiber cable along the entire I-11 route. Whether the fiber actually goes ground or not is a secondary issue, but getting at least the conduit in the ground is cheap and allows flexibility for the future. Had Garth Dahl not allow the fiber along the highway right of way years ago, Switch and the data centers in Reno would never have happened.

Point/comment two - have you collected current freight information, so you have the best information available now on where the freight volume really needs to be?

Comments that oppose I-11 in whole or part

- I don't have a problem with a new way to get to Vegas or anywhere in the US as long as it does not interfere with people's homes, I do however feel we DO NOT need another road to Mexico. We have enough issues with the roads we have to and from there.
- To Whom It May Concern,

I am opposed to new highway development in general, but particularly in metropolitan Phoenix. Though the goal of the I-11 project is to facilitate interstate freight shipments, its main (albeit unintended) consequence will be to induce further sprawl in Phoenix and Las Vegas. The form of these cities already forces their residents to depend almost entirely on automobiles for transportation, and the I-11 project will only add to this problem. I call it a problem because sprawl (and the resulting dependency on automobiles) has been proven to dampen economic activity, exacerbate air pollution, obesity rates and other health issues, and of course put all of us on a path where we'll have to deal with climate change caused by ever-increasing greenhouse gas emissions.

Better options exist for shipping freight. Instead of wasting millions of dollars building yet another inefficient road that damages our environment, our economy, and our health, use federal resources to expand rail links between cities. Rail transport emits less pollution per freight-mile, it helps cities to break the vicious cycle of building ever-more roads to accommodate all the cars that people get because they need to traverse all the sprawling development that uncontrolled highway building encouraged in the first place.

Please kill the I-11 project! It's a bad idea and it's bad for America!



- With the “Very Slow & Precarious” expansion of the Panama Canal along with the Cancellation of the Port of Punta Colonet in Baja, Mexico and the associated rail expansion now cancelled, one must question the wisdom of Interstate-11.

The I-5 Corridor already addresses a north/south point of transit with multiple east/west connections.

Additional highway truck traffic is a growing danger to the driving public and long haul trucking is inconsistent with effective utilization of fossil fuel resources, safety considerations and point to point (hub-to-hub) transit objectives.

Interstate-11 would be another “white elephant” addressing very small population centers. People from Phoenix heading to Las Vegas will not and are not going to waste ten to twelve (round trip) hours to get there and back.

Available funding sources should be directed in enhancing the size and scope of Interstate 10 around Phoenix, adding additional traffic capacity between Phoenix and Tucson. Additionally such available funding address heavy rail commuter transportation between designated sites in Maricopa, Pinal and Pima counties.

There already exists sufficient rail cargo capacity from the Ports in California for their east coast customers. North/South transit points already are in place from the port of San Diego north to the multiple ports along the Pacific Coast and within Puget Sound (USA and Canada) with eastward rail access.

Additionally, funding is necessary for enhanced traffic flows along Interstate-17 and Interstate-40.

Interstate-11 is not to dissimilar to the boondoggle known at the “Fenix Foley Trolley” which destroyed multiple neighborhoods for the individual gratification of a few selfish real estate political baboons.

- Seems like such a waste of money after spending Billions on HWY 93. There are so many roads in Arizona that need proper maintenance. Spend that money on fixing the roads we already have. I do not appreciate paying such high Vehicle tags annually to ride on dangerous, cracked and pot holed roads. In my County of Mohave the joke is "What kind of road maintenance do we get"? the answer is just a sign when approaching our County that states "Rough Road". This is not a Joke that's the sad thing. Arizona continues to be a laughing stock of the Country for stupidity and greed.
- I prefer not building any more roads linking Canada and Mexico. We definitely do not need more linkage between Phoenix and Mexico.



- This I-11 corridor is an abomination to Arizona and other states. The high levels of truck exhaust pollution from Mexico will be disastrous to Arizona's environment. Mexican truckers don't care what happens to our environment - we are the ones who have to live here in Arizona - not them. The air quality is already "BAD" from automobile exhaust and now we are going to be inundated with extreme corridors of mass transit of Mexican trucks that are not regulated by the EPA for exhaust pollutants and toxins. What about the big trucks that lose their loads of gasoline and other toxic chemicals? Who cleans that up - and the damage to our native plants, animals, reptiles, soil, and water??? What a perfect route for terrorists who have truckloads of nuclear explosives to go right past the Hoover Dam. The tons of garbage that will be thrown from these trucks onto our land will further pollute and destroy not only the beauty of Arizona, but all the animals, birds, big and small, our air, our land, and our water. STOP this corridor - we do not need it or want it!
- I think this is a horrible idea! We do not need a road that destroys the trails.
- Please do not build another highway
- Obviously this is to allow NAFTA goods free reign from Mexico to Canada. NAFTA has proven to be disastrous in moving jobs out of the country amount other issues that have adversely effected our country. Building this corridor does nothing for Americans and everything for corporations, just like Obama's TPP and the secrecy where American citizens are not allowed access to its terrible policies that will move more jobs out of the country and have long lasting horrific consequences for our country.
Building this super highway is nothing short of just plain bad for us. PERIOD!
- Keep this project out of Utah, Idaho and Montana. We don't need it going through there. If this connects to Mexico it will be an illegal immigrant highway. I say make it from Phoenix to Las Vegas and Maybe Reno. But no farther. The northern states do not need more destruction.
- Why would we want to make it easier to import illegals and crime to the northern states. Mexico with its social and economic problems are devastating for the people on Arizona lets not help spread the misery. First thing is a secure border and the export of Mexico's problem back to Mexico.

Not only no but HELL NO

- It is unbelievable to me that congress is capable of a visionary experience in the first place. I happen to believe that their visionary experience is misguided.
The building of this interstate highway in the middle of the desert where there is a critical water shortage that, to this date, has not been addressed, and is is totally irresponsible.
The creation of this highway will open up this area to new development that is not sustainable with the existing water supply.
Las Vegas has already been restricting water use, and Phoenix when ever they wake up, will be doing the same.
Before any construction begins you and Congress should be asking one simple question, WHERE IN THE HELL IS THE WATER COMING FROM.



- I just found out about this new interstate, and I want you all to know that the road would actually be going through my backyard. Can you imagine how horrible that would be? If anyone is familiar with Henderson, there's only a few areas where there are acre lots, city views, and surrounded by the beautiful beauty of the desert. Well this is where I bought my house, so I could be surrounded by peacefulness. And this is where you want to put this horrible interstate, right on top of my backyard, (a lot of people's backyards) right on top of the home to so many desert animals. Please don't let this happen. All we have is our home and our scenic view around us. We have small children that like to ride bicycles, take walks, and hikes. We are not the only ones that enjoy this area, people come from all over Henderson to hike on the bike path and ride their bikes through the mountains. This bike path, actually goes all the way to Lake Mead, what a wonderful way for people to enjoy the environment. The interstate would be interfering with so many homes between Warm Springs, all the way up. My home is located on Naples and Havre. Please reconsider making this road in all our backyards, and even in our beautiful mountains. There has got to be a better way, come on we live in Vegas, there are plenty of roads. How about let the freeway go through Lake Mead, through the national park, and make money for the state? Please hear me out, and thank you for reading. I hope you all can find another way. Thank you
- I'm shocked to just now hear of this. We bought our home in the foothills to GET AWAY from freeways, noise, light pollution and basically all the urban sprawl. We enjoy pristine views, wild life in abundance and a peaceful dark silence at night. This plan would undermine every aspect of that. I plan on fighting this every step of the way!
- I am not for this direct Highway we already have way too much congestion on our highways and the traffic is too heavy now we don't all the noise brought the neighborhoods either. Keep it the way it has always been.
- This is an absolutely terrible idea. Not only will this negatively impact the environment and its desert dwellers but it will negatively impact the athletes who take advantage of the River Mountain Loop Trail as well as the surround trails (dirt). There are not just hundreds but thousands of runners and cyclists who utilize the River Mountain Loop on an annual basis. Not only do athletes utilize this path freely but race coordinators utilize this for huge racing events regularly (Calico Racing, Ragnar, etc). So aside from the environmental impact on Big Horn Sheep, desert tortoise, rattlesnakes, etc, you are impacting an entire community of active people.
- Ms. Sondra Rosenberg,

Reading the plans of the I-11 Corridor. please don't consider the BB-QQ Route. The Lake Mead area is the only sanctuary we have in the Vegas Valley for both the wildlife and for the residence in the Valley to enjoy the peace and quiet. If you all decide to use this route you might as well admit that you don't care about the wilderness, wildlife or Clean Air. Let's not pollute this area too. Please Keep it our only sanctuary in this valley.

Thanks in advance



- I am strong opponent against the I-11 corridor in the Henderson area. The Eastern route that is proposed would not only effect the residence in the area but the rural environment the City of Henderson and the Federal Government has protected. BLM patrols the area to prevent any miss use of this area exactly where the freeway will be built. Traffic congestion, pollution, crime, commercialism, and noise will destroy our area. The residence moved and built their homes in the area to be free of the problems that the inner city provides. To continue north with the freeway, to follow US 93, would destroy the environment and solitude of the Eastern side of the state. Lets not destroy the entire state for the benefit of business and big developers who are backed by a Senator from our state. The existing causeways seems to be the lest expensive and where the least amount environmental damage will occur. Thank you for this opportune time to voice my concern.
- I am totally against the proposed corridor anywhere near warm springs and racetrack area. This is a quiet neighborhood and would like to keep it that way let alone reduction of property values
- NO on I11 proposal>
- I am against this highway going thru our neighborhood.
- We live in section 27 in Henderson, NV and use the bike path and desert area on a daily basis. While we live with the noise from the 95 freeway already, we sure would prefer to not have it in stereo.
- This interstate will be too close to my neighborhood. Me and my family and neighbors are against it.
- I'm a home owner who will be greatly effected by this bypass. This bypass will be within a 1/4 mile from my backyard. I'm tired of the politicians buying up the land for these future projects, they have all of the connections with the corporations that line their pockets as well! When are we, the people, going to stand up and fight for our rights! I will fight this political debacle once again. Unless your a complete moron, you can see that I strongly disagree with this proposal and will never support it. I look forward to fighting this fight till you pry the Fliers & Petitions from my cold dead hands!

God Bless the USA!

- I am very unhappy with the idea of sending I-11 west of Tucson along the Saguaro National Park Border and the Indian Reservation. I do not see the need to destroy valuable wildlife areas when we have the I-10 right of way that can be expanded to allow commercial trucks special lanes for their traffic. I have noted this type of truck lane in other states. We have already ruined the natural areas along the corridor from Phoenix to Tucson and on to Nogales!
- I bought my home in the River Mountain area because it was quite and peaceful. Now you want to put a MAJOR highway through this area. I am totally against this project. My home has already been put into a flood zone for 10 years while some other project was going on up by the mountains, I'm not going through that financial hardship again. I also don't want to lose my peace and tranquility. Plus, running this highway through a National Recreation area? Whose brilliant idea is that? These areas are supposed to be protected areas. Not areas to be impacted by humans even more! Let's face it, humans are not great protectors of this planet!!! This is a bad area to run this project through.
- Oppose BB-QQ



- I would like to forward my opposition to the alternate BB-QQ I11 proposal. This is a bad idea that will negatively impact our community. I11 should utilize existing freeways, 215 and/or 93/95, that could be expanded to include dedicated heavy truck lanes. Local traffic could exit the freeway either from the left or right lanes. This concept is currently being utilized on the New Jersey Turnpike (I95) north of Exit 7A. The NJTP is one of the heaviest traveled highways in the US Interstate system, with 500 New Jersey State Police Officers patrolling the 114 mile turnpike 24/7. I respectfully request that you reconsider this proposal.
- Having been a professional truck driver I have driven through most of the major cities in the US in the last five years. Almost every major city has traffic problems except Las Vegas. It seems to me this is the last city in the country that needs a new freeway. Building a new freeway here would be a terrible waste of money, considering the actual need elsewhere. Don't believe me, go drive around LA, or Sacramento or Phoenix for a day, good luck. I love freeways but they need to be in the right places to be effective. This spur freeway through Henderson NV {Alternative BB-QQ} may help some large, out of state contractor but not anyone in Clark County. The building of this Alternative BB-QQ will just become another example of wasted taxpayer dollars and unconcerned government.
- Tried to fill out your LV metropolitan questionnaire but it wouldn't let me first look at the 3 maps and back up to answer the questions. I got to the last page, no option to return. nothing filled out.

Anyway I strongly reject your recommended route BB-QQ. Why impinge on Lake Mead NRA? Let the big horn sheep and other wildlife keep their space. Is this to help developers? There is no water for development. Lake Mead will be just a river in a few years. Lets think ahead. Likewise the air pollution reasons are all bogus. Electric vehicles are progressing rapidly and will predominate by the time this is built.

Also your "Evaluation Results" say this has "less favorable" cost. That's a deal breaker. Likewise Evaluation Result for "Economic Vitality" is given a "most favorable" rating, the only one on the chart BTW. What the heck is Economic Vitality? Sounds like more of what will help the developers. I think route Y would have the best Economic Vitality for visitors driving by to easily stop at the LV strip.

Option Y is clearly the best The existing roads are good and could be widened, etc as needed. The route strikes a good balance.

"Modal Interrelationship" again not defined, but sounds bogus. If the roads all connect cant truckers find their own route to NLV?

- It seems to me that the idea of this corridor originated with those who currently own significant amounts of the land in the proposal, who own major companies to be involved in it's development and backed by politicians who would be "rewarded" for supporting the proposal. We have thousands of miles of current roadways and bridges that have been neglected for decades that are in dire need of repair and/or replacement and we are told that funding is not available for those efforts. We pay taxes to support those funding needs - where is it going? I don't believe for a minute that "this corridor" is a much needed piece of work - that will tap funds we supposedly don't have now. Additionally, the Lake Mead National Recreation Area should not be encroached with this project - nor the southeast and east areas of the Las Vegas Valley with the resultant traffic, air pollution and noise. Put our tax dollars to sensible use and enhance the roadways currently in existence.
- Our family is opposed to the Henderson/Lake Meade BB-QQ option. It would destroy our way of life and the beauty of the Lake Meade Recreation area. The 95 route is already there and seems way more suitable.

Thank you for reading my comment.



- what is an enormous waste of money to affect southern Arizona is natural beauty and to bypass Tucson is a major blow to our economy as well as our way of life there is no need to go around through the desert when we've spent millions and millions of dollars upgrading the interstate I 10 so that it can handle this type of traffic.
- The postcard I received and the website don't give major street locations which would be helpful in determining exactly where this proposed highway would go. My major concern would be that this would turn out to be nothing more than a speedy roadway for moving drugs into this area from Mexico along with the illegals that Ari engage in such activities. Neither Arizona nor California has dealt with this problem effectively and I will not like to see such activity occur in Nevada. Also, the forecasted drought in CA and the anticipated food shortages, water shortages, lack of employment in the area will tax our resources. We don't need to add to these problems.
- We purchased our home in Henderson NV because it is one of the last rural zoned areas in the Las Vegas Valley. We are part of the equestrian area that the I-11 BB-QQ alternative effect. The City of Henderson spent over 9 million dollars building the River Mountain Trail and Equestrian Park that thousands of people enjoy. Health concerns for the residents of Henderson, Boulder City and Las Vegas due to the findings of natural asbestos fiber found in the rocks and dust in this BB-QQ area. The impact the I-11 BB-QQ will have on the Big Horn Sheep and Desert Tortoise will be HUGE. We have bald eagles that land and use our swimming pool. We live two blocks from the proposed BB-QQ alternative! Huge impact here! If the DOT is so committed to providing a interstate from Mexico to Canada it should focus on existing interstates to connect into the I-11. The only benefit we see to the I-11 will be to help China. China builds a port in Ensenada, Mexico to avoid US and Canadian port charges/taxes, and the US builds I-11 to help bring the imported products in. Free of charge! Brilliant!
- I've been hearing a lot about this I-11 by-pass around Boulder City for a year or more, but the other night we went to the Town Hall Meeting at the Senior Center on Racetrack Rd. here in Henderson, and for the first time we heard about the BB-Q project running along the Foothills of Henderson. Last night we attended the City Council Meeting and heard more on the subject. Today I have been going through your Web-Site and I can't find any info or maps on this phase of the project. Maybe I'm not looking in the right pages of your report, I don't know, so I would appreciate it if you could email me the latest info on this project and keep me posted in the future as to how this by-pass is coming along. I live just off Racetrack Rd. and we walk to the Senior Center and to the little park on Magic Way during the week and try to put in at least 5 miles on our walks. The last thing we want to see, hear or smell is the noise and exhaust from cars on a freeway. Please take this BB-Q project through the Foothills of Henderson off your future plans. Thank you for showing some concern by coming to the meetings.
- The I-11 is such a terrible idea. This "transportation corridor" is desired by business interests who don't want to pay dock workers in Long Beach/LA ports. The port in Guaymas is being developed in order to bypass US Pacific ports. Also, the corridor will be used to further damage the US economy by facilitating the off shoring of american jobs. The "empty" desert and wilderness areas that the "I-11" will traverse is not empty, but vibrant nature assets of the american people, not some area to be wasted. This project will be vigorously fought by citizens in Southern Arizona.
- I am against this proposal due to lack of public information offered and lack of knowledge of impact of traffic on local residential communities.



- NDOT Representative Rosenberg: We were at the meeting at Henderson City Council meeting which pertained to the suggested BB-QQ route bypass. We understand that this route has been taken off the list. That is a GOOD THING. As we view the proposed map and then try to consider why Henderson/Las Vegas would want to destroy that section of desert, just to let a new major highway BY PASS Las Vegas/Henderson. Traffic would not even stop here as we see it. So, what benefit would that BB-QQ Route be anyways. As we see it, like soooooo many boondoggles the government enters into just to spend Billions of dollars and pad the pockets of these mega builders like Bechtel Construction e.t.c.. Look at Yucca Mountain, BILLIONS for what? How much did it cost to even draw up a proposed plan for this crazy BB-QQ Plan. I bet it was at least One Hundred Thousand! Thank you for your presentation and consider us a BIG NO for the BB-QQ Route...
- I am seeing that the road is going right through the land just above the horse ranch on this side of the hillside, going over the Equestrian Park area? This is I am perceive it is supposed to relieve traffic going over the dam which would tell me that is a lot of traffic. The homes that have horses are also going to get a lot of noise from this, our neighborhood deals with a lot of wind and dust control. I don't feel real estate value will do very well either because of this road. What will happen to our tax rate too in relation to this major road and traffic hazard it will induce? There is no retail market to support advantage access to it. To me it is going to be a noisy, expensive, eye sore rather than building our very nice cottage community that I feel many people really cherish. At this time I would definitely not be in favor of it's placement in my backyard!
- I think this interstate should not be built through Avra Valley. I frequent I10 almost daily around the Tucson area and it is rarely very busy so I see the proposed I11 as a solution to a problem that doesn't exist in southern Arizona. Destruction of agricultural lands would also occur.
- The proposed I-11 is nothing more than a high-speed SUCKER delivery system for Las Vegas casinos. I vehemently object. As an Arizona citizen I get MY desert carved up, corridor sprawl, and MY tax dollars spent to enrich Nevada gaming moguls.

I suggest that ADOT concentrate on projects that actually benefit Arizona citizens. A high speed rail system between Tucson and Flagstaff, and improvements to existing highways would be just PEACHY.

- As long as you're not using my federal tax dollars, do what you want? If you plan on using my federal tax dollars - NO ABSOLUTELY NOT!!! You can easily go straight up the interstate to Flagstaff and cross right over on I-40, there's absolutely no need nor anywhere near enough traffic to support any such highway...
- This is a waste of money. It is unlikely this project will be funded especially in this time of uncertain economic stability.
- I oppose the I 11 corridor West of the Tucson Mountains. This will cut off wildlife and their habitat and will change the whole desert as we know it with this kind of traffic.
- I am deeply opposed to the I-11 going through the foothills of Henderson, NV. I am a homeowner who has invested all savings into my home and the value will be ruined by an interstate going through the back of my property. Additionally, this is a very rural area and wildlife and natural terrain will be in peril. Please don't let this happen.



- I just found out about this last night. There are roads already developed on the 95 and the 215 beltway. Lake Mead – Henderson has 35/36 miles of biking and hiking trails, equestrian trails and sky watching availability.

We will no longer be able to have triathlon's from all over the world coming to Lake Las Vegas if major traffic/Trucks interfere with this incredible biking experience. The Westin and the Hilton will lose a lot of revenue due to this project.

I vote NO on this proposal.

- I am strongly opposed to the BB/QQ alternative which would pass along the east side of the Las Vegas Valley and then east of Frenchman's Mountain. This alternative would seriously impact many residential neighborhoods as well as the Lake Mead NRA. It also has significant grade issues. There would be 1000 vertical feet of elevation difference between Railroad Pass and the crossing of the Las Vegas Wash. This unnecessary grade would cause trucks to use more fuel than would otherwise be required. The incursion into and through the National Recreation Area would set a precedent that would spark lawsuits from groups associated with National Park Units around the country. The environmental costs and the constructions costs with this alternative would be higher than with either of the others. Just the cost of the bridge across the Las Vegas Wash would be quite significant. The riparian area and wetlands associated with the Las Vegas Wash are important to the Las Vegas community and need to be protected. Building an interstate highway across this area when cheaper, better alternatives are available would be a travesty.
- I cannot express how upset I was to find out that there is a proposal to build a highway literally past my backyard, across a pristine mountain range, of which was quite the deciding reason in which to purchase my home!

I was also disturbed to find out about this study TODAY, thru one neighbor of which there are hundreds. No card in my mailbox, no notice from the City of Henderson etc.

I hope this study of the BB-QQ route ceases to exist! We have perfectly good highways already in place!

- I just found out about I-11. I am amazed on how quiet it has been around my neighborhood and Henderson about this. I noticed the purposed BB-QQ and can't believe we have allowed those to go this far with not a up roar about it. We have work hard on the trails, parks and home development around the John Dooley Elementary. I am sad to see this and hope we can find a way to make it with the freeways and highways we have and not just go the easy way. Our forefathers did not build this Country on easy, we should not do it with our community. Thank you for your time.
- Thank you for the response. I have mailed a letter to you which should arrive shortly. In brief it is a request to completely remove BB/QQ from consideration as a viable alternative. Even if it is a long range plan, it is still a plan I will need to disclose to any potential buyer and BB/QQ greatly devalues our property in the event we need to, or want to, move.



Appendices

Stakeholder Feedback

The following organizations submitted letters and information which can be found in their originally-submitted format appended to this report.

- Caltrans District 2
- City of Goodyear
- City of Henderson
- City of Las Vegas
- Desert Tortoise Council
- Friends of Saguaro National Park
- Las Vegas Metro Chamber of Commerce
- Maricopa Association of Governments
- Maricopa County Department of Transportation
- National Parks Conservation Association
- Pima Association of Governments
- Toiyabe Chapter of the Sierra Club
- Town of Wickenburg: Blueprinting Our Future Results
- US Fish and Wildlife Service
- Utah Department of Transportation

Alternative Graphics

Southern Arizona

- Alternative C

Phoenix Metropolitan Area

- Alternative G/H/LL/MM – North
- Alternative I – North
- Alternative G – South
- Alternative H – South
- Alternative I – South
- Alternative LL – South
- Alternative MM – South
- Alternative 1
- Alternative 2
- Alternative 3



Northern Arizona/Southern Nevada

- Alternative Q
- Alternative UU

Las Vegas Metropolitan Area

- Alternative Y
- Alternative Z
- Alternative BB-QQ

Northern Nevada and Beyond

- Alternatives FF and SS



Caltrans District 2
February 18, 2014

Thank you for the opportunity to provide feedback on the I-11 and Intermountain West Corridor Study. Caltrans District 2 appreciates the opportunity to review the study and participate in its development. Please continue to communicate and send updates as they arise.

The analysis and recommendations for the Nevada and Beyond Future Connectivity Corridor seem reasonable. We realize that one of the two alternatives recommended for future study for the Northern Corridor passes through Lassen and Modoc Counties, two counties within our jurisdiction. Based on the Level 1 Screening, both alternatives recommended for future study seem reasonable, as do the screening method, evaluation criteria, ratings and analysis.

At this time, we'd like to continue to be involved and would very much appreciate the opportunity to review documents for this phase as well as future phases of the I-11 effort.



**Brian Dalke, CEcD
City Manager**

February 27, 2014

Mr. Scott Omer, P.E., Assistant Director
Arizona Department of Transportation
Multi-Modal Planning Division
206 South 17th Avenue, MD 310B
Phoenix, AZ 85007

RE: Interstate 11 & Intermountain West Corridor Study

Dear Mr. Omer:

The purpose of this letter is to provide the Arizona Department of Transportation (ADOT), and its Core Agency Partners on the Interstate 11 & Intermountain West Corridor Study, with comments regarding the Draft Level 2 Preliminary Evaluation Results Summary, dated January 2014, that has been prepared for this study.

The City of Goodyear appreciates the efforts of ADOT, jointly with the Nevada Department of Transportation (NDOT), the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), Maricopa Association of Governments (MAG) and the Regional Transportation Commission (RTC) of Southern Nevada, in undertaking this study that could lead to the development of a high capacity transportation link connecting Phoenix and Las Vegas and identification of a future corridor north from Las Vegas to Canada and south from Phoenix to Mexico. The City of Goodyear supports the goals of this project and would like to share with you information regarding our own transportation planning efforts and how they could be integrated into this study.

Over the years, the City of Goodyear, its residents and major landowners have gone to considerable effort to identify a preferred alignment for the Loop 303 Freeway and Hassayampa Freeway through our community.

In July 2003 the City of Goodyear adopted the Goodyear General Plan for 2003-2013 which included a Roadway Functional Classification Plan as part of the Circulation Element that identified a preferred alignment for the Loop 303 extension south of the future SR30 and the Gila River to the Patterson Road alignment. After taking considerable testimony from the public reviewing the alternatives identified and recommendations made in the "Corridor Improvement Study – SR303L Between Riggs Road and MC85" prepared by the Parsons Corporation for Maricopa County Department of Transportation, the Goodyear City Council approved the General Plan with the inclusion of an alignment similar to the northern portion of the black dashed line shown on the overall mapping for the study. The Goodyear General Plan was overwhelming approved by Goodyear voters in November 2003.

City Manager's Office

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In February 2007, the City Council approved an Major Amendment to the General Plan to realign and continue the Loop 303 extension southward from the intersection of Rainbow Valley Road and the Pecos Road alignment in a southeasterly direction until it intersects with the future Hassayampa Freeway alignment roughly at Reems Road (the City's projected alignment was slightly farther east between Bullard Avenue and Litchfield Road). Likewise, this realignment generally corresponds to the black dashed line shown on the overall mapping for the study. This Major Amendment to the General Plan was sponsored by a major landowner in this area and was supported by virtually all of the landowners along the alignment.

In December 2009, the Goodyear City Council approved a Major General Plan Amendment for a comprehensive revision to the Roadway Functional Classification Plan within the Circulation Element of the General Plan so that it would conform to the previously approved alignments for the Loop 303 extension south and the roadway alignments contained within the regional transportation framework studies completed by the Maricopa Association of Governments. The Interstate 10/Hassayampa Valley Roadway Framework Study and the Interstates 8 and 10/Hidden Valley Roadway Framework Study provided the regional context for development of the future transportation system for the region and the City of Goodyear. The City participated in these regional transportation framework studies and supported the roadway alignments contained within them. The preferred general alignment for the Loop 303 extension is shown on the City's Roadway Functional Classification Plan in the General Plan, a copy of which is enclosed with this letter.

In short, the City of Goodyear supports a preferred alignment for the Loop 303 extension and the Hassayampa Freeway that conforms to the alignments shown in the Interstate 10/Hassayampa Valley Roadway Framework Study and the Interstates 8 and 10/Hidden Valley Roadway Framework Study prepared by MAG. The City has no objections to the Phoenix Metropolitan Area: Alternative 1 (North) or Phoenix Metropolitan Area: Alternative 2 (South), since the city is not impacted by any of the roadway alignments shown in those alternatives. However, the City would like to express its concerns regarding the alignments shown in Phoenix Metropolitan Area: Alternative 3 (South).

Alternative 3 (South) provides a variety of sub-alternatives, most of which generally conform to the alignments identified in MAG's framework studies and the City's adopted Circulation Plan for the Hassayampa Freeway and the Loop 303 South Spur to I-8. However, Alternative 3 (South) appears to introduce a new sub-alternative which is a hybrid of roadway Segments 85 and 87 shown on Alternative LL-South in the Level 2 analysis that runs in a southeasterly direction from SR85 in Buckeye to Loop 303 South in Goodyear. Even prior to introduction of this new sub-alternative, the location of Segments 85 and 87 shown on Alternative LL-South did not follow the projected alignments for the future SR30 and 303 Loop South shown on the City's adopted Circulation Plan or the MAG framework studies. Segment 87 appears to reflect an alignment that runs due south from Cotton Lane and the future SR30 which is an alignment not preferred by the City. If Segment 87 was intended to represent the extension of Arizona State Route 303 Loop (SR-303L) south of SR30 that is part of the MAG Regional Transportation Plan, it should follow the projected alignments recognized by the City or the MAG framework studies. This hybrid sub-alternative is not preferred by the City and would introduce additional traffic into an area that is projected to be at capacity in the future due to the limited number of river

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623-932-3910 Fax 623-882-7077 1-800-872-1749 TDD 623-932-6500 www.goodyearaz.gov

crossings. If continued to be shown, this sub-alternative should at least be reflected in the approximate location identified in MAG's framework studies for the future SR30 and 303 Loop South.

Roadway Segment 84 generally conforms to the location of the Hassayampa Freeway shown on MAG's framework studies and the City's adopted Circulation Plan, but it is important to note that this alignment be identified as being about one-mile east of the boundary of the Sonoran Desert National Monument. The City of Goodyear has done extensive work within this area on an Environmental Impact Statement for the Sonoran Valley Parkway Project, its own roadway project, and consulted with the Bureau of Land Management, the Sonoran Institute, Arizona Game and Fish Department, ADOT, Maricopa County DOT, MAG and other agencies and affected parties. The City has respected the one-mile transportation corridor identified by the BLM in this area and it should be reflected in the current study.

Lastly, the alignment for Segment 82 shown from Segment 84 south to I-8 is in the approximate location of the Arizona State Route 303 Loop (SR-303L) south of the Hassayampa Freeway alignment that is also part of the MAG Regional Transportation Plan and should be reflected in the approximate location identified in MAG's framework study. This alignment was developed in the Interstates 8 and 10/Hidden Valley Roadway Framework Study prepared by MAG to avoid known environmental issues in the Vekol Valley area. The City would suggest that the alignment for this roadway segment be revised to reflect the illustrative corridor adopted by the MAG Regional Council.

In closing, the City of Goodyear respectfully requests that some of the alignments shown in Phoenix Metropolitan Area: Alternative 3 (South) be revised to conform to the alignments shown in the Interstate 10/Hassayampa Valley Roadway Framework Study and the Interstates 8 and 10/Hidden Valley Roadway Framework Study adopted by the Maricopa Association of Governments and supported by the City of Goodyear.

Of all of the alignment alternatives identified, the City would prefer a route that follows the Hassayampa Freeway alignment shown on the Interstate 10/Hassayampa Valley Roadway Framework Study and the Interstates 8 and 10/Hidden Valley Roadway Framework Study and which more specifically utilizes roadway Segments 14, 15, 82 and 84.

The City would appreciate your thoughtful consideration of our comments and support for the preferred alignment for the Loop 303 extension as identified in the City's General Plan and MAG's studies. Thank you for your cooperation and we look forward to working with ADOT in developing this project which is critical to the future development of the region.

Sincerely,

CITY OF GOODYEAR



Brian Dalke, CEcD
City Manager

City Manager's Office

190 N. Litchfield Rd., Goodyear, AZ 85338

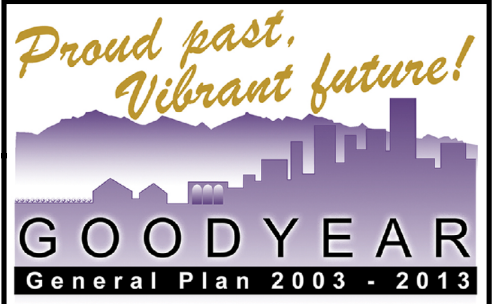
623-932-3910 Fax 623-882-7077 1-800-872-1749 TDD 623-932-6500 www.goodyearaz.gov

Enclosure: Goodyear General Plan 2003-2013 - Roadway Functional Classification Plan
Interstate 10/Hassayampa Valley Roadway Framework Study Recommendation
Interstates 8 and 10/Hidden Valley Roadway Framework Study Recommendation
Phoenix Metropolitan Area Section – Alternative LL South

City Manager's Office

190 N. Litchfield Rd., Goodyear, AZ 85338

623-932-3910 Fax 623-882-7077 1-800-872-1749 TDD 623-932-6500 www.goodyearaz.gov

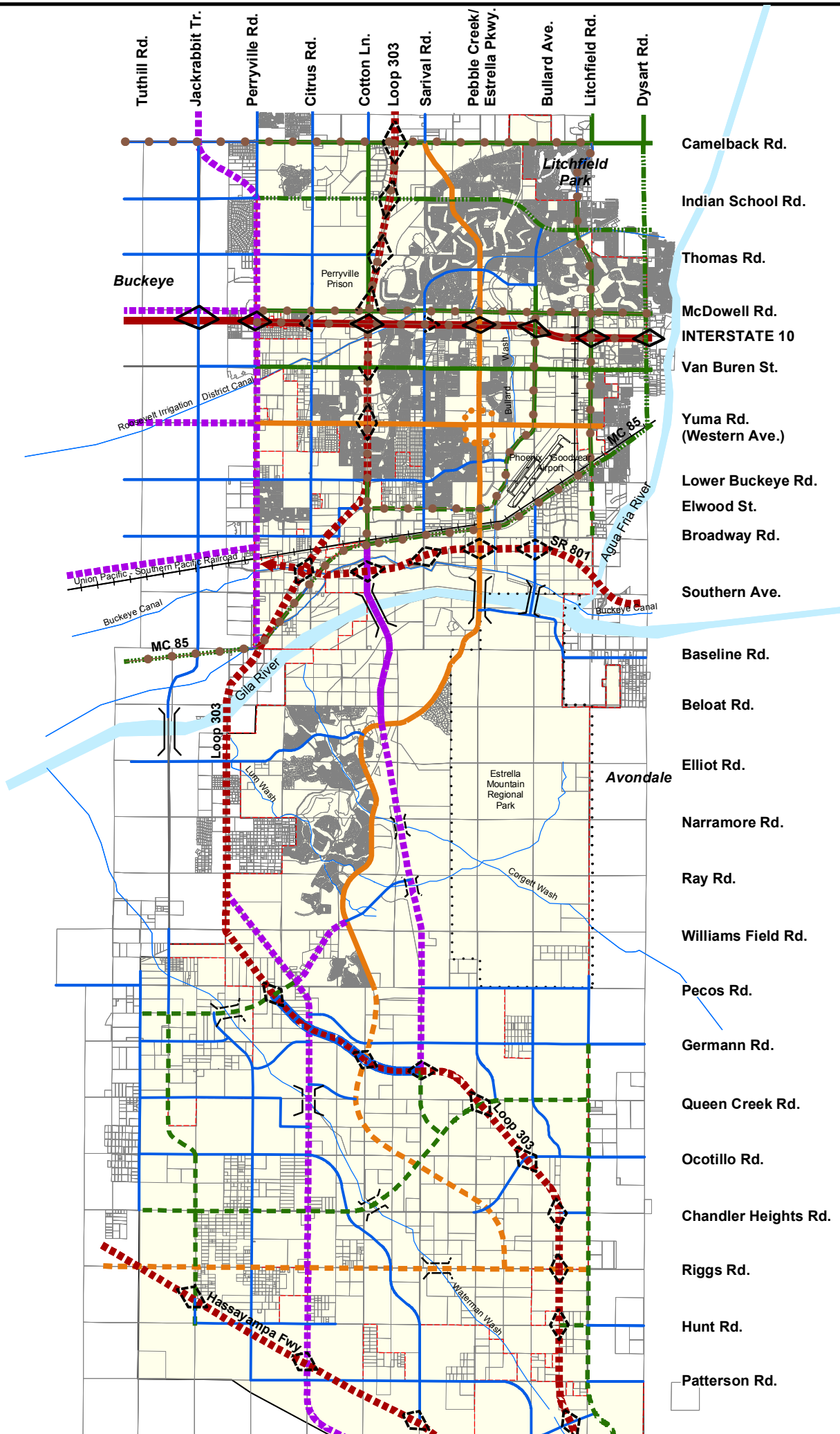


ROADWAY FUNCTIONAL CLASSIFICATION PLAN

2010 AMENDED PLAN

Adopted by City Council
Resolution No. 09-1345
December 7, 2009

- Existing Freeway (300' ROW)
- Planned Freeway (300' ROW)
- Planned Freeway with Frontage Road
- Existing Parkway (200' ROW)
- Planned Parkway (200' ROW)
- Existing Scenic Arterial (150' ROW)
- Planned Scenic Arterial (150' ROW)
- City Center Arterial (150' ROW)
- Major Arterial/Road of Regional Significance (130' ROW)
- Existing Major Arterial (130' ROW)
- Planned Major Arterial (130' ROW)
- Existing or Planned Arterial (110' ROW)
- Truck Route
- Existing Bridge
- Proposed Bridge
- Existing Freeway Interchange
- Planned Freeway Interchange
- City Incorporated Area
- Municipal Planning Area
- Canals/Washes
- Estrella Mtn. Regional Park
- Parcels



Camelback Rd.

Indian School Rd.

Thomas Rd.

McDowell Rd.

INTERSTATE 10

Van Buren St.

Yuma Rd.
(Western Ave.)

Lower Buckeye Rd.

Elwood St.

Broadway Rd.

Southern Ave.

Baseline Rd.

Beloat Rd.

Elliot Rd.

Narramore Rd.

Ray Rd.

Williams Field Rd.

Pecos Rd.

Germann Rd.

Queen Creek Rd.

Ocotillo Rd.

Chandler Heights Rd.

Riggs Rd.

Hunt Rd.

Patterson Rd.

Tuthill Rd.
(203rd Ave.)

Jackrabbit Trail
(195th Ave.)

Perryville Rd.
(187th Ave.)

Citrus Rd./Rainbow Valley Rd.
(179th Ave.)

Estrella Pkwy./Cotton Ln.
(171st Ave.)

Sarival Rd.
(163rd Ave.)

Pebble Creek Pkwy./Estrella Pkwy.
(155th Ave.)

Bullard Ave.
(147th Ave.)

Litchfield Rd.
(139th Ave.)

Dysart Rd.
(131st Ave.)

Farm Rd. 33200 S

Komatke Rd.

Amaranth Blvd.

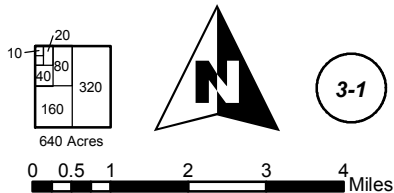
Kinney Rd.

Mahalia Rd.

Farrell Rd.

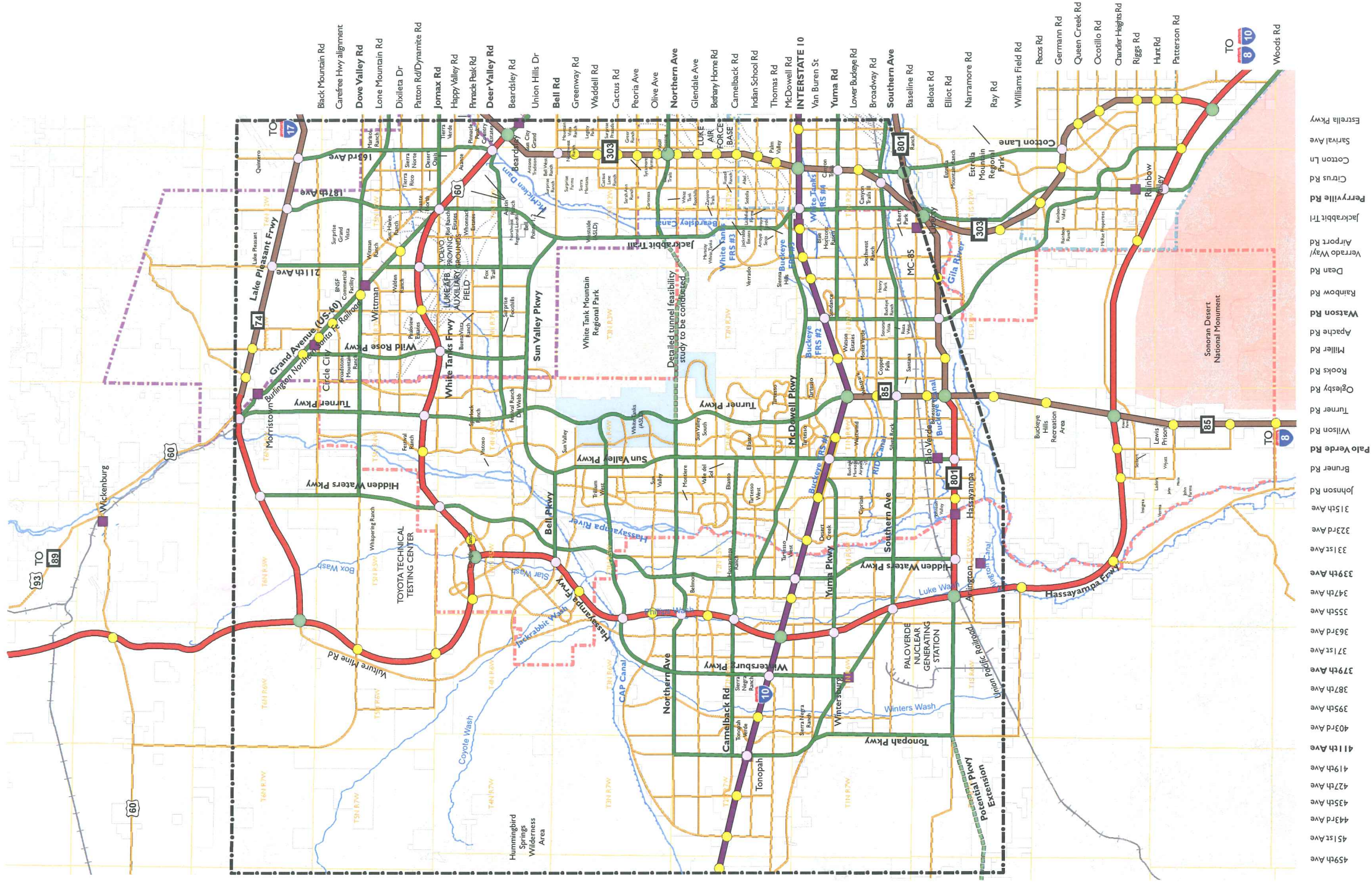
Schumacher Rd.

Papago Rd.

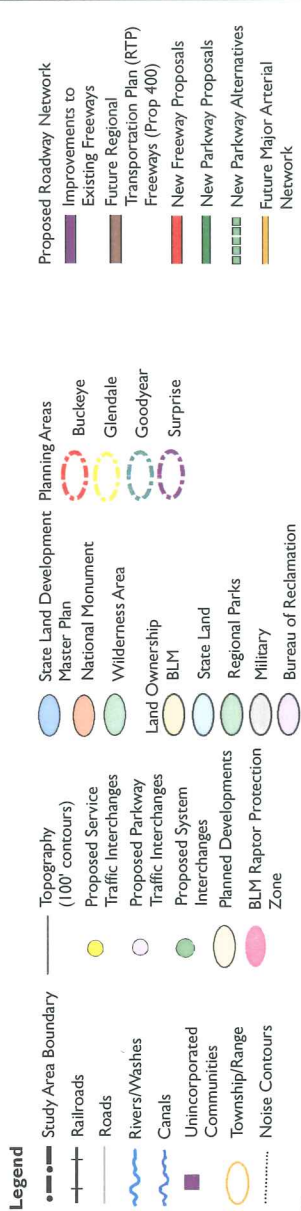


Source: City of Goodyear Planning Department
December 23, 2009

Notes:
1. Roadways shown outside of the City of Goodyear Municipal Planning Area generally reflect the adopted roadway alignment and classifications of the adjoining jurisdiction (Avondale, Buckeye, Litchfield Park, Glendale, Maricopa and Maricopa County).
2. While every effort has been made to ensure the accuracy of the information displayed on this map, the City of Goodyear makes no warranty, expressed or implied, as to its absolute accuracy and expressly disclaims liability for the accuracy thereof. General alignments for new freeway, highway, arterial, and bridge facilities are conceptual and final alignments will be determined following the completion of appropriate design and environmental studies. Locations of proposed freeway interchanges, and the use of parallel roads connecting to freeways, are preliminary and subject to review and approval by MAG, FHWA, and ADOT. The locations of roadway river crossings also are conceptual. This map demonstrates the number of crossings needed to support development at build-out. Final locations and the number of crossings will be determined following the completion of appropriate engineering design and environmental studies.



TRANSPORTATION FRAMEWORK RECOMMENDATION



Notes

General alignments for new freeway, highway, arterial, and bridge facilities will be determined following the completion of appropriate design and environmental studies. All projects are illustrative and unfunded.

While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

Locations of proposed freeway interchanges and the use of parallel roads connecting to freeways are preliminary and subject to review and approval of the FHWA and ADOT.

Arterial river crossings are conceptual to demonstrate the number of crossing needed to support development. Final locations and number will be determined in engineering and water resource studies.

Locations of proposed roadway facilities south of the study area are subject to refinement in the I-8 and I-10/Hidden Valley Roadway Framework Study to be completed in 2008, and roadways north to be planned in the New River Roadway Framework Study, schedule to be determined.

Olive Avenue traffic interchange on SR-303L to be a half-diamond.

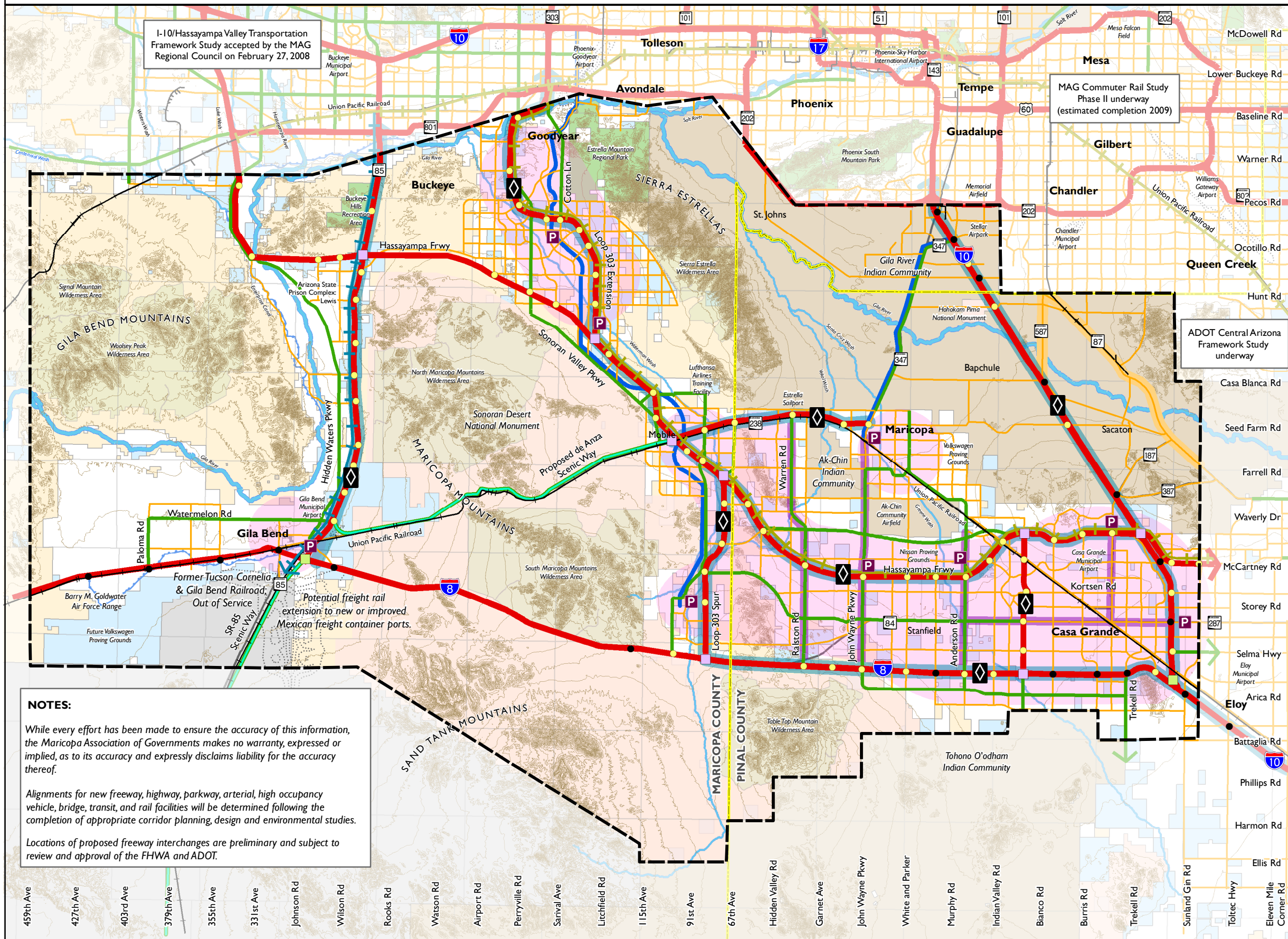
Interstate I-10/Hassayampa Valley Transportation Framework Study





I-8/I-10 Hidden Valley Transportation Framework Study

Recommended Framework



I-10/Hassayampa Valley Transportation Framework Study accepted by the MAG Regional Council on February 27, 2008

MAG Commuter Rail Study Phase II underway (estimated completion 2009)

ADOT Central Arizona Framework Study underway

NOTES:

While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

Alignments for new freeway, highway, parkway, arterial, high occupancy vehicle, bridge, transit, and rail facilities will be determined following the completion of appropriate corridor planning, design and environmental studies.

Locations of proposed freeway interchanges are preliminary and subject to review and approval of the FHWA and ADOT.

- Legend**
- Study Area Boundary
 - County Boundary
 - Existing Railroad
- Proposed Hidden Valley Network**
- Arterial
 - Arizona Parkway
 - Arizona Scenic Way
 - Improved/Proposed Freeway
 - Potential Freight Railroad
 - Safety and Operational Improvements Corridor
 - Existing Traffic Interchange
 - Potential Traffic Interchange
 - Funded System Interchange
 - Potential System Interchange
- Proposed Transit Network**
- Freeway Transit Corridor
 - Parkway Bus Transit Corridor
 - Proposed Commuter Rail
 - Enhanced Transit Corridor
 - Local Transit Service Area (including service to support regional transit)
 - Park-and-Ride
 - High Occupancy Vehicle (HOV) Lane

Note:
This proposed network is for a buildout scenario.

0 8
Miles

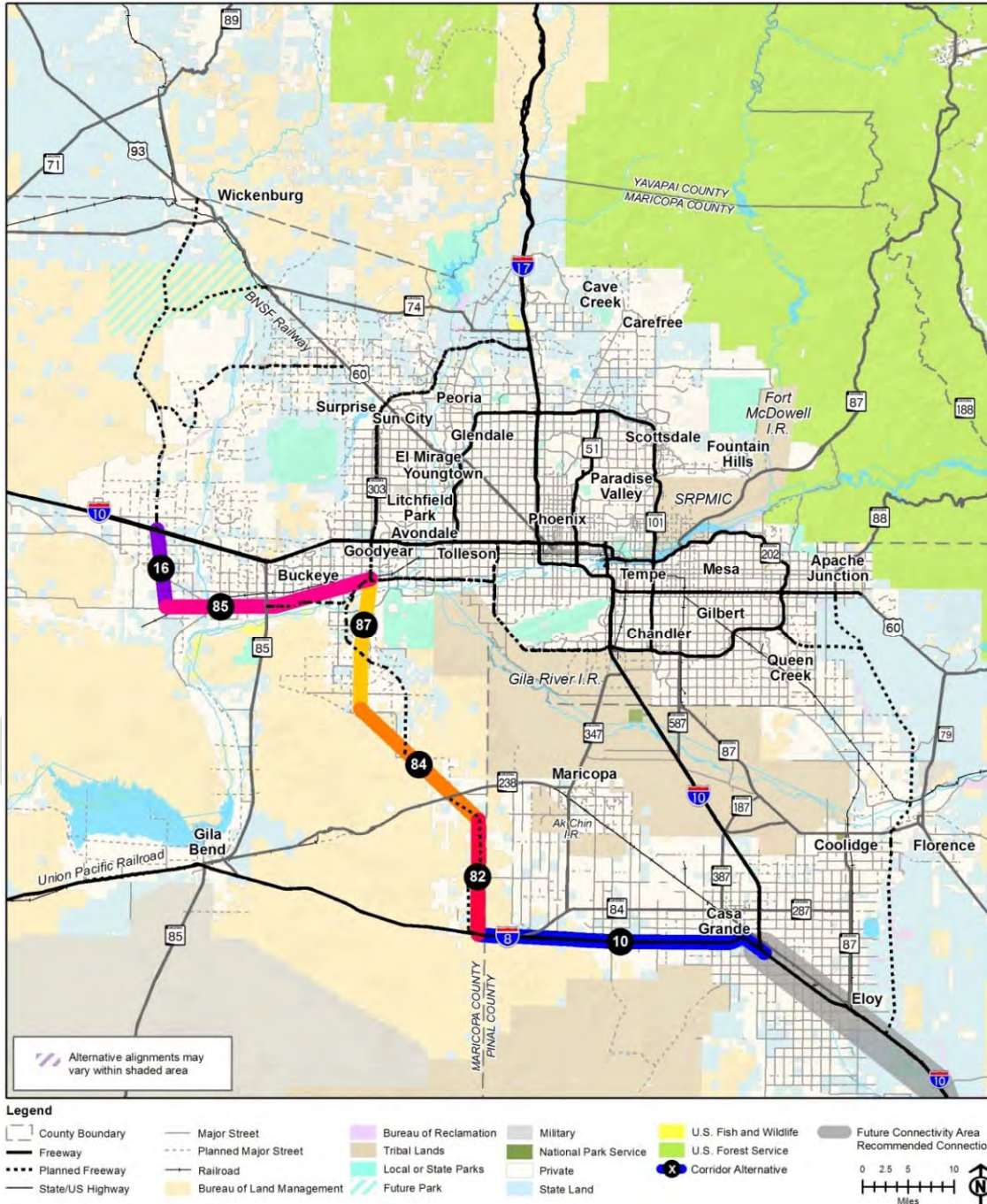
Alternative LL - South

Opportunities

- Entire corridor included as future freeways in the bqAZ Statewide Transportation Framework Study; reflected in consistent local transportation and land use plans
- Ability to accommodate multiple modes and uses through all of corridor

Constraints

- More circuitous route
- Targeted high impact environmental constraints, including habitat loss and degradation due to Segment 82 (Vekol Valley) and contributing to isolate habitat movement to/from the Sonoran Desert National Monument



ALL INFORMATION IS PRELIMINARY / SUBJECT TO REVISION



CITY OF HENDERSON
240 Water Street
P. O. Box 95050
Henderson, NV 89009-5050

March 7, 2014

Sondra Rosenberg
Nevada Department of Transportation
1263 South Stewart Street
Carson City, NV 89712

Subject: I-11 and Intermountain West Corridor Study
City of Henderson Comments

Ms. Rosenberg,

Thank you for your presentation to the City of Henderson Council. The residents that were able to view the presentation personally or online have expressed their gratitude for your willingness to provide some detail regarding the controversial BB-QQ alignment. We also thank you for extending the public comment period so that our residents would have an opportunity to provide comments after hearing your presentation.

I believe it is important to begin this comment letter by stating the City of Henderson strongly supports the Interstate 11 project in its efforts to connect the Phoenix and Las Vegas metropolitan areas. We support the efforts to expand the economic vitality of the Las Vegas region and make it more accessible. However, we have extensive concerns with the BB-QQ alignment and offer the following comments for consideration. We are concerned with:

- The proximity of the proposed alignment to residential neighborhoods in the Old Vegas area.
- The proximity of the proposed alignment to the Section 4, 9 and 27 rural neighborhoods.
- The proximity of the proposed alignment to the Tuscany, Calico Ridge and Lake Las Vegas neighborhoods, the proposed Cadence and Lakemoor Canyon projects, and other residential developments adjacent to Lake Mead Parkway.
- The impacts to commercial developments adjacent to Lake Mead Parkway.
- The impacts to the River Mountain Loop Trail, Lake Mead Trail, Golda Trailhead and other recreation facilities impacted by the proposed alignment.
- The impacts to the Area of Critical Environmental Concern (ACEC), wildlife habitat and open space areas in the River Mountains.
- The impacts to the numerous power transmission lines and utility facilities in the proposed corridor and the potential to cause relocations.
- Numerous impacts resulting from creation of a new freeway corridor passing through existing residential neighborhoods, commercial properties, and open space areas where no such facility could have reasonably been anticipated.

Should the Nevada Department of Transportation (NDOT) choose to recommend Alternative BB-QQ for further study as has been discussed, then the following must be addressed:

- Any subsequent studies of the BB-QQ alignment must also include study of Alternatives Y (I-215) and Z (I-515). Any study or comparison of costs shall be an “apples to apples” comparison where identified costs should only be those directly attributable to I-11 traffic and shall not include costs to upgrade or rehabilitate a facility that would have been required to be modified as part of routine maintenance or rehabilitation, or would have required expansion due to growth in the metropolitan area.
- Any subsequent studies shall be properly funded and scheduled to allow for appropriate public involvement during the study process. The lack of such funding and schedule allowance on the current project resulted in the City of Henderson having to spend thousands of dollars and hundreds of staff hours to notify the residents and attend community meetings to spread the word. City staff created a webpage to direct residents to the appropriate NDOT pages. This webpage has received over 1,775 page views by unique visitors seeking information. The NDOT should commit to personal, face to face public input, similar to public meetings under the NEPA process, on a project of this magnitude and should budget and schedule accordingly.
- The shaded area representing the study area should be expanded to the east to incorporate Lakeshore Drive in its entirety. It is difficult to explain to residents why NDOT would develop an alternative that passes through a portion of the Lake Mead National Recreation Area (LMNRA) then exits the LMNRA midstream to begin a circuitous route to then impact numerous commercial and residential areas.

Attached please find copies of the comment cards submitted during the March 4, City Council meeting. Also please find written comments submitted at the meeting. Please add this letter and the attached documents to the official record of the project.

Thank you,



Robert Herr
Assistant Director of Public Works



CAROLYN G. GOODMAN
MAYOR

February 18, 2014

Ms. Sondra Rosenberg, PTP
Nevada Department of Transportation
1263 S. Stewart Street
Carson City, Nevada 897712

Dear Ms. Rosenberg:

Thank you for providing the City of Las Vegas the opportunity to review the alternative alignments for the proposed Interstate 11 (I-11) project through the Las Vegas Metropolitan Area. **Of the four alignments identified through Las Vegas, we strongly support the eastern most alignment and would oppose the three other alignments that would divert interstate truck traffic through the middle of our metropolitan area** for the following reasons:

1. Las Vegas is expected to continue its rapid growth rate for many years, and estimates exist of the population reaching 4 million by 2050. Our current freeway system on I-15, US 95, CC-215 is already at capacity and adding more interstate traffic, particularly interstate trucking traffic, would be detrimental to our current infrastructure and economic growth.
2. The valley has historically desired an eastern beltway but was never able to justify it. We believe this interstate project would best complete the Las Vegas Valley's freeway network with an east interstate bypass that would allow both trucking and vehicular traffic to bypass already congested freeways.
3. Traffic studies indicate that the future volumes of freight trucking on I-15 will clog up this major artery that is the life blood of Las Vegas and already at capacity. Our commerce relies heavily on tourism, and we therefore believe it is necessary to separate the bypass interstate traffic from local traffic.
4. Las Vegas is in a Federal Air Quality Non-Attainment Area; it is imperative to maintain maximize traffic speeds and minimize congestion. It is believed an interstate of this size would jeopardize our air quality status as well.

CITY OF LAS VEGAS
495 S. MAIN STREET
LAS VEGAS, NEVADA 89101

VOICE 702.229.6241
FAX 702.385.7960
TTY 702.386.9108

EMAIL cgoodman@lasvegasnevada.gov
WEBSITE www.lasvegasnevada.gov

5. The Eastern Alignment would directly connect and best serve the 20,000 acre Apex Industrial Park in northeast Las Vegas. The Apex Industrial Park one day could serve up to 300,000 employees at full build-out. APEX Industrial Park will be a major hub for the Union Pacific Railroad facilitating intermodal distribution, manufacturing, commercial, retail, research and development, and will also become a major hub for freight in the southwest.

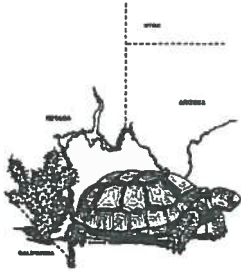
Thank you very much for considering our comments regarding the proposed I-11 alignments. Please feel free to contact my office should you have questions regarding our concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Carolyn G. Goodman". The signature is fluid and cursive, with the first name "Carolyn" being more prominent than the last name "Goodman".

Carolyn G. Goodman
Mayor, City of Las Vegas

cc: City Manager, Betsy Fretwell
Director of Administrative Services, Ted Olivas
Executive Director Community Development, Jorge Cervantes



DESERT TORTOISE COUNCIL

4654 East Avenue S #257B

Palmdale, California 93552

www.deserttortoise.org

ed.larue@verizon.net

2 March 2014

RE: Interstate 11 and Intermountain West Corridor Study

Ms. Sondra Rosenberg, PTP
Nevada Department of Transportation
1263 S. Stewart St., Carson City, NV 89712

Mr. Michael Kies, PE
Arizona Department of Transportation
206 S. 17th Ave., Phoenix, AZ 85007

Dear Ms. Rosenberg, Mr. Kies,

The Desert Tortoise Council (Council) is a private, non-profit organization comprised of hundreds of professionals and laypersons who share a common concern for wild desert tortoises and a commitment to advancing the public's understanding of this species. Established in 1976 to promote conservation of tortoises in the deserts of the southwestern United States and Mexico, the Council regularly provides information to individuals, organizations and regulatory agencies on matters potentially affecting the desert tortoise within its historical range.

We understand that the Interstate 11 and Intermountain West Corridor Study (Study) will very likely pass through habitats occupied by both the Federally threatened species Agassiz's desert tortoise (*Gopherus agassizii*) and the species Morafka's desert tortoise (*Gopherus morafkai*), which is Federally determined as warranted but excluded for endangered status. Potential routes might also impact a unique population of desert tortoise located in Arizona in Mojave Desert vegetation and genetically related to the Agassiz's desert tortoise. As you consider alternative routes in your Study, we encourage you to consider these species and plan routes that will minimize impacts to both of them. We will expect a thorough study of the impacts of any proposed routes on these species.

Please consider the Desert Tortoise Council as an Affected Interest. As such, we expect that you will allow us to participate in the Study and receive all environmental documents as they become available.

Thank you for your consideration,

Edward L., LaRue, Jr., M.S.
Desert Tortoise Council, Ecosystems Advisory Committee, Chairperson



Resolution

A Resolution of the Board of Directors for *Friends of Saguaro National Park* in opposition to construction of an Interstate 11 corridor alignment through the Avra Valley.

WHEREAS, Saguaro National Park was established in 1933 to protect the giant saguaro cactus, and preserve superb examples of the Sonoran Desert ecosystem, while affording unique recreational opportunities for visitors . . . and today, Saguaro National Park is the number one tourist destination in Southern Arizona, providing an economic impact of approximately \$75 million per year to the Tucson community; and

WHEREAS, the Arizona Department of Transportation is considering an “Interstate 11 and Intermountain West Transportation Corridor” as a means of increasing regional economic development by linking trade with Mexico and Canada; and

WHEREAS, the Pima County Administrator has suggested that the proposed Interstate 11 should include a 56-mile section between Casa Grande and Green Valley that would run directly through the Avra Valley, adjacent to Saguaro National Park; and

WHEREAS, this suggested corridor would negatively impact thousands of acres of protected public lands, including Saguaro National Park, Ironwood Forest National Monument, Tucson Mountain Park, and the Central Arizona Project’s Tucson Mitigation Corridor; and

WHEREAS, this suggested corridor would cut through sensitive habitat recommended for protection by Pima County’s landmark Sonoran Desert Conservation Plan . . . sever critical wildlife movement corridors, and effectively block all animal migration from the Tucson Mountains to the west . . . disturb an unknown number of important archeological sites . . . impede washes and negatively impact surface water flows . . . and aggravate the spread of invasive plants; and

WHEREAS, this suggested corridor would degrade the visitor experience at Saguaro National Park by eliminating the natural quiet . . . destroying the scenic viewsheds . . . threatening the survival of native wildlife species . . . and polluting the air in a national park that is afforded additional federal protections by the Wilderness Act of 1964; and

WHEREAS, this suggested corridor would bi-sect the 2,514-acre Tucson Mitigation Corridor of the Bureau of Reclamation – nullifying the purpose for which it was preserved – and would be contrary to management guidelines that explicitly prohibit any development on these lands; and

WHEREAS, this suggested corridor would be contrary to Pima County's long-established, consistent public policies to preserve open space, protect native wildlife habitat and movement corridors, and conserve the Sonoran Desert ecosystem; and

WHEREAS, this suggested corridor would be contrary to the purposes for which the Tucson Mountain District of Saguaro National Park was established in 1961 – to protect these lands “unimpeded” for future generations to enjoy; and

WHEREAS, the Coalition for Sonoran Desert Protection (of which ***Friends of Saguaro*** is a member organization) has questioned the need for any new southern Arizona corridor between the Mexican border and Phoenix – preferring expansion or upgrades to existing transportation alignments;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors for ***Friends of Saguaro National Park*** expresses its firm opposition to the suggested Interstate 11 corridor through the Avra Valley, and calls upon the Arizona Department of Transportation to drop all further consideration of this route.

Approved by the Board of Directors January 9, 2014.



March 7, 2014

Sondra Rosenberg, PTP
Nevada Department of Transportation
1263 S. Stewart St.
Carson City, NV 89712

RE: I-11 and Intermountain West Corridor Study

Dear Ms. Rosenberg:

The Las Vegas Metro Chamber of Commerce is supporting efforts regarding the Interstate 11 (I-11) and Intermountain West Corridor Study that has been undertaken by the Nevada and Arizona Departments of Transportation. The Metro Chamber has been a long-time proponent of the designation, funding and construction of I-11. It is a critical infrastructure component for the further development of the nation's transportation system.

As the largest business organization in Nevada with nearly 6,000 members employing more than 230,000 Nevadans, the Metro Chamber supports efforts to strengthen our regional and national transportation structure, and believes that the construction of this important interstate project is vital to the overall success of our region.

I-11 is a key component to the economic revitalization and growth of our area. I-11 would lead to dramatic, positive changes for Southern Nevada, including job creation and diversifying and strengthening the local economy. I-11 would provide an opportunity to leverage existing resources to stimulate job growth and expansion not only in the important area of tourism and travel, but also in the development of other industry sectors such as health care and technology. This project could help expand freight trucking, trade, manufacturing and distribution centers in Nevada. The geographical location of Las Vegas is ideal in establishing and/or expanding ground and air transportation distribution centers.

I-11 would connect communities, enhance economic diversification efforts, increase capacity, improve safety and travel time, and strengthen commercial capabilities throughout the region. It would provide greater connectivity in Arizona throughout areas such as Maricopa County, Wickenburg, Phoenix, and Tucson and to the United States/Mexico Border. While we are still in the early phases of this project, we must work together to address issues and concerns that our

partners may have as we move forward to make I-11 a reality. In Nevada, the Metro Chamber supports the expansion Northern Nevada Corridor that would link Las Vegas and Reno and stretching I-11 to the United States/Canadian border.

Also, this project is important to international trade. I-11 would be a very important segment to the CANAMEX Corridor, as this project has the potential to connect the world's fastest emerging economies in Latin America and Asia. Southern Nevada is part of the Southwest Triangle Region, which includes Los Angeles, Las Vegas and Phoenix. This region is expected to be the strongest and most robust region in the United States.

In regards to proposed alternatives, it is important to elevate all options that are being proposed and select the option that is best for our community. This includes objectively considering the "BB-QQ Alternative" in the eastern portion of the Las Vegas Valley and not prematurely eliminating options since this project is still early in the process. In looking at these options, we must take into consideration the increasing congestion and capacity levels that exist along the 215 Beltway and U.S. 95. The increasing congestion along these existing routes is a growing concern to our businesses to effectively do business in terms of traffic management, mobility and safety. As a result of these capacity issues on existing roadways, "BB-QQ Alternative" is the best option for Southern Nevada.

Southern Nevada is committed to the construction of Nevada's portion of I-11. Nevada Department of Transportation and the Regional Transportation Commission of Southern Nevada (RTC) are working on the initial phase of I-11, which is a proposed four lane limited access freeway extending 15 miles from I-515 at Foothill Drive to US-93 at the Hoover Dam Exit.

I would like to acknowledge the efforts that have been undertaken in regards to transparent process and the extensive community engagement that has been utilized during this study process.

Thank you for allowing the Las Vegas Metro Chamber of Commerce to offer its support for the I-11 and Intermountain West Corridor Study. If I can be of any assistance or provide you with any additional information, please do not hesitate to contact me at 702.641.5822.

Sincerely,

A handwritten signature in cursive script that reads "L. Brian McAnallen". The signature is written in dark ink and is positioned above the printed name.

L. Brian McAnallen

Vice President of Government Affairs



302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490
E-mail: mag@azmag.gov ▲ Web site: www.azmag.gov

February 12, 2014

Mr. Scott Omer, P.E., Assistant Director
Arizona Department of Transportation
Multi-Modal Planning Division
206 South 17th Avenue
MD 310B
Phoenix, AZ 85007

Re: Interstate 11 and Intermountain West Corridor Study

Dear Mr. *Scott* Omer:

Thank you for the opportunity to provide review and comment on the Draft Level 2 Evaluation Results Summary, dated January 2014, that has been prepared for the Interstate 11 and Intermountain West Corridor Study. As requested, the Maricopa Association of Governments (MAG), a core agency partner to this study, has prepared the following remarks for the study team to incorporate in a future version of the document as it advances this study towards completion this summer.

It is important to note that many of the conceptual corridors presented in the report, primarily the Has-sayampa Freeway, are not consistent with regional transportation planning efforts adopted by the MAG Regional Council for this portion of the MAG planning area. These efforts were adopted as illustrative corridors to the MAG Regional Transportation Plan following a \$1.3 million framework planning process that concluded in 2009. Throughout the framework process, which was jointly publicly funded by the Arizona Department of Transportation, Maricopa County, and the Cities of Buckeye, Goodyear, Maricopa, and Surprise, a very transparent process was followed with more than 450 stakeholder, resource agencies, and affected interests meetings to identify suitable locations for these illustrative corridors. These meetings and their outcomes are well documented and were considered at length by the MAG Regional Council through several meetings before adopting the locations for these illustrative corridors.

By disregarding past planning efforts, the Interstate 11 and Intermountain West Corridor Study team is effectively negating the actions of the MAG Regional Council, the recognized planning body for the region. A solution is needed for future documentation where the study acknowledges the actions of the MAG Regional Council and clearly identifies why this Interstate 11 study deviates from Council's actions.

Overall Remarks

- One of the products of this study was identifying a path forward for construction of I-11. As this project nears its eighteenth month of completion, we are very concerned about the proposed outcomes and final work products may not produce this result. Of considerable concern is the continuing focus on building a "Business Case" for Interstate 11, even though Congress has already made the I-11 designation
- We understand that one of the key deliverables was to provide a framework for identifying immediate next steps that would lead to the rapid construction of the interstate. To date, there has been little discussion about this matter, as routes outside the congressional designation have been studied to the

A Voluntary Association of Local Governments in the Maricopa Region

City of Apache Junction ▲ Arizona Department of Transportation ▲ City of Avondale ▲ Town of Buckeye ▲ Town of Carefree ▲ Town of Cave Creek ▲ City of Chandler ▲ Citizens Transportation Oversight Committee
City of El Mirage ▲ Town of Florence ▲ Fort McDowell Yavapai Nation ▲ Town of Fountain Hills ▲ Town of Gila Bend ▲ Gila River Indian Community ▲ Town of Gilbert ▲ City of Glendale ▲ City of Goodyear
Town of Guadalupe ▲ City of Litchfield Park ▲ City of Maricopa ▲ Maricopa County ▲ City of Mesa ▲ Town of Paradise Valley ▲ City of Peoria ▲ City of Phoenix ▲ Pinal County ▲ Town of Queen Creek
Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown

point of distraction. In particular, one of the expected products was the identification of segments of independent utility that can be used for subsequent environmental studies. Since one of the major "missing" segments is in the MAG region, we want to make sure that an alignment through the Hassayampa Valley region is identified quickly so appropriate right-of-way preservation efforts or the construction of a potential interim facility can proceed before development pressure resume.

- While we certainly consider it important to address the context of an interstate route beyond the MPA-21 congressional designation, there is some concern that too much study could dampen ADOT's ability to focus upon delivering initial portions of Interstate 11.
- It is our position that the designation of Interstate 11 is between Phoenix and Las Vegas, not Wickenburg and Las Vegas as stated by the study team. ADOT's strict interpretation from the CANAMEX designation that I-11 as being only a replacement of U.S. Highway 93 as presently constructed has resulted in considerable confusion among the corridor's stakeholders and suggests to some that there is little desire to construct the interstate.
- We strongly encourage that the Hassayampa Freeway corridor, as depicted in the Interstate 10/Hassayampa Valley Roadway Framework Study (accepted by MAG Regional Council February 2008) and the Interstates 8 and 10/Hidden Valley Roadway Framework Study (accepted by the MAG Regional Council September 2009) be shown on all study alternatives and stakeholders informed as adopted corridors and policies by the Regional Council.
- The overall mapping depicts as a future park, the proposed joint recreational management area by the Maricopa County Department of Parks and Recreation and the Bureau of Land Management. Please correct the graphics as a management area instead of the term park. Finally, it is important in all documentation to note that this management area designation came after the MAG Regional Council adopted the Hassayampa Freeway corridor along the adopted Bureau of Land Management transportation and utility corridors.

Level 2 Evaluation Criteria and Process

- The overall evaluation process mechanics of 21 different criteria, excluding the following comments, is fairly comprehensive. With this type of effort, it should be possible that a single corridor can be identified for Interstate 11, especially in the Phoenix Metropolitan area. However, the results, as summarized beginning on page 75, recommend two alternatives north of Interstate 10 and multiple alternatives to the south. As mentioned earlier in this letter, the MAG Regional Council has adopted the Hassayampa Freeway corridor through an equally comprehensive and rigorous process, and for all practical purposes, represents the recommended routing of Interstate 11. It is disappointing that this evaluation process does not recognize nor respect the considerable planning and outreach efforts for this corridor resulting in considerable confusion among the stakeholders.
- We recommend adopting another scale for the criterion away from the present "very low" to "very high." While the five categories are fine, MAG is concerned that the low to high rankings might be difficult for stakeholders to understand; especially in the "Cost" category. Is it very low cost or very high cost? And how does that relate to the other criterion? Our recommendation is to use the terms consistent with performance, such as "very poor" to "very good." By adopting this approach, it may

be possible to remove the confusion with high costs performing "very low" and low costs represented as "very high."

- In the evaluation of Transportation Plans and Policies, criterion 4A is very subjective. No definition of short-term is provided to help the understanding of the ranking. In addition, if the term short-term is to depict less than 20-years, then one could make the assumption that none of the corridor is consistent with these plans. However, it is important to note that as the designation was a recent action by the United States Congress, these corridors could readily move to a short-term status by the MAG Regional Council if less than 20-years is considered short-term.
- We request that the quantitative analyses be documented in an appendix to the Level 2 Evaluation Results Summary report. In addition, given MAG's role as the air quality planning agency for the metropolitan Phoenix region, all air quality analyses (criterion 5D) should be reviewed by our staff for consistency with adopted plans for the region.
- Under criterion 8A, are the Nevada DOT costs the sole basis for estimating the Level 2 costs? If so, how do these compare to Arizona DOT costs? Will the Level 2 Evaluation Results Summary report document the models used to identify the costs? In addition, we would like to understand better how the costs are scored in the evaluation process in that the results are specific to a segment or alternative and not normalized for a consistent assessment of the cost model results.

The following comments represent specific remarks related to the study alternatives within the Phoenix Metropolitan area. At this time, we have no comments about segments outside of our planning area. **However, we are supportive of the recommendation to adopt existing US-93 north of Wickenburg to the Colorado River as the recommendation for Interstate 11.** This action is consistent with the designation for the interstate espoused by the United States Congress.

Phoenix Metropolitan Area Section – Alternative G/H/LL/MM (page 33)

- Please illustrate the general routing of the Hassayampa Freeway as adopted by the MAG Regional Council in the Regional Transportation Plan.
- Please illustrate the general routing of the White Tanks Freeway corridor as adopted by the MAG Regional Council in the Regional Transportation Plan. As with the Hassayampa Freeway corridor, please consult the Interstate 10/Hassayampa Valley Roadway Framework Study (accepted by the MAG Regional Council February 2008).

Phoenix Metropolitan Area Section – Alternative I North (page 35)

- In the Interstate 10/Hassayampa Valley Roadway Framework Study, MAG's study team had considered the general corridor identified as number 22 in the project mapping. Considerable documentation was developed on this corridor as a freeway concept in Working Paper No. 6 – Alternatives Analyses. This report's recommendation was to dismiss this corridor from consideration as a freeway due to multiple environmental factors; the most significant being an impact to known wildlife corridors and the general sensitive nature of the alluvial fans for drainage from the White Tank Mountains. Please dismiss this alternative based upon the information contained in this working paper.

- The notes segment identifies Segment 22 closely resembling the Turner Parkway corridor. In the Framework Study, this Regional Transportation Plan illustrative project corridor was recommended for a maximum of eight-lanes, not four.
- Similarly, the Framework Study identifies US-60/Grand Avenue, identified as segment 29, as expanding to six-lanes as an illustrative project.

Phoenix Metropolitan Area Section – Alternative G South (page 37)

- In the Interstates 8 and 10/Hidden Valley Transportation Framework Study, MAG developed a potential routing for the Hassayampa Freeway corridor, which this alternative generally represents. Please consider the following comments:
 - On the segment identified as number 84, it is important that this route be identified one-mile from the boundary of the Maricopa National Monument. MAG had considerable discussion on this matter with the Arizona Game and Fish Department, Bureau of Land Management, the Sonoran Institute, and the City of Goodyear on the depiction of this routing. From these discussions, it was determined that the location adopted by the MAG Regional Council would be the only location for freeway given the Monument's boundary and the proximity of the Estrella Mountains.
 - Although segment 84 does have some environmental impacts, the Arizona Game and Fish Department stated in their comments on the Framework Study that mitigation techniques are available to preserve the wildlife corridor between the Estrella and Maricopa Mountains. Please see that project's Chapter 5 - Evaluation Framework and Transportation Network Alternatives for further information.
 - On the segment identified as number 14, this routing was not accepted by the MAG Regional Council, or the Central Arizona Association of Governments (Council of Governments at the time). Please refer to the Framework Study mapping for the correct routing.

Phoenix Metropolitan Area Section – Alternative H South (page 39)

- No comments about the proposed routing of this alternative.

Phoenix Metropolitan Area Section – Alternative I South (page 41)

- Please see the comments related to segments 14 and 84 noted above.

Phoenix Metropolitan Area Section – Alternative LL South (page 43)

- Segment 85 represents the proposed Arizona State Route 30 (SR-30) corridor that is part of the MAG Regional Transportation Plan. Please have the highlights follow the route identified in the Plan.
- Segment 87 represents an extension of Arizona State Route 303 Loop (SR-303L) south of SR-30 that is also part of the MAG Regional Transportation Plan. Please have the highlights follow the

Mr. Scott Omer, P.E., Assistant Director
Arizona Department of Transportation
February 11, 2014
Page 5 of 5

route identified in the Plan as well as the Interstate 10/Hassayampa Valley Roadway Framework Study and the Interstates 8 and 10/Hidden Valley Transportation Framework Study.

- Again, please incorporate the comments related to the placement of Segment 84.
- Similarly, Segment 82, representing an extension of SR-303L, was routed in the Interstates 8 and 10/Hidden Valley Transportation Framework Study to avoid known environmental issues in the Vekol Valley. These are discussed in that Study's Chapter 5 - Evaluation Framework and Transportation Network Alternatives. Please represent the illustrative corridor routing adopted by the MAG Regional Council.

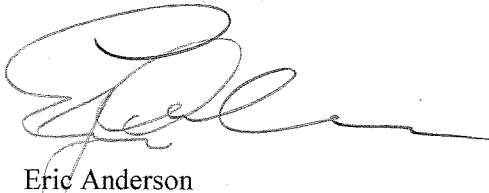
Phoenix Metropolitan Area Section – Alternative MM South (page 45)

- No comments about the routing depicted for this alternative.

Final Thoughts and Conclusions

Again, thank you for the opportunity to review the Draft Level 2 Evaluation Results Summary. If you have any questions or comments about our review comments, please contact me (eanderson@azmag.gov) or Bob Hazlett (bhazlett@azmag.gov) at 602 254-6300. MAG staff is available to meet with the study team to discuss these comments.

Sincerely,



Eric Anderson
Transportation Director

Cc: Mike Kies, Arizona Department of Transportation (Co-project Manager)
Sondra Rosenberg, Nevada Department of Transportation (Co-project Manager)
Ed Stillings, Federal Highway Administration – Arizona Division
Bardia Nazhati, CH2M Hill, Inc. (Consultant Project Manager)
John McNamara, AECOM, Inc. (Consultant Deputy Project Manager)



Maricopa County

Transportation

Received

FEB 24 REC'D

TPD Admin. Section

2901 W. Durango St.
Phoenix, AZ 85009
Phone: 602-506-4608
Fax: 602-506-4882
www.maricopa.gov

February 20, 2014

Michael Kies, PE
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

Re: I-11 and Intermountain West Corridor Study

Dear Mr. Kies:

Maricopa County Department of Transportation (MCDOT) Planning Division has been an active stakeholder in the I-11 and Intermountain West Corridor Study (I-11 Study). MCDOT supports this important interstate and the evaluation process currently underway. In fact, MCDOT has taken a lead role in addressing concerns regarding the alignment between Interstate 10 and Wickenburg. MCDOT staff is still coordinating stakeholders on these alignments and believes consensus will be achieved in the near future.

MCDOT staff has reviewed the Technical Memorandum: Draft Level 2 Preliminary Evaluation Results Summary and offers the following comments for consideration.

Alternative G/H/LL/MM – North

This alternative appears to capture elements of, and is in the same general area as, the alignment designated in the I-10 Hassayampa Transportation Framework Study completed by Maricopa Association of Governments (MAG) in 2008. Concerns regarding this alternative include the following:

- This alignment traverses the Vulture Mountain Recreation Area (VMRA) Master Plan area. Impacts of this alignment to the Master Plan include:
 - Conflict with existing and planned Off Highway Vehicle recreation area
 - Conflict with proposed campground
 - Conflict with Day Use area
 - Conflict with Trails System
 - Limits east/west cross recreational opportunities within the VMRA
 - Restricts access to the VMRA
- This alternative will impact Vulture Mine Road and may eliminate portions of the roadway requiring local traffic to utilize the freeway
- This alignment does not respect Master Plan Communities Circulation Plans (i.e. Douglas Ranch and Belmont)
- Topography in this area is very diverse and may require special considerations.
- This area is high in wildlife activity, resulting in concerns regarding wildlife connectivity.

Mr. Michael Kies, PE
February 20, 2014
Page Two

Alternative I– North

This alternative follows US60 to approximately the recommended Turner Parkway connection and then follows an alignment similar to the Turner Parkway alignment. Concerns regarding this alternative include the following:

- Potential impact to the Hassayampa Preserve
- Additional vehicles on US60
- Potential impact to the Burlington Northern Santa Fe Railway corridor
- Potential impact to existing community, Festival Ranch
- Potential impact to wildlife corridors, traversing from and to the White Tank Mountains

New Westerly Link – North

This alternative curves to the west and appears to align with the Black Mountain Road alignment. MCDOT does not, at this time, have concerns with this alignment.

Southern Alternatives

MCDOT's concern with the southern alternatives relates to the overlapping of the future I-11 with the existing I-10. MCDOT believes overlapping the two Interstates will increase traffic and cause congestion issues.

MCDOT respectfully requests that consideration be given to the amount of effort expended to provide an acceptable northern alternative. MCDOT is committed to continuing coordination with MAG, Bureau of Land Management, Maricopa Parks & Recreation, and ADOT to bring a consensus driven alternative resulting in a well-accepted project.

If you have any questions regarding these comments please contact Denise Lacey, Systems Planning Branch Manager, by phone 602-506-6172 or e-mail deniselacey@mail.maricopa.gov.

Sincerely,



Jack M. Lorbeer
Planning Division Manager

Cc: John Hauskins, MCDOT Director
RJ Cardin, Maricopa County Parks & Recreation
Clem Ligocki, MCDOT Intergovernmental Affairs



10161 Park Run Drive, Suite 150 / Las Vegas, NV 89145 / (702) 318 6524

TO: Sandra Rosenbert, PTP
Nevada Department of Transportation
1263 South Stewart Street
Carson City, NV 98712
Via website comment page: http://i11study.com/wp/?page_id=621

FROM: Lynn Davis, Sr. Program Manager
Nevada Field Office
National Parks Conservation Association
10161 Park Run Drive, Suite 150
Las Vegas, NV 89145
(702) 318 6524
Via email: ldavis@npca.org

DATE: 7 March 2014

REGARDING: I-11 and Intermountain West Corridor Study
as regards proposed routing through southern Nevada

Dear Ms. Rosenbert:

The Nevada Field Office of the National Parks Conservation Association (NPCA) provides the following comments in the “virtual public meeting” processes of soliciting initial input on the I-11 and Intermountain West Corridor Study.

NPCA’s mission is to protect and enhance America’s National Parks for present and future generations. Founded in 1919, NPCA has been the leading voice for National Parks, representing more than 800,000 supporters who care deeply about America’s shared natural and cultural heritage preserved by the National Park System.

With offices in Arizona and Nevada, we anticipate being actively engaged in the two-year I-11 corridor study, facilitated by the Arizona and Nevada Departments of Transportation, to assure that routing does not impede the mission of the National Park Service (as directed under the Organic Act of 1916) to “conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such a manner as will leave them unimpaired for the enjoyment of future generations.”

Specifically in this correspondence, we register our concern as regards routing through or within close proximity of Lake Mead National Recreation Area (NRA), a unit of the National Park Service.

Lake Mead NRA was created as a National Park on October 8, 1964. The law directs the Secretary of Interior to administer the area “... for general purposes of public recreation, benefit, and use, and in a manner that will preserve, develop, and enhance, so far as practicable, the recreation potential, and in a manner that will preserve the scenic, historic, scientific and other important features of the area ...”

Lake Mead NRA is, annually, the fifth or sixth most visited park unit in the National Park System, attracting seven million visitors each year and contributing (along with Great Basin and the eastern portion of Death Valley National Parks) more than \$200 million in revenues within Nevada’s local economies.

NPCA notes that proposed routing – specifically a route identified as Las Vegas Metropolitan Area Alternative BB-QQ – goes through a significant portion of Lake Mead NRA affecting Lakeshore and Northshore Roads, the River Mountains and the Boulder Basin areas. Much of this area has been identified in Lake Mead NRA’s General Management Plan as an “Environmental Protection Subzone” for sensitive habitat that supports desert tortoise and bighorn sheep.

Cordially we advise that this routing, and any future proposals that might transect or be sited within close proximity of any National Park unit be eliminated early in the planning/scoping processes. The Arizona and Nevada Departments of Transportation, right now and early in the process, have the ability to avoid negative impacts to nationally significant lands that have an engaged national constituency. We urge the Departments seize this opportunity to support the safeguarding of our National Parks by considering the existing, viable alternatives.

We point to the Department of Transportation Act of 1966 and the 4(f) provision within that specifically which restricts the Federal Highway Administration and state transportation agencies from approving projects through National Park sites (including publicly owned parks, recreation areas, wildlife and waterfowl refuges, public and private historical sites). Under 4(f) provisions the Arizona and Nevada Departments of Transportation must look to other alternatives.

We thank you for your consideration of our comments as regards siting options in southern Nevada, as we reserve opportunity to provide additional comments on this project.



February 5, 2014

Mr. Michael Kies, P.E.
Director of Planning and Programming
Arizona Department of Transportation
206 S. 17th Ave.
MD 310B
Phoenix, AZ 85007
MKies@azdot.gov

Dear Mr. Kies,

In your role as Project Manager for the Arizona Department of Transportation / Nevada Department of Transportation Interstate-11 and Intermountain West Corridor Study, I want to make you aware that on January 23, 2014, the Pima Association of Governments Regional Council approved a resolution related to this Study. For your records, I've attached the resolution. If you have any questions, please feel free to contact me at jlisosatos@PAGregion.com or (520) 792-1093.

Respectfully,



John Liosatos
Transportation Planning Director

Enclosure

Cc: Mr. Farhad Moghimi, P.E., PAG Executive Director
Ms. Cherie Campbell, PAG Deputy Director

RESOLUTION NO. 2014-1

Resolution of the Pima Association of Governments supporting further study of the Southern Arizona Connectivity Segment's Alternative C through eastern Pima County as identified as part of the I-11 and Intermountain West Corridor Study

Recitals

Whereas:

- A. Two interstate highways pass through Pima County – Interstate 19 (I-19) and Interstate 10 (I-10) – which connect communities within and outside of the region and the state of Arizona. Moreover, both of these facilities include segments of the CANAMEX Corridor, which is a federally designated high priority corridor of the National Highway System (P.L. 102-240 Section 1105, as amended), connecting Mexico, the United States, and Canada.
- B. Current Arizona Department of Transportation (ADOT) plans for I-10 and I-19 in Pima County show the ultimate, future roadway configuration. While some segments have already been widened, ADOT may build out additional capacity on those roadways.
- C. The most recently enacted federal surface transportation funding legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21), amended the CANAMEX Corridor by adding the interstate I-11 (I-11) designation to U.S. Route 93 from the vicinity of Phoenix to Las Vegas.
- D. ADOT and the Nevada Department of Transportation (NDOT) are jointly conducting a transportation planning study called the I-11 and Intermountain West Corridor Study (hereinafter “I-11 Study”), which was initiated in 2012 and is scheduled for completion in mid-2014.
- E. According to the I-11 Study’s “Corridor Vision Summary” from October 2012, “The Intermountain West is confronted with a rapidly growing population, expanding global trade, and aging transportation infrastructure that is reaching capacity.” The document also states that, “If extended north of Las Vegas and south of Phoenix, this corridor has the potential to become a major multimodal north-south transcontinental corridor through the Intermountain West. The Corridor would connect major cities, existing and future trade hubs, existing and future domestic and international deep-water ports, intersecting Interstate highways, and railroads.”
- F. The current I-11 Study involves two levels of effort. Detailed alternatives analysis is being conducted for the segment between Phoenix and Las Vegas, while high level visioning is being conducted for the Southern Arizona Connectivity Segment from Phoenix to the Arizona/Mexico border.

- G. For the universe of potential alternatives identified for the Southern Arizona Connectivity Segment of the I-11 Study, an October 2013 technical memorandum was developed, entitled “Draft Level 1 Evaluation Results Summary.” This document recommends only one of the Southern Arizona Connectivity Segment alternatives for future analysis, which is Alternative C. This alternative travels through the Tucson region to connect to Mexico at Nogales. The opportunities for this alternative identified through this evaluation include connecting major freight and economic activity centers within Arizona and Mexico throughout the entire corridor. It also references the capacity of land ports of entry in Nogales to accommodate major passenger and freight traffic.
- H. Federal guidance for MPO planning includes activities that increase the accessibility and mobility of people and freight. It also includes projects and strategies to “support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency” (23 USC 134(h)).

Resolution

Therefore, be it resolved that:

1. The PAG Regional Council understands that the I-11 and Intermountain West Corridor is an important surface transportation facility for trade, economic development, economic expansion, and mobility.
2. The PAG Regional Council supports the draft recommendation for the Southern Arizona Connectivity Segment calling for further study of Alternative C through eastern Pima County. Such further study should integrate efforts with those of the Phoenix to Las Vegas segment, resulting in a contiguous corridor from Arizona’s southern border with Mexico to the state’s northern border with Nevada. The comprehensive, statewide corridor plan could then be advanced as part of a federal funding request.
3. The PAG Regional Council understands that detailed analysis of the Southern Arizona Connectivity Segment’s Alternative C must involve examining a range of feasible alternatives as required by the Federal Highway Administration’s National Environmental Policy Act compliance regulations, guidelines, and policies.
4. The PAG Regional Council clarifies that this resolution only supports further study of Alternative C and, therefore, no support for any particular alignment is explicit or implied. Additionally, no regional transportation infrastructure project funding or programming priorities are implied based upon this resolution.

Summary of Comments on Microsoft PowerPoint

- I-11_PIM_2014-02_NoNevada v3.pptx

David VonSeggern, Toiyabe Chapter, Sierra Club

Page: 4

Author: david1 Subject: Sticky Note Date: 2/12/14, 11:57:39 AM

Alternative EE appears to use the 95 Corridor from LV to Tonopah, which is good. It then connects via proposed new highway to 395 at Mono Lake and follows 395 to Reno. The portion beyond Spanish Springs to Gerlach would involve considerable impact for widening. The route beyond Gerlach seems improbable due to NCA and sage grouse habitat up to Denio.

Author: david1 Subject: Sticky Note Date: 2/12/14, 1:00:00 PM

Alternative FF is basically a route from LV to Winnemucca along 95. Beyond the 95 connection to I-80 above Fallon, it follows I-80 to Winnemucca, which is good. It then appears to go through McDermitt on a stretch which could be easily widened with little habitat impact.

Author: david1 Subject: Sticky Note Date: 2/12/14, 11:47:31 AM

Alternative DD appears to use the 95 Corridor from LV to Tonopah, which is good. It then connects with new highway to 395 at Mono Lake and follows 395 to the Oregon border. This would involve considerable conversion of 395 2-lanes through Bridgeport and Walker and then again beyond Susanville and would have great impact.

Author: david1 Subject: Sticky Note Date: 2/12/14, 12:01:06 PM

Alternative GG follows 95 from LV to Tonopah and then follows State 305 through Austin to Battle Mountain, a stretch which could fairly easily be widened. From there it jogs northwest on I-80 to Winnemucca and takes the route north to McDermitt. This only requires widening existing routes.

Author: david1 Subject: Sticky Note Date: 2/12/14, 12:46:32 PM

Alternative HH appears to follow the 93 corridor to Twin Falls, ID. The entire route would need to be widened to 4 lanes, although it does follow valley corridors and would not have as large impacts as, say, Alternative DD, EE, or FF.

Author: david1 Subject: Sticky Note Date: 2/12/14, 12:54:33 PM


Alternative TT appears to go straight from LV north to Elko without following any particular existing highway corridors. As shown, it would involve establishing new corridors over many miles and would have the largest impact of all the alternatives. Without clearer information, it is hard to judge this alternative.

Author: david1 Subject: Sticky Note Date: 2/12/14, 12:52:19 PM

Alternative SS is a combination of Alternatives DD and FF. It follows 95 from LV to Tonopah and needs widening beyond Mercury. The route would also need to be widened from Tonopah north and would have major impact in the Walker Lake area and north of Susanville CA.

Author: david1 Subject: Sticky Note Date: 2/12/14, 1:08:21 PM

Concerning the "recommendation" corridors, of these two alternatives, FF seems better than SS. It involves less widening than SS, using an easy corridor from Winnemucca to McDermitt rather than the somewhat more difficult terrain of the Susanville to Alturas route. The challenge with either of these routes is how to get by Walker Lake, as the current 95 roadway is wedged tightly between the lake and the Wassuk Range.

 Author: david1 Subject: Sticky Note Date: 2/12/14, 1:06:42 PM

Alternatives HH and TT would allow more easily for a combined roadway and rail corridor than the western Nevada alternatives as lateral space does not seem to be a problem anywhere along Alternative HH. Alternative TT, if it cuts a totally new corridor, is undesirable from environmental viewpoint.

Blueprinting Our Future 2014

Results of January 2014 Wickenburg Town Hall

Background

The January 2014 Wickenburg Town Hall met on January 24 and 25 at Rancho de los Caballeros to discuss and develop recommendations concerning three topics: civic engagement, transportation (focusing on I-11) and emergency preparedness. More than 30 area residents participated in the Town Hall. They included people responding to invitations to attend the Town Hall in the Wickenburg Sun as well as past participants of the Chamber of Commerce's Leadership Institute and others contacted by the Wickenburg Town Hall Committee. A wide cross-section of local residents from Wickenburg and surrounding communities participated, from high school students to retirees.

The Committee selected three topics for the January 2014 Town Hall, prepared briefing materials and invited outside experts to discuss the issues with participants. Participants listened to briefings on January 24 and broke into small groups to discuss each topic on the 25th. Moderators from Arizona Public Service and the Sonoran Institute facilitated the discussion. Experts from Arizona Department of Transportation, Wickenburg Police Department and Wickenburg Fire Department provided information throughout the day. This document summarizes recommended actions regarding each topic.

The Town of Wickenburg, Wickenburg Chamber of Commerce and Arizona Public Service Company sponsored the Town Hall.

Next Steps

The recommendations in the attached pages will be discussed with organizations that can act on them, beginning with Wickenburg Town Council and the Town Manager. We plan to formally present results for each of the three topics at the March 3, 2014 Town Council meeting.

Because Town Hall participants developed recommendations beyond actions to be taken by Town Council, they will be forwarded to other groups as well. For example, civic engagement recommendations might be important for any community organization in the area. Town Hall results concerning transportation will also go to the Wickenburg Chamber of Commerce and the Arizona Department of Transportation.

The Wickenburg Town Council and Town Manager should review recommendations concerning emergency preparedness and perhaps direct the Police and Fire chiefs and other staff to undertake certain initiatives. Wickenburg Unified School District, Maricopa and Yavapai counties, and local volunteer organizations might also take action based on the results.

Everyone living or working in the Wickenburg area is affected by the three issues and we will share results with the entire community. Participants in the January 2014 Town Hall were very interested in holding future town forums to tackle additional issues. We will be exploring ways to continue this community effort.



Blueprinting Our Future 2014

Results of January 2014 Wickenburg Town Hall

Topic A. Civic Engagement

Town Hall participants discussed a wide range of issues related to civic engagement in the Wickenburg area. Much of the discussion centered on town government in Wickenburg. The group developed the following recommendations for ways to improve civic engagement and the effectiveness and civility of public discourse.

1. Create a reputation as a respectful community — start by declaring a “time out” on negativity and a “time in” on civility.
2. Develop avenues outside Town Council meetings to engage with Council members — regular, informal discussions in a respectful manner (perhaps during study sessions or hold office hours).
3. Council members need to engage more with the community (for example, during events such as a Town Hall).
4. All community organizations need an ongoing, multi-faceted approach to communicating with the public, including social media, websites, email, newsletters, the newspaper, and especially face-to-face and phone communications.
5. Keep information on Town websites current, identify a point of contact and allow online registration for activities.
6. Educate everyone on the process and procedures for Town Council meetings and other sessions (legal protocols).
7. Town Commissions should report to Town Council on a regular basis.
8. The community should create an online and “live person” clearing house for people seeking volunteer opportunities.
9. Establish visible “community pride” projects that can involve many community members (such as repairing and painting the train engine).



Blueprinting Our Future 2014

Results of January 2014 Wickenburg Town Hall

Topic B. Transportation

Town Hall participants discussed the challenges and opportunities presented by the potential future interstate highway linking Phoenix and Las Vegas (I-11). There was substantial concern about impacts to the quality of life, identity and economy of Wickenburg. Recommendations included:

1. Preserve the identity and vision of Wickenburg when considering options for the highway.
2. Understand that Wickenburg's identity and economy are interrelated — we need strategies to protect them both.
3. Our community and town government need to stay actively engaged with the I-11 process.
4. Our community should encourage consensus in the selection and design of a corridor for I-11 that has the least impact to the community, including residents and businesses (involves placement, access issues, signage and other components).
5. Plan ahead, including for local growth and annexation.
6. We need effective, ongoing outreach to the community starting now to ensure everyone has the facts about I-11 as they emerge.
7. Because there are strong local opinions about present corridor options and no consensus, the community needs more information and discussion. Achieving a consensus will give the community more power to influence future I-11 decisions, including its location.
8. In addition, explore new opportunities to expand business and cultural links to Mexico.
9. Recognize the airport as a transportation asset as well.



Blueprinting Our Future 2014

Results of January 2014 Wickenburg Town Hall

Topic C. Emergency Preparedness

Town Hall participants also explored issues surrounding emergency preparedness in our community. Examples of threats discussed included flooding, fire, railroad accidents and other human-caused emergency incidents, and the roles of different partners in responding to any emergencies. Group recommendations included:

1. Communicate to local residents the system for informing the community of emergencies, including reverse 911, website, social media plan, and what residents should do now to ensure they are signed up to receive emergency information.
2. Have schools and the School District communicate to parents that they have an Emergency Preparedness Plan, and that they can be involved.
3. Engage volunteers in emergency preparedness activities, such as brush-clearing through Wickenburg Clean and Beautiful.
4. Consider new drills and emergency preparedness fairs.
5. Develop a second emergency crossing of Hassayampa River.
6. Communicate that Fire and Police can provide consultation and training to local groups.





United States Department of the Interior

U.S. Fish and Wildlife Service

Arizona Ecological Services Office

2321 West Royal Palm Road, Suite 103

Phoenix, Arizona 85021-4951

Telephone: (602) 242-0210 Fax: (602) 242-2513



AESO/SE refer to:

02EAAZ00-2014-CPA-0017

02EAAZ00-2014-TA-0104

February 25, 2014

Mr. Michael Kies, Project Manager
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

Dear Mr. Kies:

Thank you for the opportunity to provide comments on the proposed Interstate 11 Intermountain West Corridor project in Pima, Pinal, Maricopa, and Mohave counties, Arizona, in compliance with section 7 of the Endangered Species Act of 1973 (Act) as amended (16 U.S.C. 1531 et seq.). In this letter, we provide our comments regarding the Draft Level 2 Screening document as it pertains to the proposed route alternatives. Our comments are primarily directed at the middle and northern Arizona portions of the proposed project.

In Maricopa, Yavapai, and Pinal counties, the proposed route alternatives have the potential to impact several important bird areas along riparian corridors. Riparian or wetland vegetation communities along perennial or intermittent streams, such as the Gila River, can provide suitable habitats for the endangered southwestern willow flycatcher (*Empidonax traillii extimus*), the endangered Yuma clapper rail (*Rallus longirostris yumanensis*), and the proposed yellow-billed cuckoo (*Coccyzus americanus*). Similarly, the proposed route in Mohave County has the potential to impact the endangered southwestern willow flycatcher and its critical habitat along the Big Sandy River. We recommend your site-specific analyses consider potential effects to these species, and that you work with our office to determine the best route alignment to minimize impacts to these species and their habitats.

In northern Maricopa County and southern Yavapai County, the proposed alternative alignments, from Interstate 10 to the proposed junction with Arizona Highway 60 are located in habitat for the candidate Tucson shovel-nosed snake (*Chionactis occipitalis klauberi*). This species is known to occur in sandy creosote flats throughout the area from northwest of Phoenix to the Wickenburg area. Our office is currently working to determine whether or not the overall status of the snake, combined with anticipated threats to the species warrant protection for the snake under the Act. We encourage you to include this species in your environmental and natural resources assessment for the proposed project.

We encourage you to keep the northern Arizona alignment between Wickenburg and Kingman along the existing Arizona Highway 93 route. Using this existing route will minimize impacts to the candidate Sonoran desert tortoise (*Gopherus morafkai*). As you develop the proposed action, we encourage you to continue working with our office to minimize the impacts of the proposed Interstate 11 construction and use to the tortoise and its habitat, including traffic interchanges and other transportation routes in the vicinity of the project.

In keeping with our trust responsibility to American Indian Tribes, for proposed actions that may affect Indian lands, Tribal trust resources, or Tribal rights, we encourage you to invite the affected Tribes and Bureau of Indian Affairs to participate in the planning process and, by copy of this letter, are notifying the Colorado River Indian Tribe, Fort Mojave Indian Tribe, Hualapai Nation, Hopi Tribe, Gila River Indian Community, as well as Bureau of Indian Affairs. We also encourage you to coordinate review of this project with Arizona Game and Fish Department.

For further assistance with the development of this project, please contact Brian J. Wooldridge (x105) or Brenda Smith (x101) of our Flagstaff Suboffice at (928) 226-0614.

Sincerely,



Steven L. Spangle
Field Supervisor

ccs: (electronic)

Project Engineer, Nevada Department of Transportation, Carson City, NV
(Attn: Sondra Rosenberg)

Regional Supervisor, Arizona Game and Fish Department, Kingman, AZ (Attn: Trevor Buhr)

Chief Habitat Branch, Arizona Game and Fish Department, Phoenix, AZ (Attn: Laura Canaca)

Conservation Planning Assistance Coordinator, Region 2, Ecological Services, Fish and Wildlife Services, Albuquerque, NM (Attn: Chris O'Melia)

Assistant Field Supervisor, Fish and Wildlife Service, Phoenix, AZ

(Attn: Greg Beatty and Mike Martinez)

Assistant Field Supervisor, Fish and Wildlife Service, Flagstaff, AZ (Attn: Brian Wooldridge)

ccs: (hard copy)

Environmental Specialist, Environmental Services, Western Regional Office,
Bureau of Indian Affairs, Phoenix, AZ

Cultural Compliance Technician, Museum, Colorado River Indian Tribes, Parker, AZ

Director, Aha Makav Cultural Society, Fort Mojave Indian Tribe, Mohave Valley, AZ

Program Manager, Tribal Historic Preservation Office, Hualapai Tribe, Peach Springs, AZ

Director, Hopi Cultural Preservation Office, Kykotsmovi, AZ

General Counsel, Office of the General Counsel, Gila River Indian Community, Sacaton, AZ

Interstate 11 – Intermountain West Corridor Study

Utah Department of Transportation (UDOT) input:

Monday – February 24, 2014

UDOT sees the need for developing improved highway infrastructure on the Canamex Corridor between Phoenix and Las Vegas to benefit both automobile and truck traffic flow. This segment of the proposed I-11 project would provide a north/south addition to the existing Interstate Highway System in the West. However, it is important to note that the I-11 proposal refers to the Canamex Corridor with regards to the ultimate destination of I-11 beyond Las Vegas. The Canamex Trade Corridor was defined by Congress in 1995 as a Safe, Smart and Secure (S3) Corridor, with existing I-15 from Las Vegas to Canada identified as the designated corridor. For more information see <http://www.canamex.org> . Whether or not a full freeway is needed north of Las Vegas, or simply improvements to existing roads such as safety shoulders, adequate passing lanes, etc., needs to be more fully investigated in light of the much lower truck traffic on those routes.

The West needs additions to the Interstate Highway System that will serve existing and future traffic flow better than the two lane roads of the pre-World War II era on which much of that traffic currently must travel.

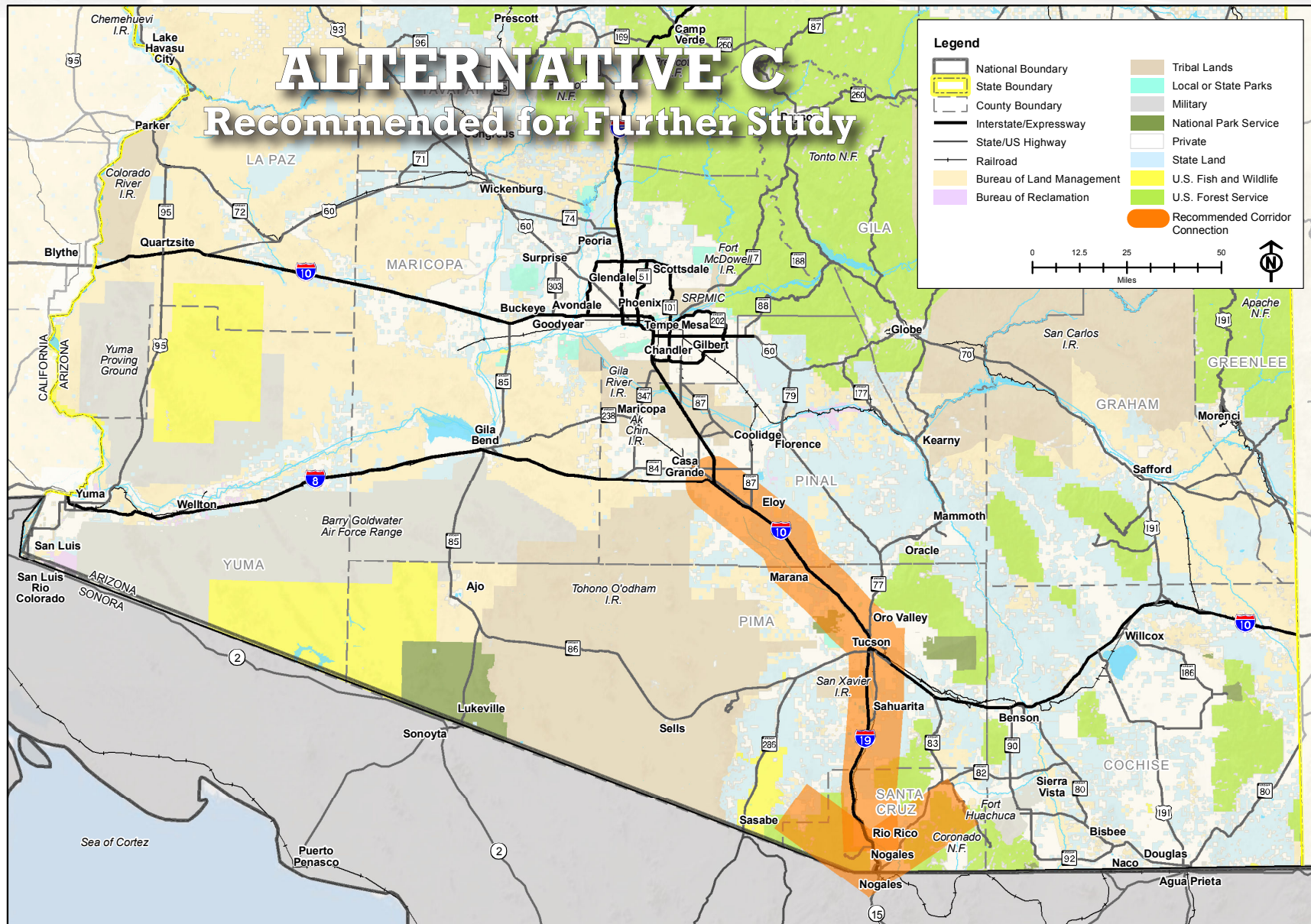
Should you have any questions, please do not hesitate to contact me.

Daniel B. Kuhn
UDOT Railroad & Freight Planner

Southern Arizona Future Connectivity Corridor



All information presented is preliminary and subject to revision. Specific alignments, routing and definitions would occur in future, detailed analysis.



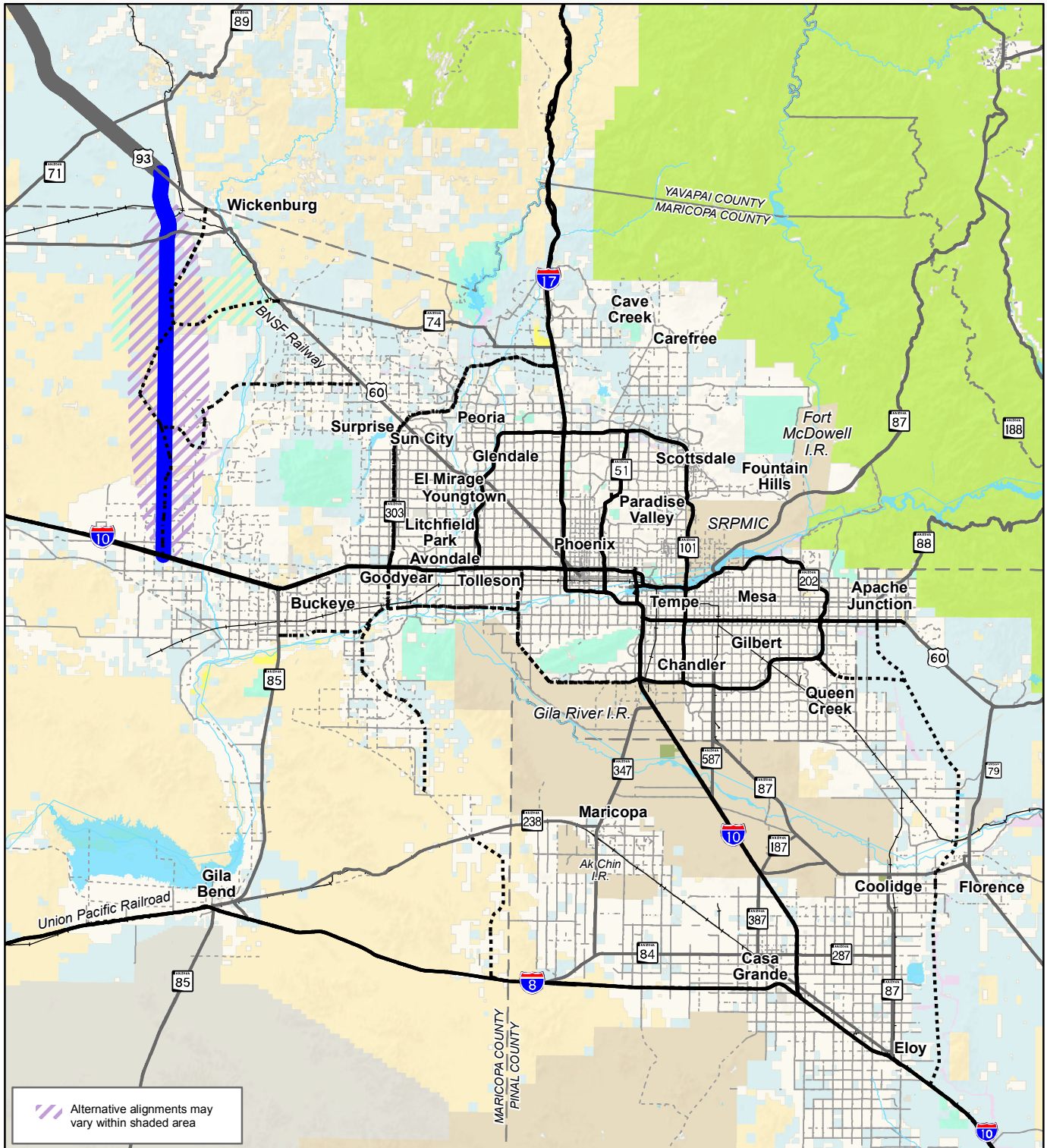
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Phoenix Metropolitan Area: Alternative G/H/LL/MM-North

All information presented is preliminary and subject to revision. Specific alignments, routing and definitions would occur in future, detailed analysis.



Legend

- | | | | | |
|------------------|---------------------------|------------------------------------|-----------------------|------------------------|
| County Boundary | Major Street | Bureau of Reclamation | Military | U.S. Fish and Wildlife |
| Freeway | Planned Major Street | Tribal Lands | National Park Service | U.S. Forest Service |
| Planned Freeway | Railroad | Local or State Parks | Private | Corridor Alternative |
| State/US Highway | Bureau of Land Management | Planned Recreation Management Area | State Land | |

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0 2.5 5 10
Miles

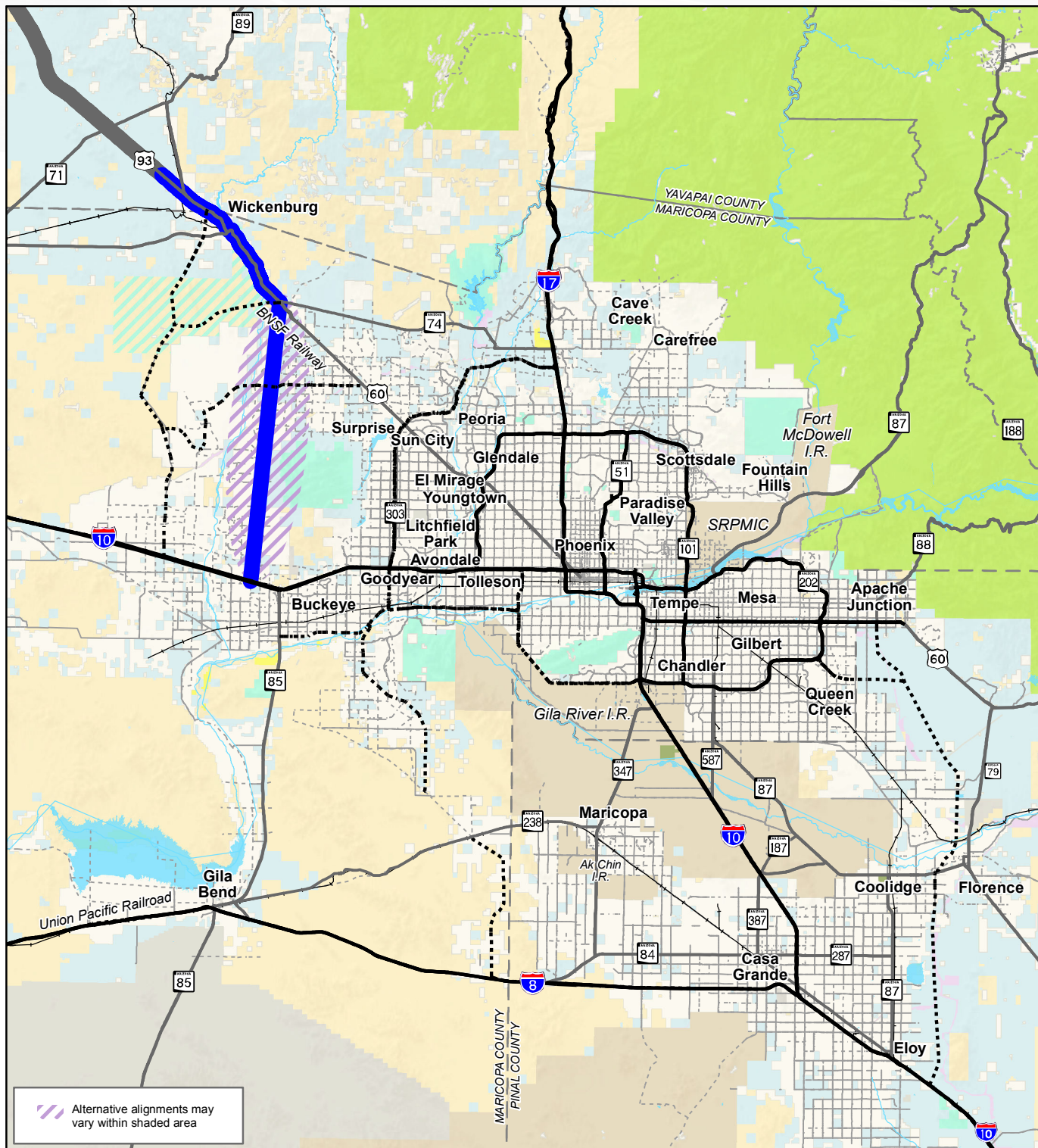


February 2014



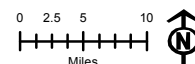
Phoenix Metropolitan Area: Alternative I-North

All information presented is preliminary and subject to revision. Specific alignments, routing and definitions would occur in future, detailed analysis.



Legend

- | | | | | |
|------------------|---------------------------|------------------------------------|-----------------------|------------------------|
| County Boundary | Major Street | Bureau of Reclamation | Military | U.S. Fish and Wildlife |
| Freeway | Planned Major Street | Tribal Lands | National Park Service | U.S. Forest Service |
| Planned Freeway | Railroad | Local or State Parks | Private | Corridor Alternative |
| State/US Highway | Bureau of Land Management | Planned Recreation Management Area | State Land | |



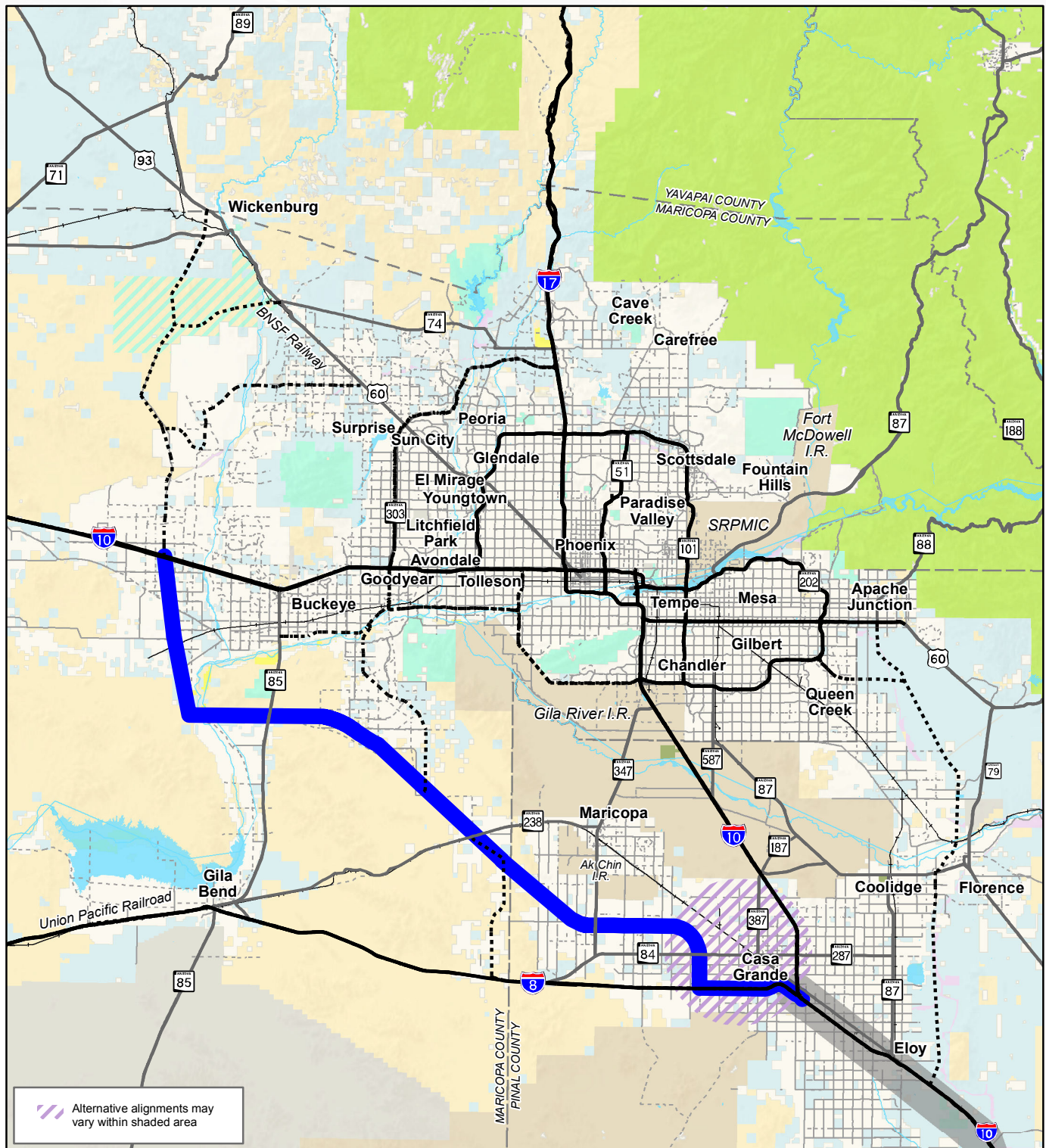
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Phoenix Metropolitan Area: Alternative G-South

All information presented is preliminary and subject to revision. Specific alignments, routing and definitions would occur in future, detailed analysis.



Legend

County Boundary	Major Street	Bureau of Reclamation	Military	U.S. Fish and Wildlife	Future Connectivity Area Recommended Connection
Freeway	Planned Major Street	Tribal Lands	National Park Service	U.S. Forest Service	
Planned Freeway	Railroad	Local or State Parks	Private	Corridor Alternative	
State/US Highway	Bureau of Land Management	Planned Recreation Management Area	State Land		

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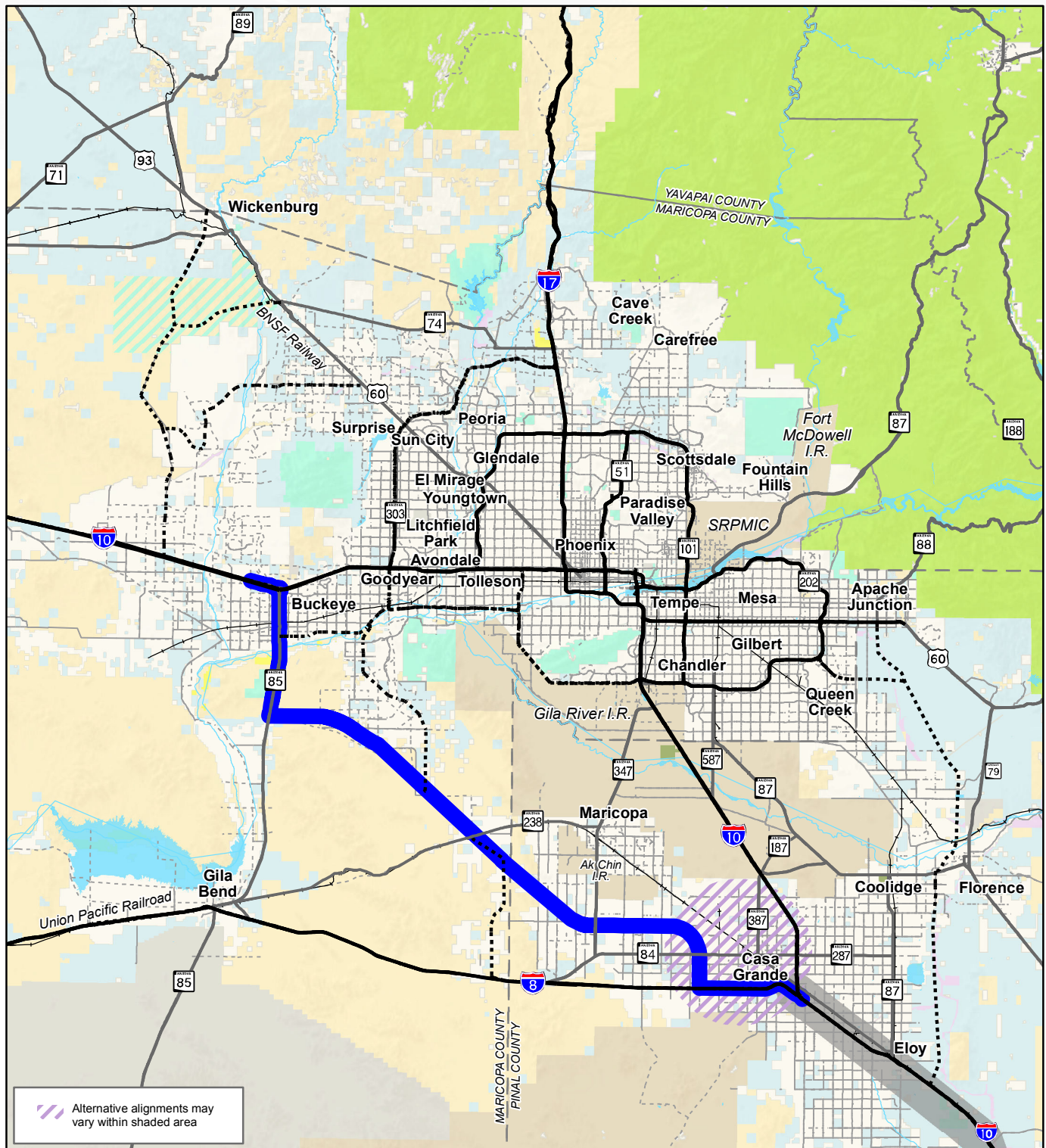
County Boundary	Major Street	Bureau of Reclamation	Military	U.S. Fish and Wildlife	Future Connectivity Area
Freeway	Planned Major Street	Tribal Lands	National Park Service	U.S. Forest Service	Recommended Connection
Planned Freeway	Railroad	Local or State Parks	Private	Corridor Alternative	0 2.5 5 10 Miles
State/US Highway	Bureau of Land Management	Planned Recreation Management Area	State Land		N

February 2014



Phoenix Metropolitan Area: Alternative I-South

All information presented is preliminary and subject to revision. Specific alignments, routing and definitions would occur in future, detailed analysis.



Legend

County Boundary	Major Street	Bureau of Reclamation	Military	U.S. Fish and Wildlife	Future Connectivity Area Recommended Connection
Freeway	Planned Major Street	Tribal Lands	National Park Service	U.S. Forest Service	
Planned Freeway	Railroad	Local or State Parks	Private	Corridor Alternative	
State/US Highway	Bureau of Land Management	Planned Recreation Management Area	State Land		

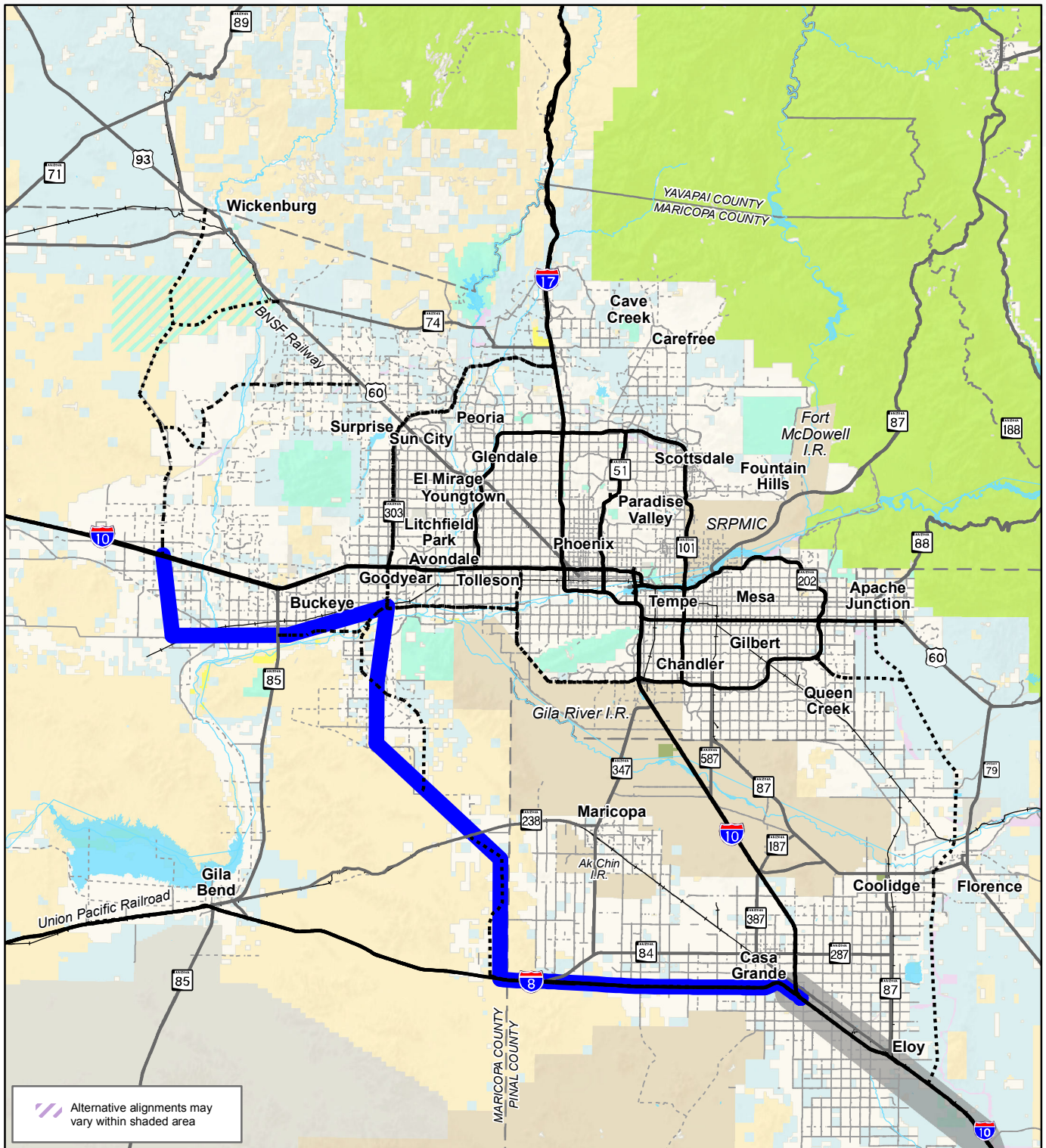
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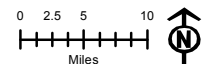
Phoenix Metropolitan Area: Alternative LL-South

All information presented is preliminary and subject to revision. Specific alignments, routing and definitions would occur in future, detailed analysis.



Legend

- | | | | | | |
|------------------|---------------------------|------------------------------------|-----------------------|------------------------|---|
| County Boundary | Major Street | Bureau of Reclamation | Military | U.S. Fish and Wildlife | Future Connectivity Area Recommended Connection |
| Freeway | Planned Major Street | Tribal Lands | National Park Service | U.S. Forest Service | |
| Planned Freeway | Railroad | Local or State Parks | Private | Corridor Alternative | |
| State/US Highway | Bureau of Land Management | Planned Recreation Management Area | State Land | | |



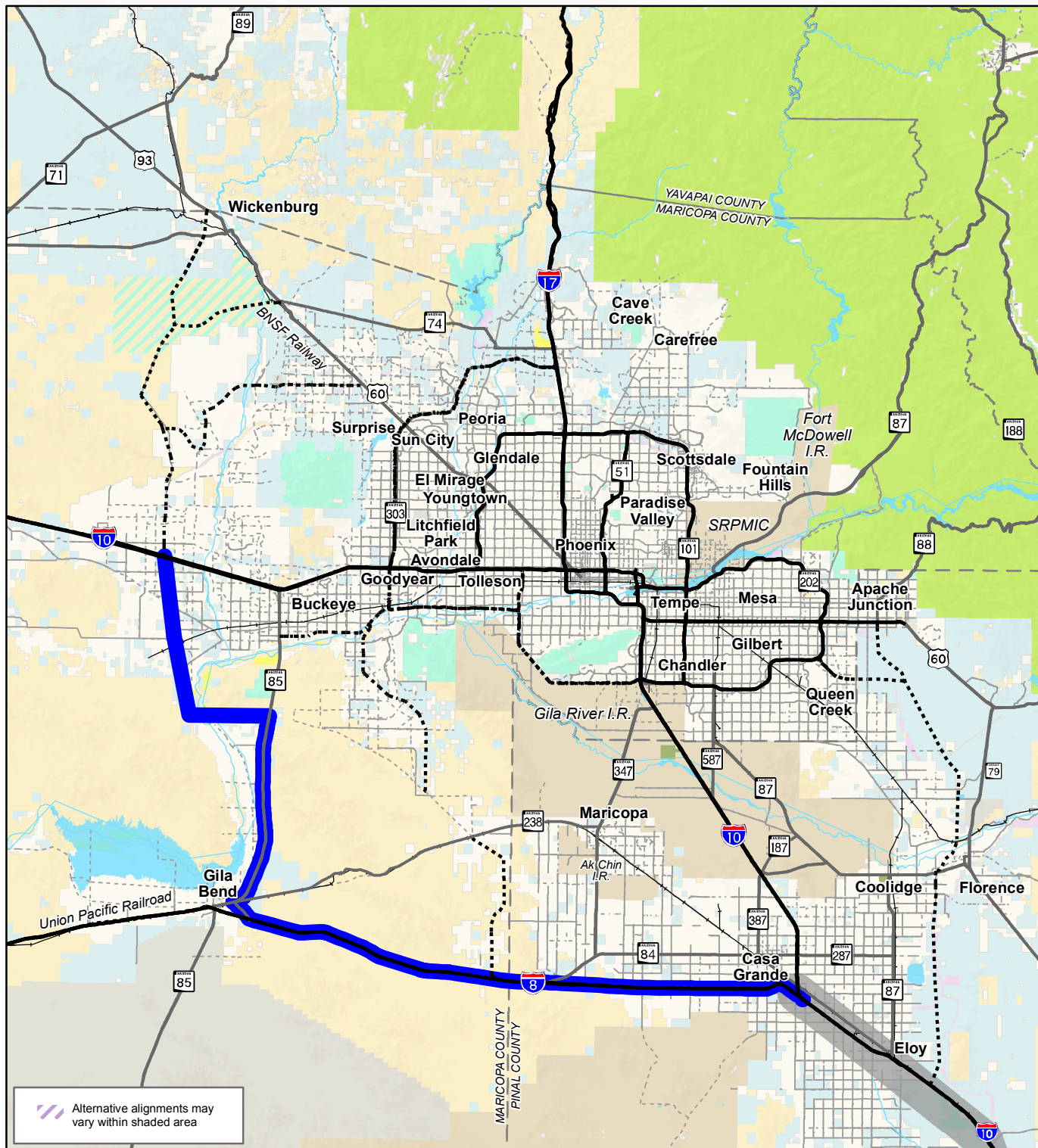
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Phoenix Metropolitan Area: Alternative MM-South

All information presented is preliminary and subject to revision. Specific alignments, routing and definitions would occur in future, detailed analysis.



Legend

County Boundary	Major Street	Bureau of Reclamation	Military	U.S. Fish and Wildlife	Future Connectivity Area Recommended Connection
Freeway	Planned Major Street	Tribal Lands	National Park Service	U.S. Forest Service	
Planned Freeway	Railroad	Local or State Parks	Private	Corridor Alternative	
State/US Highway	Bureau of Land Management	Planned Recreation Management Area	State Land		

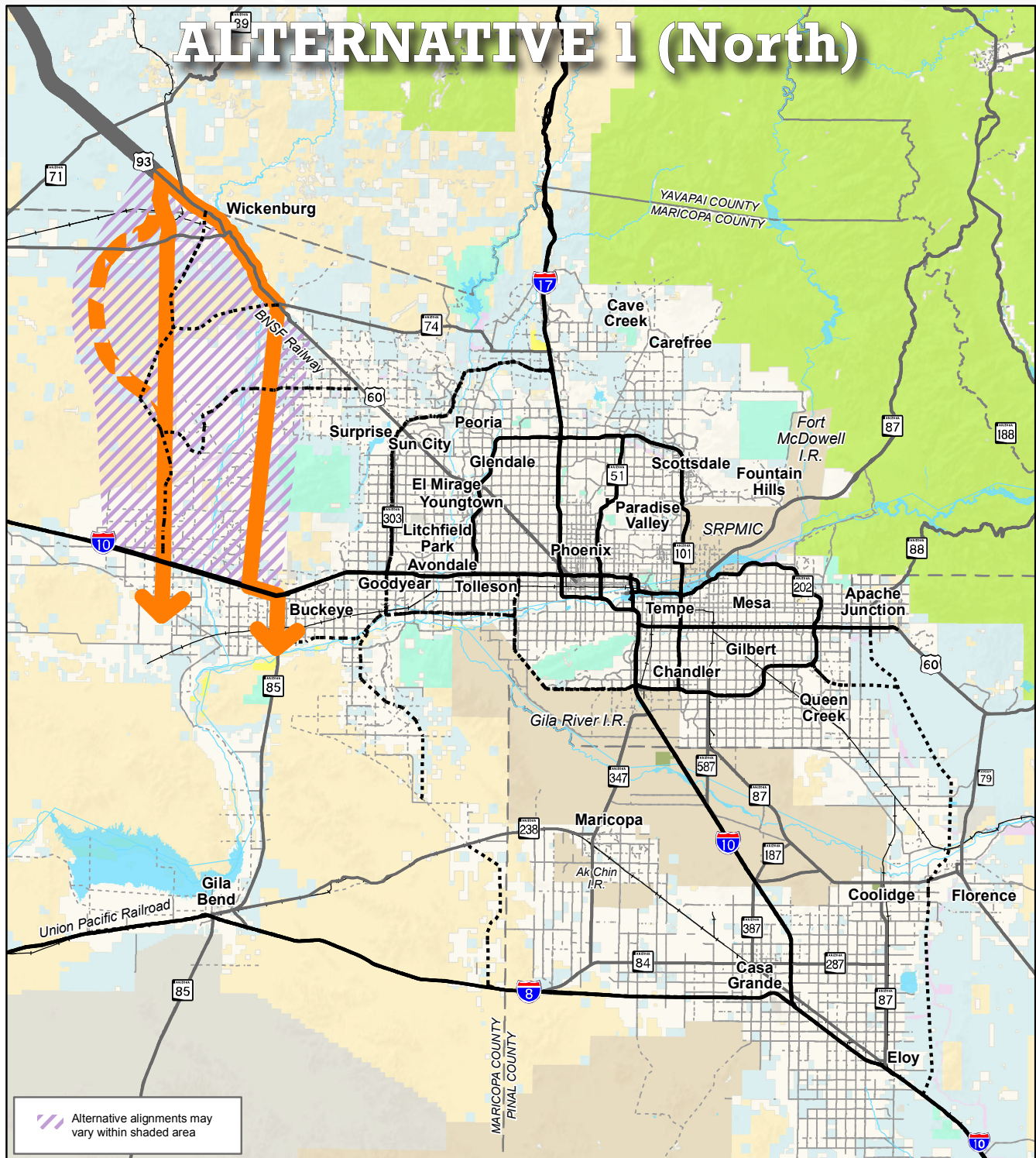
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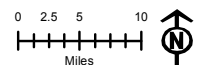


Recommended Reasonable and Feasible Corridors: Phoenix Metropolitan Area

Alternatives shown represent broad corridors, not precise alignments. Planned/proposed alignment segments are shown as straight lines, to be refined during the next phase of study.

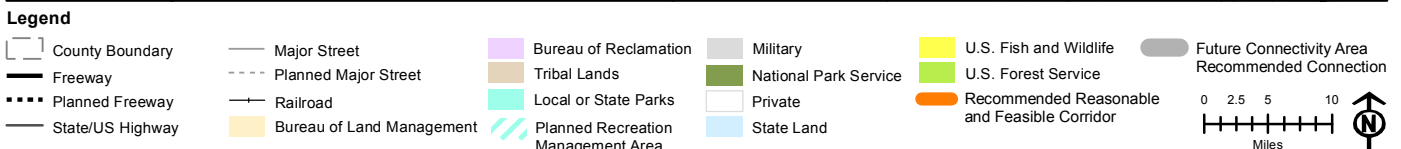


County Boundary	Major Street	Bureau of Reclamation	Military	U.S. Fish and Wildlife	Alternative Corridor Option
Freeway	Planned Major Street	Tribal Lands	National Park Service	U.S. Forest Service	Recommended Reasonable and Feasible Corridor
Planned Freeway	Railroad	Local or State Parks	Private		
State/US Highway	Bureau of Land Management	Planned Recreation Management Area	State Land		



ALL INFORMATION PRESENTED IS PRELIMINARY AND SUBJECT TO REVISION

ALTERNATIVE 2 (South)

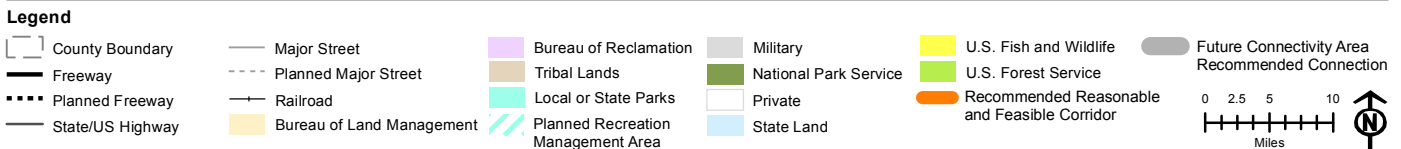
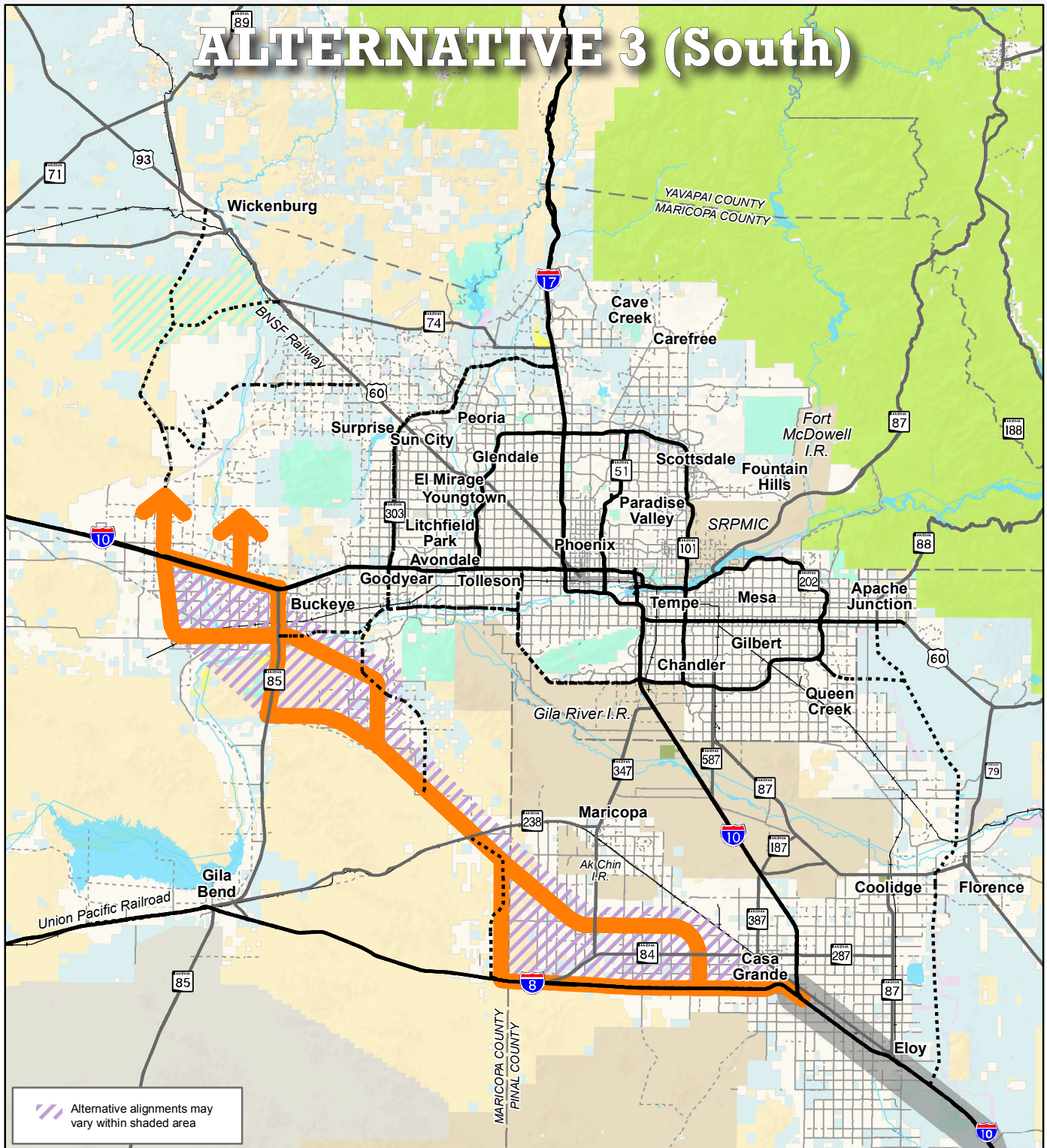


ALL INFORMATION PRESENTED IS PRELIMINARY AND SUBJECT TO REVISION



Recommended Reasonable and Feasible Corridors: Phoenix Metropolitan Area

Alternatives shown represent broad corridors, not precise alignments. Planned/proposed alignment segments are shown as straight lines, to be refined during the next phase of study.



ALL INFORMATION PRESENTED IS PRELIMINARY AND SUBJECT TO REVISION



Northern AZ/Southern NV: Alternative Q

All information presented is preliminary and subject to revision. Specific alignments, routing and definitions would occur in future, detailed analysis.



Legend

- State Boundary
- County Boundary
- Freeway
- Planned Freeway

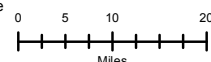
- State/US Highway
- Major Street
- Planned Major Street
- Railroad

- Bureau of Land Management
- Bureau of Reclamation
- Tribal Lands
- Local or State Parks

- Planned Recreation Management Area
- Military
- National Park Service

- Private
- State Land
- U.S. Fish and Wildlife
- U.S. Forest Service

- Corridor Alternative



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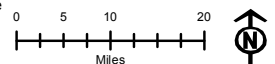
Northern AZ/Southern NV: Alternative UU

All information presented is preliminary and subject to revision. Specific alignments, routing and definitions would occur in future, detailed analysis.



Legend

- | | | | | | |
|-----------------|----------------------|---------------------------|------------------------------------|------------------------|----------------------|
| State Boundary | State/US Highway | Bureau of Land Management | Planned Recreation Management Area | Private | Corridor Alternative |
| County Boundary | Major Street | Bureau of Reclamation | Military | State Land | |
| Freeway | Planned Major Street | Tribal Lands | National Park Service | U.S. Fish and Wildlife | |
| Planned Freeway | Railroad | Local or State Parks | U.S. Forest Service | | |
| | | | | | |



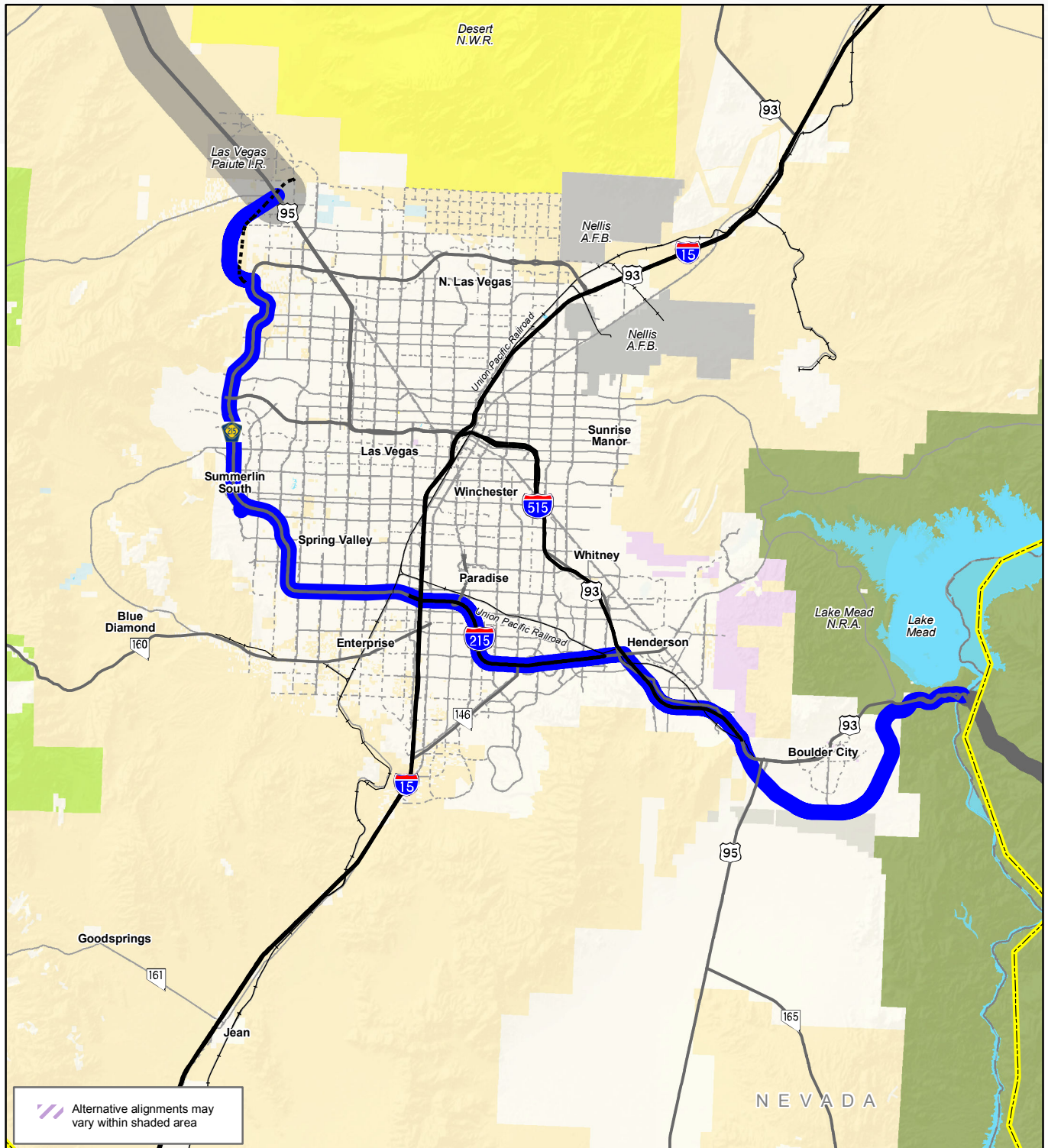
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Las Vegas Metropolitan Area: Alternative Y

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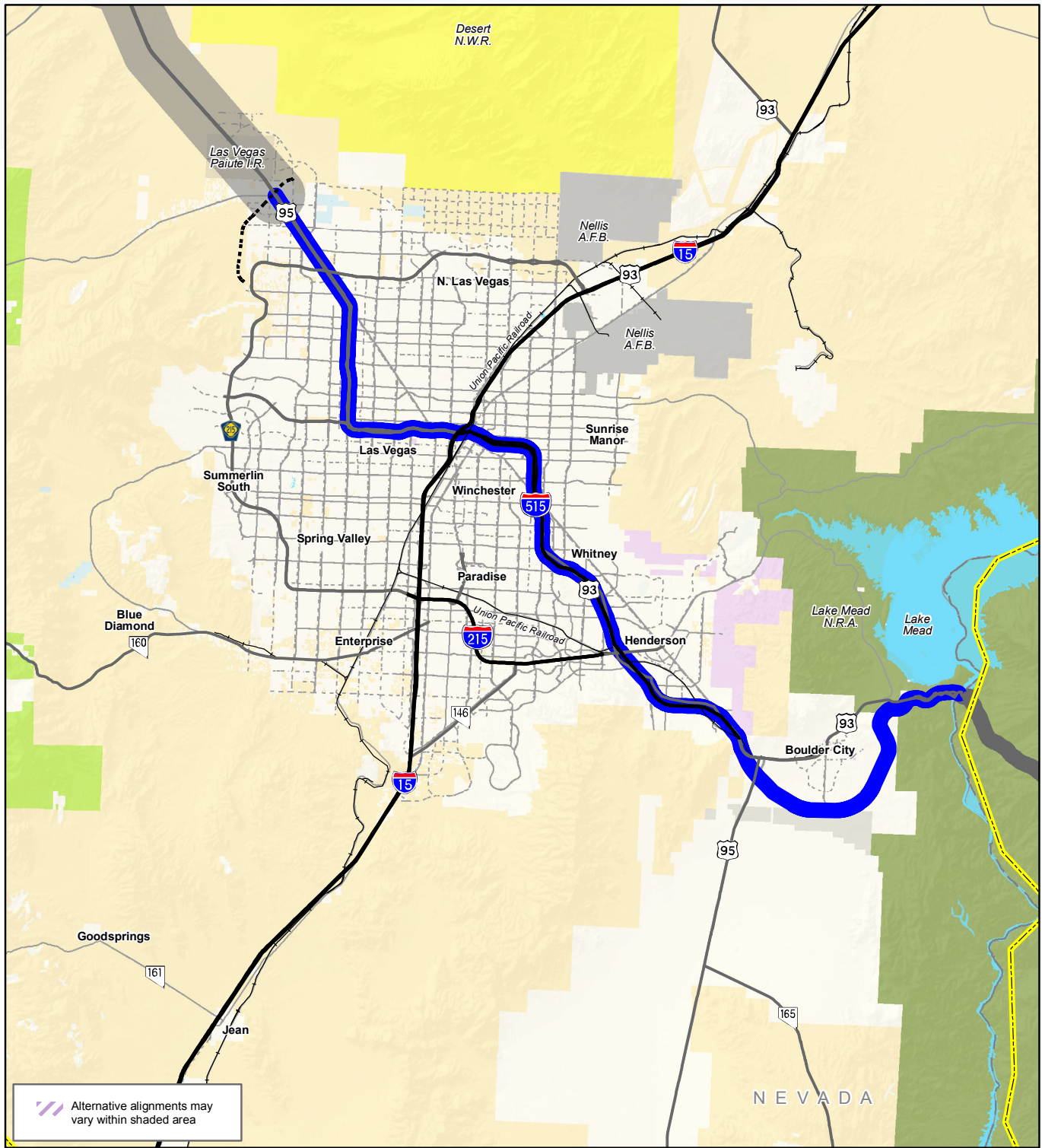
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Las Vegas Metropolitan Area: Alternative Z

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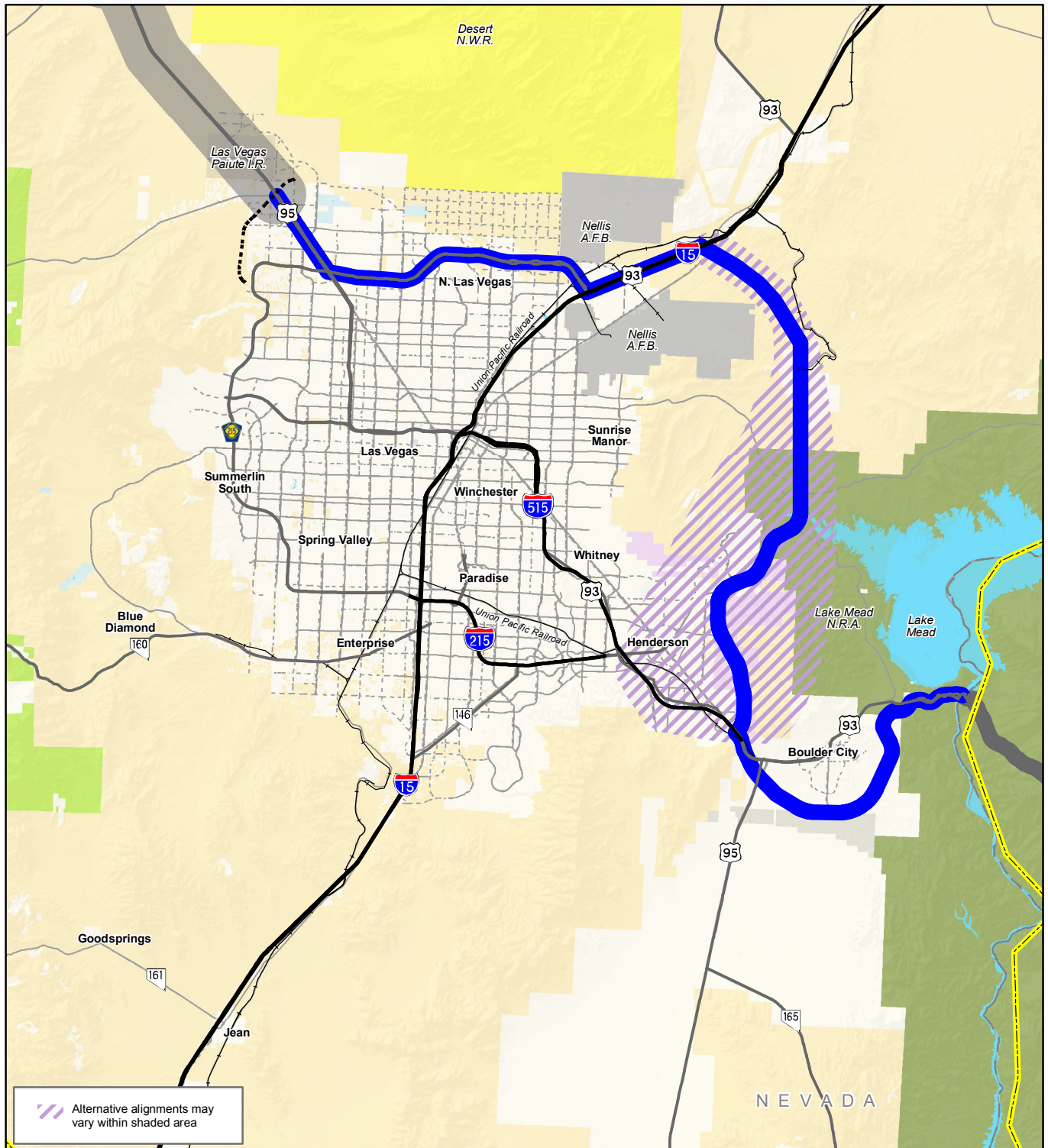
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Las Vegas Metropolitan Area: Alternative BB-QQ

All information presented is preliminary and subject to revision. Specific alignments, routing and definitions would occur in future, detailed analysis.



Legend

- State Boundary
- County Boundary
- Freeway
- Planned Freeway

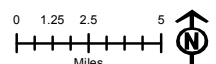
- State/US Highway
- Major Street
- Planned Major Street
- Railroad

- Bureau of Land Management
- Bureau of Reclamation
- Tribal Lands
- Local or State Parks

- State Land
- Military
- National Park Service
- Private

- U.S. Fish and Wildlife
- U.S. Forest Service
- Corridor Alternative

- Future Connectivity Area
- Recommended Connection



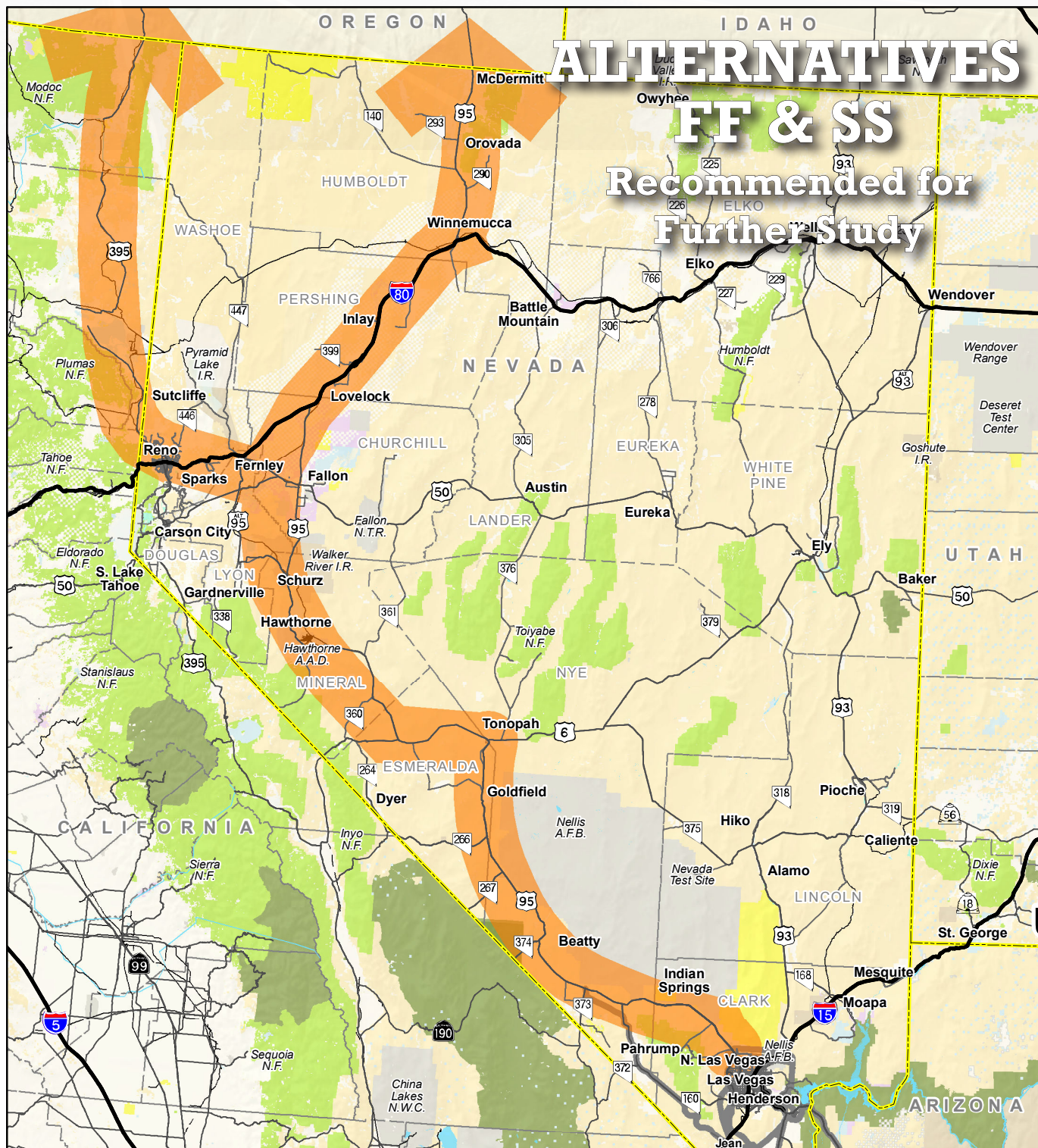
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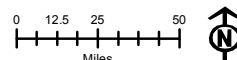
Northern Nevada Future Connectivity Corridor

All information presented is preliminary and subject to revision. Specific alignments, routing and definitions would occur in future, detailed analysis.



Legend

National Boundary	Interstate/Expressway	Bureau of Land Management	Military	State Wildlife Area
State Boundary	State/US Highway	Bureau of Reclamation	National Park Service	U.S. Forest Service
County Boundary	Railroad	Tribal Lands	Private	Recommended Corridor Connection
		Local or State Parks	State Land	



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