



# I-11 and Intermountain West Corridor Study

## Public Information Meetings October 2013

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 high priority Interstate link between Phoenix and Las Vegas (the I-11 portion), 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 21<sup>st</sup> Century Act (MAP-21).

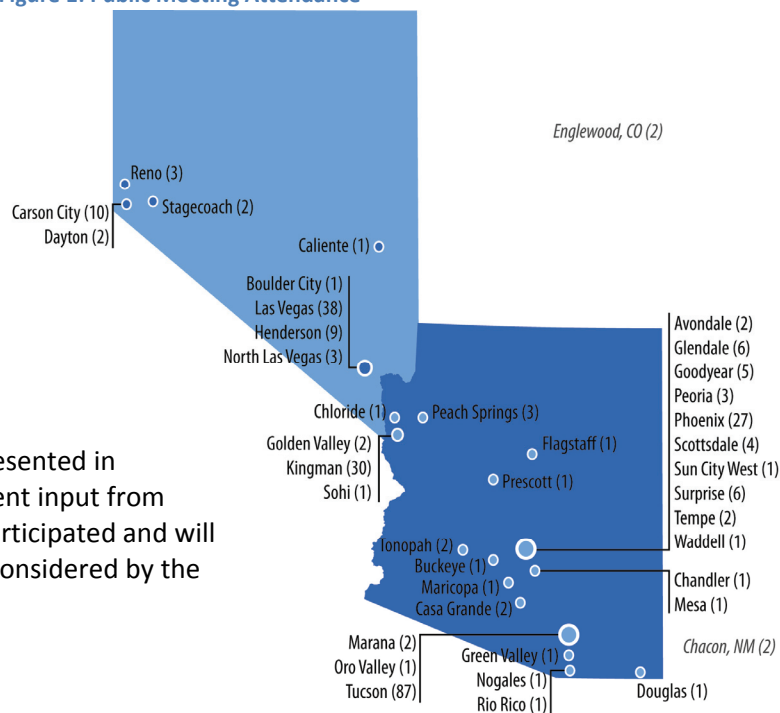
As part of the study, the public and stakeholders are invited to share their opinions and ideas on decision points throughout the process. The second round of public information meetings were held at 5:30 p.m. MST/PDT in October 2013 in five locations:

- October 8: Avondale City Council Chambers in Avondale, Arizona
- October 9: Mohave County Public Works in Kingman, Arizona
- October 10: Albert J. Garcia Auditorium, Pascua Yaqui Reservation in Tucson, Arizona
- October 16: Carson City Community Center in Carson City, Nevada
- October 17: NDOT District 1 in Las Vegas, Nevada

A total of 274 participants signed in at registration, though more attended the meetings. The following report summarizes the results of these meetings.

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

Figure 1: Public Meeting Attendance



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 Screening of alternatives. Participants were provided the following handouts: welcome letter, Corridor Vision Summary brochure, presentation and public meeting comment form.

Each event began as an open house, where participants could review various informational display boards and discuss the project with team members. The meeting also included a formal PowerPoint presentation given by project co-manager Sondra Rosenberg from the Nevada Department of Transportation (NDOT) at the Nevada meetings, while project co-manager Michael Kies from the Arizona Department of Transportation (ADOT) served as the presenter in Arizona. The presentation provided an overview of the project, a review of segment alternatives and evaluation process, and results of the Level 1 Screening. After the presentation, a formal question and answer session was facilitated.

While the study team received a wide variety of feedback, several common themes emerged:

- Concurrence that the Corridor would provide economic development benefit;
- Opposition of any alternative that would traverse west of Tucson through Avra Valley;
- Questions and concerns related to funding availability and funding sources;
- Recommended avoidance of protected and sensitive lands;
- Support of a facility that would address safety issues of the existing Phoenix to Las Vegas corridor; and
- Support of a multimodal facility.



**Photo 1: Project co-manager Mike Kies presenting to Southern Arizona meeting participants.**



**Photo 2: Participants review study displays at the Phoenix Metropolitan Area meeting.**



**Photo 3: Project co-manager Sondra Rosenberg presents at the Northern Nevada meeting.**

## Phoenix Metropolitan Area Meeting Summary

October 8, 2013; 5:30 p.m. PDT/MST  
Avondale City Council Chambers  
11465 W. Civic Center Dr.  
Avondale, AZ

### Questions and Comments

At the conclusion of the formal presentation, participants were asked if they had any questions or comments they wanted to direct to the project co-manager. Following summarizes those questions and comments.

#### General Questions and Comments

- Will today's PowerPoint presentation be made available online? *Yes, it will be posted to the project website.*
- Where is the current funding coming from? *This project is being funded jointly by the Arizona and Nevada Departments of Transportation, with support from the State Planning and Research (SPR) funds which are provided by the federal government.*
- The notices for this meeting were poorly communicated. Many residents do not have computers and notices were not received by mail. *We'll work on that. In addition to email communication, notices were posted in area newspapers via agency press releases.*
- Why doesn't this meeting focus on the alternatives north of Wickenburg? *Another meeting will take place tomorrow in Kingman that concentrates on the middle Priority Corridor (Wickenburg to Las Vegas). Those materials will be available online. There is a map in the back of the room that includes all Corridor alternatives.*
- I've heard that Arizona is thinking about raising the gas tax. Is this true? *I'm not aware of these details.*
- Are there any cost estimates available for the segment between Phoenix and Tucson? *MAG has determined a general cost factor for new corridors to be approximately \$30 million per mile. Total cost would depend on the length of the specific alternative recommended.*
- Excess taxing/tolling will wipe out economic competitiveness of the region. Doesn't this go against the project goal, defeating the effort to attract manufacturing and other new economic industries/sectors? *As mentioned previously, there is currently no funding/financing mechanism identified for implementation of this Corridor. Many options will be explored and likely will require a combination of funding options to fully construct and operate the Corridor.*
- Has there been any traffic modeling conducted and has it identified existing congestion and/or bottlenecks? Can't we just widen all existing corridors rather than building new corridors? *Detailed traffic modeling will occur as part of the Level 2 analysis. We have not considered widening existing corridors, as implementation of Proposition 400 has already widened existing metropolitan highways in the Phoenix Metropolitan Area. With this planned widening, these corridors will maximize the existing right of way and built up to existing development. Further widening will require new right of way, which would result in the acquisition of properties. The core of the metropolitan area is already urbanized and built out. Constructing a new corridor can serve regional traffic and major trade/freight flows. This Corridor will intersect other highways and railroads that traverse the center of the metropolitan area, allowing access to and through Phoenix.*



- Will the referenced Brookings Mountain West report further explain the bullet points on slide 6? *No, the map is sourced from Brookings Mountain West, however further explanation of the bullet points can be found in this project's Corridor Justification Report, which is posted online.*
- Does implementation of this Corridor assume that more trade will come from Mexico? *Our team looked at four different economic scenarios; nearshoring from Mexico is one economic opportunity. More likely, the future will see a combination of these economic scenarios, of which increased trade from Mexico might be one component.*
- I'm interested in the Asian trade scenario. What does that mean? How will it impact congestion? *As the deep-water ports on the West Coast (specifically in the Los Angeles basin) reach capacity, this increases port congestion and pushes some of the cargo traffic to ports south in Mexico. Together, the increase in trade volumes will increase congestion to the I-5 corridor in California. This traffic will look for other corridors to distribute goods across the U.S.*
- If we develop this I-11 Corridor, will this divert port traffic to Mexico and cause more congestion through Arizona? *This Corridor won't be the cause of trade diversion to Mexican ports, but if the California ports reach capacity, trade traffic will be diverted to ports in Mexico and Canada. This Corridor can supplement goods movement if/when Mexican ports become busier, allowing increased economic opportunities in Arizona.*
- Are you aware of specific programs to attract more manufacturing to the Valley? *I am not aware of the specific details, however the Arizona Commerce Authority has a strategic plan to diversify the economy and attract more industry to Arizona.*
- Is ADOT coordinating with Mexico to make sure the border crossing infrastructure matches with Mexican freight traffic? *Yes, ADOT is a partner with the Arizona-Mexico Commission, which includes regular communication and coordination.*
- Do you have an estimate of daily traffic counts that are anticipated on this Corridor? *The next tier of study (Level 2 Screening) will include more detailed modeling of traffic conditions. Previous studies on recommended Corridor alignments have shown them to meet the threshold required for freeway development (versus a lower capacity facility like an arterial roadway). These projections, however, were done at the height of the housing boom. The new model projections will account for the economic recession and slowdown of housing expansion.*
- Is the economic benefit of this Corridor being weighed against the cost? *Yes, that will be more fully analyzed when we finalize the Business Case. Additionally, the Arizona Commerce Authority is partnering with ADOT to help determine the economic benefit of implementing this Corridor. That analysis will be matched with the projected cost.*
- Are Corridor alternatives just looking at freight rail or passenger rail, too? *The study is review both opportunities.*
- Could we get federal funding to pay for high-speed rail? *Possibly; the state would have to apply for federal funding, which is a very competitive process.*
- Where are all these organizations getting self-checked? We are losing jobs across the state. This I-11 concept dates back to the 1950s in Arizona. Do governments internally evaluate whether this concept is worthwhile? *This study will do just that and document the feasibility of the Corridor, along a cost-benefit analysis as part of the Corridor's Business Case. If there is no economic benefit for Arizona, we will not recommend moving this Corridor forward.*
- It seems to me that this Corridor is more of a commercial corridor with the trucking companies as the major beneficiaries. Can we make them pay for it? *Not really, but there are many funding/finance mechanisms that will be explored later in the process.*
- There is an intermodal yard in Glendale. No direct tracks exist between the yard and Las Vegas. Is it cost effective to make this connection? *This project is looking at where key connections are needed. It might not include a direct connection to Las Vegas, but rather to another major*





*freight railroad corridor. We will study travel demand needs in the Level 2 analysis to better understand where people and freight are traveling to and from.*

- The new bridge over the Colorado River at the Hoover Dam was recently completed. Can this bridge accommodate highway and rail? Would we need to build another bridge? This took a long time to build. *Yes, we understand this is a constraint that we would have to consider further.*
- I-11 is part of the CANAMEX corridor. How much is the federal government pushing to make this connection between Mexico and Canada? *The federal designation of I-11 does not require us to build the Corridor. Arizona and Nevada have partnered to better understand the Corridor's feasibility and make sure additional investment is warranted.*
- I don't understand why this Corridor is focusing on Phoenix to Las Vegas. This should be broader and involve other states. *This study is focusing on Arizona and Nevada because of the federal designation of I-11. Other states are involved and will likely conduct additional studies in the future if this Corridor is determined to be economically beneficial.*
- Does ADOT have travel time projections between Phoenix and Las Vegas? What kinds of travel time savings will this Corridor bring? *That will be completed as part of the Level 2 analysis.*
- The Western Maricopa Foreign Trade Zone (FTZ) [Westmarc] is offering incentives/tax breaks for manufacturing industries looking to locate in the Phoenix West Valley.
- You are asking us to spend a lot of money on this Corridor and it does not appear to reap a lot of reward. Why would we want to open Mexican ports to allow more Chinese goods to go to Walmart? We need to establish a manufacturing base in Arizona instead.
- I don't see how Mexico would support such a Corridor. I don't think they would want major freight coming into their country due to environmental issues.
- Funding continues to be an issue in the state, especially in the MAG region. No one is allowing the South Mountain Freeway to be built. Why would they allow I-11? We need to be able to support the existing infrastructure we have first.
- It seems as we are doing ourselves a major disincentive in attracting and maintaining the manufacturing industry in the U.S. by not constructing and maintaining quality infrastructure. This project could greatly improve that situation.

#### Level 1 Screening Feedback

- Many of the alternatives share Segment 17, which makes it seem like a priority corridor. This seems too far west to truly serve as a bypass or serve the Phoenix metropolitan area. *This Corridor is meant to support the regional transportation system. There are many opportunities in the West Valley for supportive industrial/business development. Due to the land required for such ventures, locations in the core of the metropolitan area are not always conducive. These alternatives intersect other highway/railroad corridors that provide access to the center of Phoenix.*
- Alternative G looks to be the most practical to relieve congestion on existing corridors. I am concerned, however, about the funding mechanism. I don't want existing interstate highways to be tolled. *Tolling is one of many funding/financing mechanisms that will be explored. Per the recent Arizona legislation on public-private partnerships, tolling is not allowed on existing highways (e.g., cannot convert I-10 to a toll road).*
- There are 18 screening criteria presented. Cost is the last one. Are they all weighted equally? *Yes, they are weighted equally; the listed order does not reflect priority and/or evaluation weight.*
- Most alternatives terminate at the I-8/I-10 intersection. What impact does this have to I-10 at this interchange? *That is undetermined at this time, until the specific Corridor alignment is*



*refined. More detailed traffic modeling will assist in this analysis. Also, due to additional considerations received, our Corridor may not actually share the I-10 corridor.*

## Feedback Forms

The following summarizes the comments received at the Phoenix Metropolitan Area meeting. The feedback is reported exactly as it was provided without grammatical edits.

- With projections calling for Maricopa to become the largest city in Pinal County, it is critical that the alignment of I-11 be as close to Maricopa as possible. Alt G; I; or LL would be supported by the Maricopa Chamber of Commerce.
- How volatile/sensitive are the alternative corridors to new development. Would something like a new port in Mexico negate the current study? Are there small efforts/expenses that AZ/NV can make to protect the value of the high value alts? Need to protect ROW cost and access control. Have you evaluated/ID'd possible "game changer" scenarios and the likelihood of them being realized? Color graphics are difficult to interpret. Suggest having someone w/color challenged eyesight proof boards/graphics.
- I am in favor of Alternative I.
- Have staff mingle with visitors. NOT stand around their own \_\_\_\_\_ circle. On display maps show what each color means on routes shown. Address the option of 303 use, ID as 303 not "22", as it was the first west corridor. Lettering on projection info. Is so small cannot read as is handout is too small print. "Poor" use of the mike/audience.
- I would like to see/hear more rationale on the rejection of the Level I alternatives. The remaining (Level II) alternatives appear to be the most expensive in terms of ROW & new pavement. The rejected alternatives include most existing roadways. What is the weighting of the 18 Level I evaluation criteria? Is cost weighted the same or lower?
- Thank you for the presentation. The presentation of alternatives were all missing future SR 30 and SR 202L S. Mountain Frwys. The SR 202L S. MTN FRWY will most certainly be an important freight corridor and is programmed in the MAG Transp. Plan. There seems a 'golden' opportunity to consider this (I-11) Corridor w/ the SR 202L S. MTN for development as presented by ADOT or w/ consideration/the GRIC land. Please add these programmed highways to the study.



## Northern Arizona Meeting Summary

October 9, 2013; 5:30 p.m. PDT/MST  
Mohave County Public Works, Turquoise Room  
3715 Sunshine Dr.  
Kingman, AZ

### Questions and Comments

At the conclusion of the formal presentation, participants were asked if they had any questions or comments they wanted to direct to the project co-manager. Participants were encouraged to submit feedback using the provided forms.

### Feedback Forms

The following summarizes the comments received at the Northern Arizona meeting. The feedback is reported exactly as it was provided without grammatical edits.

- I don't feel we need an I-11. We already can not maintain our existing roadways to a high standard. I have driven the proposed alternative Q extensively and feel it just needs some improvements such as the Beale St. interchange in Kingman. If the project goes forward, I would favor the Alternative Q. Alternative UU would disrupt a wilderness area from Yucca east towards the existing U.S. 93 near Wikiup. Alternative UU might potentially have steep grades which could excessively slow truck traffic and contribute to traffic accidents.



## Southern Arizona and Beyond Meeting Summary

October 10, 2013; 5:30 p.m. PDT/MST

Albert J. Garcia Auditorium

Pascua Yaqui Reservation

7777 S. Camino Huivism

Tucson, AZ

### Questions and Comments

At the conclusion of the formal presentation, participants were asked if they had any questions or comments they wanted to direct to the project co-manager. Following summarizes those questions and comments.

- The presentation was devoid of any information regarding the Avra Valley. You should be addressing the concerns of the people at this meeting. *ADOT is not proposing any Corridor or highway through the Avra Valley as part of this study. While a corridor through the Avra Valley may provide one solution, there could be several other solutions, too. However, this study is just identifying a potential connection from the Phoenix metropolitan area to Mexico. A follow-on study will delve into the details of where this connection could specifically be made to connect in/around Tucson to Nogales.*
- Can you seriously say that this project, I-11, has nothing to do with Avra Valley? *Yes.*
- Tourism comprises approximately one-quarter of the state's economy. How is general tourism and attraction to natural resources evaluated? *The Arizona Game and Fish Department has a tool that evaluates the economic benefit of natural resource features. That information will be incorporated into the Level 2 screening.*
- Could this Corridor eventually include pipelines, gas lines, water transmission, and other utilities? *Yes. This process will recommend a wide Corridor that could potentially provide future multimodal needs of Arizona and Nevada.*
- What date will you have a specific alignment? You are just speaking in generalities. *This is a high-level study that will not come to specific alignment recommendations for Southern Arizona; the study will be complete next summer (2014). Upon completion, ADOT is interested in conducting a more detailed follow-on study that will evaluate more detailed alignment options from Casa Grande to Nogales.*
- Then why the misinformation about the 47 families that would be impacted by this Corridor? *That information did not come from ADOT and is not related to this project. [NOTE: A participant noted that potential property impact information came from the Pima County Board of Supervisors, who have parcel-level maps of the County's proposed bypass alignment. This is a separate study and effort of Pima County from that of the I-11 and Intermountain West Corridor Study.]*
- What is the funding timeline of this project? *There is currently no identified funding source for this project. Once funding is identified and the Corridor is incorporated into state and regional metropolitan transportation plans, the environmental clearance and preliminary design processes can commence, taking upwards of eight to ten years before any project implementation.*
- Since no funding has been identified, does that mean that you are looking at many funding options, like tolling? *Since there is no funding/financing mechanism identified for implementation of this Corridor, many options will be explored and likely will require a combination of these options to fully construct and operate the Corridor. The Business Case will assist in understanding what expenditure of funds can bring back to Arizona or Nevada.*





- When will the Corridor justifications be complete? *The Corridor Justification Report is complete and available on the project website.*
- Whoever provides the funding for the Corridor, do they get a say of where the Corridor is placed? *Usually, some of the money for construction of such a Corridor comes from the federal government. When federal funding is used, planning for the Corridor must go through the NEPA process which requires a comprehensive environmental impact review as well as an extensive stakeholder and public engagement as part of the decision-making process.*
- We are here now and want to make a stand that we don't want to lose our houses or the desert. *We encourage you to visit the I-11 website for more information on continued citizen involvement. We've posted some resources online, such as The Citizens Guide to NEPA.*
- It seems that there is a lot of misinformation out there on this project, especially confusing it with other projects (e.g., "Chuck Huckleberry's highway"). It might be helpful to the public to put an article in the newspaper that clears up many of these myths. *Very good point; we'll take that back to our Communications Group.*
- How is ADOT's planning for intercity rail between Tucson and Phoenix informing this study? *ADOT's recommendation for intercity rail could serve as an alternative to a highway route between the Tucson and Phoenix metropolitan areas. If more people use passenger rail, it frees up capacity on the highway for freight – which is a huge component of I-10's traffic today.*
- Who are considered "stakeholders"? *Anyone with a stake in the project. Feel free to sign up online to be added to the stakeholder list.* NOTE: It was further clarified that the Stakeholder Partners group has been composed of elected officials and agency technical staff which has been running parallel to the public involvement process. Members of the public were encouraged to provide contact information to become part of the project e-mail distribution list.
- I've heard that the Boulder City Bypass project is moving forward near Las Vegas. Are there any other segments of this Corridor where decisions have already been made? *No. The Boulder City Bypass has already gone through a series of detailed studies, including an Alternatives Analysis, NEPA clearance, and has identified a funding source for implementation.*
- You are getting a lot of input from us tonight. Are you getting input from others, like developers? How do you balance this input? And who gets priority? *No one gets priority. We review all input received and look at themes of concerns and determine how best to address.*
- Funding was allocated in MAP-21 for the segment from Phoenix to Las Vegas. Where does the funding come from for Phoenix to Mexico, and who asked for that part of the study? *No funding is connected with MAP-21. This is simply a designation of a high priority corridor. This study is funded by federal grants that are allocated for planning studies. It was Arizona and Nevada's decision to extend the planning area to be broader in scope.*
- ADOT has decided that going to Nogales is the best route. Will the report published in 2014 show a specific option to Nogales? There are no maps to date with these options shown. *Specific alignment options or recommendations will not be included as part of this study's Corridor Concept Report. The study will end at a high level in southern Arizona and northern Nevada. A follow-on study will delve into alignment specifics.*
- Because the meeting is occurring on the Pasqua Yaqui Reservation, is there a possibility that the Corridor could pass through our land? *I can't absolutely say no, but each alternative would be evaluated and coordinated with local jurisdictions to understand their position.*
- Who will be responsible for the maintenance of this Corridor? Federal, state, or county? *It depends on the type of facility and how it is funded. If it is an interstate, ADOT owns and maintains the interstate system throughout Arizona. We are provided federal funds to help with maintenance costs.*



- People are really concerned about this five to fifty mile swath. Is there some way to narrow this down? *The Corridor is that wide so that all reasonable alternatives can be considered and so that we do not box the study into a narrow realm of options that may be infeasible.*
- I understand the conversations about different studies occurring in the Tucson area, but please come see the Avra Valley before this study moves too far ahead. Walk our land. This is truly the last American frontier.
- Carbon dioxide from cement comprises a huge contributor to air quality issues. Why consider building a new corridor over utilizing an existing highway? Also, more jobs are created working on existing facilities rather than building a new highway. Why encourage driving by constructing this project when gas prices are artificially low?
- I have an idea for a more efficient alternative that costs less to the taxpayer: build a new highway from Las Vegas to Phoenix; combine the Corridor with I-10 to create a mega highway with express/local lanes to Tucson; double deck I-10 through Tucson (express lanes on top, local lanes on bottom); and create a mega-wide Corridor with I-19 down to Nogales. This would bring commerce through Tucson and connect economic activity centers.
- Chuck the Huckleberry Highway – it zigzags on top of the CAP canal and through Brawley Wash. Too environmentally destructive.
- Referring to corridors as a potentially five to fifty mile-wide swath is misleading. A lot of constraints are present in the greater Tucson area (e.g., Saguaro National Park), and the only feasible corridor is the proposed Pima County Bypass. ADOT told us they would look at multiple options, but none of them have appeared on the map, such as double decking I-10.

A 600-signature petition to I-11 leaders to voice their opinion on not building the I-11 Corridor through the Avra Valley was presented to the study team; the petition can be found in the Appendix.

### Level 1 Screening Feedback

- In the list of evaluation criteria, community acceptance is number 17 out of 18. Why so low? The public meeting occurs after the decision has been made. How can public involvement be moved up in the process? *At this meeting, we are presenting our preliminary recommendations and will integrate public comments as part of the process. After this round of meetings, we will revisit our recommendations and see if anything needs to change in response to public comment and before finalizing the Level 1 analysis. Additionally, the list of evaluation criteria is not in a prioritized order – criteria are weighted equally.*

### Feedback Forms

The following summarizes the comments received at the Southern Arizona meeting. The feedback is reported exactly as it was provided without grammatical edits.

- Thank you for considering multi modalism, and adaptive reuse of existing alignments & infrastructure. If we increase the value of land in Avra Valley where will the meth labs and puppy mills go?
- The state of AZ is well positioned among the economic generators of CA, Texas and Mexico with E-W corridors of I-40& I-10, but is very much underserved with a complete N-S corridor. This I-11 corridor, a continuation of the CANAMEX corridor, needs to be the new N-S corridor of the future—it needs to be more so than just a corridor between PHX and Las Vegas and continue north to Canada and south to Mexico. Please continue with the alternative study, please continue with ways to position AZ to benefit from the economic powerhouses of CA, Texas, and Mexico. Economic diversity, development, and growth are keys to AZ continue to be a place to live and provide opportunity for jobs, freight movement, trade, and safe multi-modal travel. I



support this effort, understand that we are early in the study and analysis, look forward to future studies, and will follow closely the development of this project.

- Any project that bisects the wild life migration area from Saguaro Park and Tucson Mtn. Park to the Brawley Wash will not be acceptable. This corridor has already been severely disturbed by the C.A.P. canal and its security fencing that inhibits normal animal migration from Tucson MTNS to Avra Valley.
- Talking about a “broad corridor” is misleading. I-11 cannot come through Saguaro National Park, Ironwood National Monument, The Tohono O’odham Nation, or the center of Tucson—leaving the Avra Valley “Huckleberry Highway.” The alternative of double-decking a small portion of I-10 is cheaper by \$2 billion, uses the existing highway footprint, & saves the Avra Valley (w/attachments to be included.)



Lauren Harvey

**Contact  
Information  
Redacted**

In recent years, numerous organizations including Pima County, BOR, NPS, AZGF and others objected to construction of a high-voltage electrical transmission route proposed by SunZia through the Avra Valley. Due to these objections, the route was dropped from further consideration.

According to the I-11 website, "The Corridor is proposed to include an upgraded highway facility, but could be paired with rail and other major infrastructure components—such as energy and telecommunications—to serve the nation's needs from Mexico to Canada."

Question:

Is the route proposed through the Avra Valley a highway, or is it also envisioned as an infrastructure corridor that may contain energy components such as high-voltage electrical transmission lines?

According to the Pima County Mapguide website, the Tucson Wildlife Mitigation Corridor abuts the Tohono O'odham Nation for a distance of 1 ½ miles along Sandario Road. Within this 1 ½ mile segment, Pima County appears to only own a 40' wide strip of land that is ½ mile long. The remaining land currently occupied by Sandario Road is owned by the federal government. A 1955 easement specifically for the establishment of a public road (Sandario Road) grants an 80' wide right of way from Ajo Highway to Mile Wide Road.

Question:

Assuming the BOR and the Tohono O'odham Nation have not changed their positions regarding encroachment upon their lands, how will a highway plus other major infrastructure components fit between the Tucson Wildlife Mitigation Corridor and the Tohono O'odham Nation?

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Comments:

Thank you for the opportunity to provide comments regarding a potential infrastructure corridor between Phoenix and the US/Mexico border. According to the I-11 website:

“The Corridor is proposed to include an upgraded highway facility, but could be paired with rail and other major infrastructure components—such as energy and telecommunications—to serve the nation’s needs from Mexico to Canada.”

The attention of Pima County Administration appears to be focused on construction of a highway through the Avra Valley located west of Tucson. However, in 2007 the Pima County Board of Supervisors adopted a resolution in opposition to the I-10 Bypass in this location. In addition, in 2000 the Pima County Board of Supervisors opposed by resolution a high voltage electrical transmission corridor that was proposed by the Public Services Company of New Mexico through the Avra Valley along essentially the same alignment. More recently Pima County opposed construction of another high voltage transmission project proposed by SunZia in this same location.

There are a number of reasons why neither a highway nor a high voltage transmission corridor is an appropriate land use in Avra Valley.

First is the existence of the Central Arizona Project Tucson Mitigation Corridor that physically and biologically connects Pima County's Tucson Mountain Park with the Tohono O'odham Nation and the mountains to the west. This 4.25 square mile corridor was acquired by the Bureau of Reclamation as partial mitigation for construction of the Central Arizona Project. It is managed by Pima County, and Arizona Game and Fish is a third party to the cooperative agreement that states this area is only to be used to preserve plants and wildlife and to provide an undeveloped corridor for wildlife movement. The ADOT I-10 Bypass Study proposed bisecting the Tucson Mitigation Corridor and omitted any information regarding this critical existing corridor. The Bureau of Reclamation, Pima County Board of Supervisors, and the Arizona Game and Fish Department opposed the I-10 Bypass and have since opposed the SunZia Transmission Project in this area.

In addition to the agencies noted above, the National Park Service opposed the I-10 Bypass and the SunZia Transmission Project in this location due to inconsistencies with the establishment of Saguaro National Park including its designated wilderness area. The National Park Service recommended that an Environmental Impact Statement consider the effects on natural resources including the spread of invasive species and habitat fragmentation, degradation of cultural resources, and visual impacts from

sensitive viewing areas such as the Arizona-Sonora Desert Museum. The SunZia Transmission Project subsequently removed the Avra Valley corridor from consideration due to the potential impacts.

The Pima County Tucson Mountain Park Management Plan addressed the Tucson Mitigation Corridor, lease properties such as the Arizona-Sonora Desert Museum, and the management of visual, biological, and cultural resources. 62% of visitors to Tucson Mountain Park visit the Arizona-Sonora Desert Museum and park road pull outs. These areas overlook the iconic Sonoran Desert landscape of the Avra Valley, and an interstate and utility corridor in this location will result in negative impacts to the multi-million dollar tourist industry in southern Arizona.

Tucson Mountain Park and the Tucson Mitigation Corridor are part of the Pima County Conservation Lands System. The Pima County Sonoran Desert Conservation Plan identified priority vulnerable species, cultural resources, special management areas, and critical linkages that may be impacted by a highway and utility corridor in this location. The Sonoran Desert Conservation Plan contains a wealth of information regarding these resources and I urge you to access and include this data.

In closing, local roads such as Sandario Road, Kinney Road, and Gates Pass Road are designated Major Scenic Routes by the Pima County Zoning Code and the intent of that designation is to preserve and enhance the visual resources of the natural and built environment. Areas within one mile of Saguaro National Park, Tucson Mountain Park, and the Tucson Mitigation Corridor are within the Pima County Buffer Overlay Zone which is an area designated to foster wildlife habitat. Most of the private land adjacent to Saguaro National Park, Tucson Mountain Park, and the Tucson Mitigation Corridor is included in the Resource Transition Zone land use category of the Pima County Comprehensive Plan, and development of these lands is to blend with the natural landscape and support environmentally sensitive linkages.

It is for these reasons plus opposition by the Pima County Board of Supervisors, Bureau of Reclamation, National Park Service, Arizona Game and Fish Department and the concerns of many private citizens that an Avra Valley route for the I-11 infrastructure corridor should be eliminated from consideration.

Thank you again for the opportunity to provide these comments.

## **AVRA VALLEY I-11 VS. DOUBLE-DECKING**

**I-10 - DOING THE MATH:** Double-decking six miles of I-10 (Ruthrauff to I-19) is "technically feasible" and would cost "\$700-900 million....."

\*Jennifer Toth, ADOT State Engineer & Deputy Director for Transportation, reporting to State Transportation Board, Dec. 19, 2008.

That is about 1/3 the cost of the 56-mile Avra Valley freeway proposed by Pima County Administrator Chuck Huckelberry.

The math (using the higher number):

\$900 million divided by six miles = \$150 million per mile.

\$150 million divided by "3X the cost" = \$50 million per mile.

\$50 million X 56 miles = \$2.8 billion.

Double-decking I-10 a maximum of six miles: **\$900 million.**

Building a 56-mile highway through the Avra Valley: **\$2.8 billion.**

Double-decking on the existing highway saves taxpayers nearly \$2 billion and preserves the Avra Valley and the health and safety of its residents and wildlife. It also

preserves Saguaro National Park, Kitt Peak, Arizona-Sonora Desert Museum, Ironwood National Monument, Tucson Mtn. Park, etc. for visitors and locals both.

**CHUCK THE HUCKELBERRY HIGHWAY - SAVE THE AVRA VALLEY**

+++ SIGN THE PETITION: <http://petitions.moveon.org/sign/no-interstate-11-highway> +++

(Petition organized by Robin Clark: Contact - [robinandcurtis.clark@yahoo.com](mailto:robinandcurtis.clark@yahoo.com) )





## **IMPOSING TRAFFIC-GENERATED HEALTH HAZARDS ON 25,000 RESIDENTS OF THE AVRA VALLEY IS BAD PUBLIC HEALTH POLICY AND BAD FOR BUSINESS.**

Numerous studies from around the world show that traffic noise, such as would be generated from a freight highway through rural Pima County's Avra Valley, can be hazardous to the health of the residents. These are actual headlines from published scientific studies:

- **TRAFFIC NOISE INCREASES RISK OF TYPE 2 DIABETES:** A Danish study published in 2013 in *Environmental Health Perspectives* examined records of 57,000 people. Noise-related stress and lack of sleep alters steroid hormone levels, interrupts insulin activity, and disrupts glucose regulation.
- **ROAD TRAFFIC NOISE CAN INCREASE RISK OF HEART ATTACK:** A 2009 Swedish study of 1571 people found a 40 percent higher risk of myocardial infarction in people exposed to road traffic noise over 50 decibels. Published in *Epidemiology*.
- **NOISE FROM ROAD TRAFFIC INCREASES STROKE RISK:** A Danish study published in *European Heart Journal* in 2011 found that for every 10 decibel increase in noise, the risk of stroke increased by more than 27 percent.
- **RESEARCHERS FIND EVERYDAY TRAFFIC NOISE HARMS HEALTH AND WELL-BEING OF CHILDREN:** A 2001 Cornell University (New York) study found that even low-level but chronic noise of everyday local traffic can cause stress in children and raise blood pressure, heart rates and levels of stress hormones.

### **AND IT'S NOT JUST IN CITIES -**

- **BEHAVIORAL AND HEALTH RESPONSES ASSOCIATED WITH ROAD TRAFFIC NOISE EXPOSURE ALONG ALPINE THROUGH-TRAFFIC ROUTES:** Austria's Institute for Social Medicine found that 1989 rural adults had increased sleep problems, health worries and poorer health ratings (1996).
- **RURAL AREA TRAFFIC NOISE DISTURBANCE PROBLEMATIC, SEVERE:** England's Noise Association concluded in 2008 that even in lightly populated rural areas disturbance from traffic noise has become problematic, in places severe; Traffic noise causes disturbances at distance from roads; Noise-affected scenic locations are deliberately avoided by some people, visited less by others, and are felt to be a degraded experience for a proportion of those that do visit.

**+++ SIGN THE PETITION:** <http://petitions.moveon.org/sign/no-interstate-11-highway> **+++**

Avra Valley Coalition; Contact: [albertlannon@powerc.net](mailto:albertlannon@powerc.net); 520-622-3561





## WHY I-11 SHOULD NOT RUN THROUGH THE AVRA VALLEY

Opinion by Albert Lannon, Avra Valley Coalition

1. A freeway meant for truck traffic will bring 24/7 noise and air pollution. It can pollute groundwater. Views will be ruined. Peaceful living for thousands of families will be lost for all time.
2. I-11 will destroy, not create, jobs. There will be temporary construction jobs, but long-term employment at businesses serving the I-10 corridor will be lost.
3. Families will be forced out of their homes to make room for the Huckelberry Highway. The County Administrator says 47 families will be affected, but doesn't know who they are. That's just families who will be dispossessed, not counting those whose lifestyles will be changed by having an interstate in their back yard.
4. Tourist visits and revenue will be reduced. The attraction of Saguaro National Park, Arizona-Sonora Desert Museum, Old Tucson, Ironwood National Forest, Tucson Mountain Park and Kitt Peak Observatory is in their "remote" location. Highway noise, smells, lights and views will change that forever.
5. Wildlife will be heavily impacted. Connections between the "sky islands" of Southern Arizona will be compromised, affecting mountain lions, deer, jaguars, bighorn sheep, etc. The Wildlife Mitigation Corridor, established when the CAP canal was built to protect desert dwellers and their corridors, is at risk. That's why the U.S. Bureau of Reclamation opposes an Avra Valley highway.
6. The Avra Valley is full of important archaeological sites like Saguaro National Park's Signal Hill. A freeway will destroy a significant number of sites many thousands of years old.
7. I-11 is supported by MGM Resorts & Casinos, Diamond Ventures, Tarantino Construction, Southern Arizona Association of Home Builders and a host of private engineering, development and construction businesses which stand to make a lot of money. The Avra Valley route is opposed by many long-time residents of the Avra Valley, Saguaro National Park, Friends of Ironwood National Forest, Coalition for Sonoran Desert Protection, Sierra Club, Arizona Game & Fish, Archaeology Southwest, Old Pueblo Archaeology, and the Pima County Board of Supervisors in their 2007 resolution. Hundreds have signed an online petition at <http://petitions.moveon.org/sign/no-interstate-11-highway>.
8. There are alternatives: The I-11 Study Group shows four "Tucson Corridor" possibilities, but also one that would run down I-95 by Yuma to connect with Mexico. Phoenix, however, wants it their way.
9. Another alternative was raised by State Transportation Board staff during the I-10 Bypass debate in 2008. They showed that double-decking six miles of I-10, from Ruthrauff to I-19, would accomplish their goals at just ten percent of the cost of building a bypass. Elevated freeways are, ADOT said, "technically feasible;" in fact, they exist at the I-10/I-19 interchange and elsewhere, and Mr. Huckelberry proposes an elevated highway over Sandario Road from Mile Wide south to avoid the Wildlife Mitigation Corridor and Tohono O'odham land.
10. Many people wonder: where is the money for the Huckelberry Highway going to come from when the County can't even fix potholes?

## CHUCK THE HUCKELBERRY HIGHWAY !!

Contact: [albertlannon@powerc.net](mailto:albertlannon@powerc.net).



## **WHY I-11 SHOULD RUN THROUGH THE AVRA VALLEY**

Opinion by Chuck Huckelberry, Pima County Administrator

No matter what you've heard, I'm actually not 100 percent certain the proposed Interstate 11 corridor should run through the Avra Valley.

We are in the very early stages of a long-range planning process that will span a number of years. Exactly what the corridor will look like and what route it will take are secondary questions to a larger one: whether southern Arizona will have a piece of the potential Interstate 11 corridor intended to link the Phoenix area with Las Vegas.

That corridor needs to extend to Mexico and it is critical we remain engaged in that discussion. Pima County has spent considerable resources increasing capacity and mobility to position this region as a logistics hub. We have the airport, the rail, the highways, the intermodal facilities and the border connection all working together to stimulate international trade.

Mexican visitors already spend \$7.2 million per day in Arizona, but there's more we can do to capitalize on the growing economic engine in that country. Consider that the Mexican government plans \$300 billion in infrastructure investment over the next 6 years. Consider the synergy that could exist with the 240 aerospace companies in Mexico -- the largest concentration of them in neighboring Sonora.

These opportunities will pass us by, however, if we don't address the looming weakness that is an undeveloped interstate surface transportation network that doesn't meet current demand, let alone future growth. Seizing this economic opportunity is not just good for this region, but for the state. Planning efforts shouldn't stop at the Gila River.

The proposed route is a starting point. It was designed with careful consideration to be as respectful as possible of the surrounding area. Those bump-outs you see along the route are attempts to steer clear of residential areas to the degree possible, while also avoiding Ironwood National Forest, Saguaro National Park and other sensitive lands.

As a transportation engineer, I am the last person who will try to convince you a new highway would have no impacts on the surrounding area, but I can assure you that highways today are not the highways of the 1950s.

Much energy and resources are spent in mitigating impacts; from noise and vibration issues to visual impacts. In this particular instance, construction of the highway would require preserving nearly 5,000 acres of land to mitigate for habitat losses. There is also another upside: roughly 75 percent of freight by value is transported by truck. Steering that through-traffic on I-10 away from the heart of the city will help ease congestion, which improves air quality and helps ensure the cost of that additional time in traffic isn't passed on to consumers in the form of higher prices.

I am pleased that your community is engaged. With no funding lined up yet for the project, there remains plenty of time - maybe even a decade - to draw lines on a map and argue about the implications.

But at least we're having the conversation.

Contact Chuck Huckelberry at [CHH@pima.gov](mailto:CHH@pima.gov).

*Reprinted from Picture Rocks Digest as a public service by the Avra Valley Coalition.*



## Northern Nevada and Beyond Meeting Summary

October 16, 2013; 5:30 p.m. PDT/MST  
Carson City Community Center  
Bonanza Room  
851 E. William St.  
Carson City, NV

### Questions and Comments

At the conclusion of the formal presentation, participants were asked if they had any questions or comments they wanted to direct to the project co-manager. Participants were encouraged to submit feedback using the provided forms.

### Feedback Forms

*No feedback forms were received.*



## Las Vegas Metropolitan Area Meeting Summary

October 17, 2013; 5:30 p.m. PDT/MST

NDOT, District 1

Main Training Room

123 E. Washington St.

Las Vegas, NV

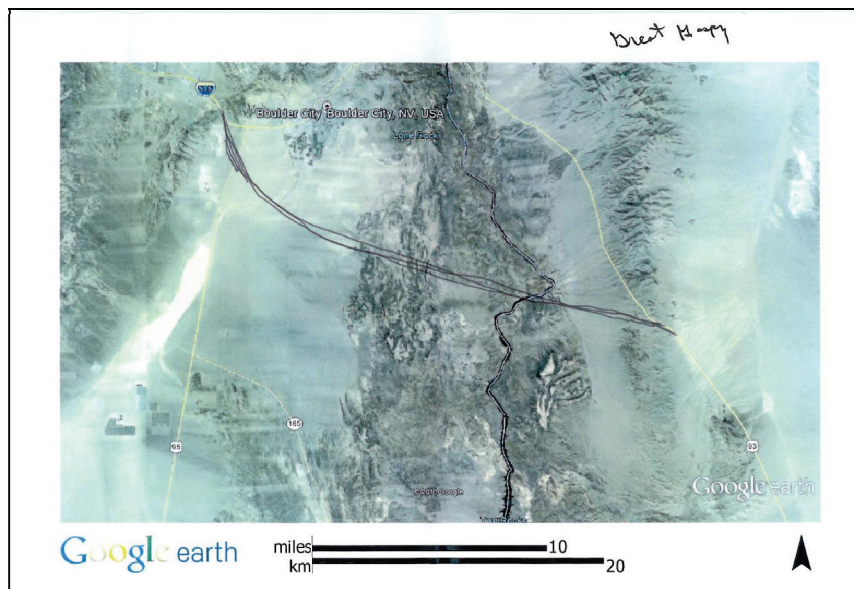
### Questions and Comments

At the conclusion of the formal presentation, participants were asked if they had any questions or comments they wanted to direct to the project co-manager. Participants were encouraged to submit feedback using the provided forms.

### Feedback Forms

The following summarizes the comments received at the Las Vegas Metropolitan Area meeting. The feedback is reported exactly as it was provided without grammatical edits.

- I would like to see on this project that the successful bidder must participate in a federal or state apprenticeship program, instead of training hours the contractor must use percentage of apprentices in each craft classification. Example 20% of workforce for operators must be at least women & minorities in each job classification.
- Modify the route starting (ref. US 93) just south of Willow Beach, then have new route go west to intersect with US 95 south of the existing interchange of 93 and 95 (near railroad pass). This would also bypass Boulder City and a new bridge with the appropriate number of lanes for an Interstate Hwy. Don't restrict an Interstate Hwy. to 2 lanes each way (bridge at Hoover Dam).



- I support Alternatives Y and QQ as alternatives with: the least environmental impacts, avoidance of Downtown; use of the Beltway where the costs to reduce congestion by widening would be the least. From south to north, US-93 to I-215 (cc-215) to US-95 makes the most sense.
- Lincoln Co., White Pine Co., and Elko County support the Hgy 93 N-S Corridor. It should not be eliminated from consideration for I-11. Therefore in Priority Section 3, Las Vegas Metropolitan



Area, Alternatives BB, QQ should be further studied. What is needed is to keep this large increase in traffic out of the metropolitan Las Vegas area, and connect to US 93/I-11. Alternatives BB & QQ accomplish this. Thank you—

- [Notice below submitted]

**Private investors have offered to fund to 99% of the \$330 million budget of the I-11 Boulder City by-pass toll road.**

**This will stimulate both interstate trucking and tourism jobs coming into Las Vegas. This public notice brought to you by US Vet-owned IR media firm.**

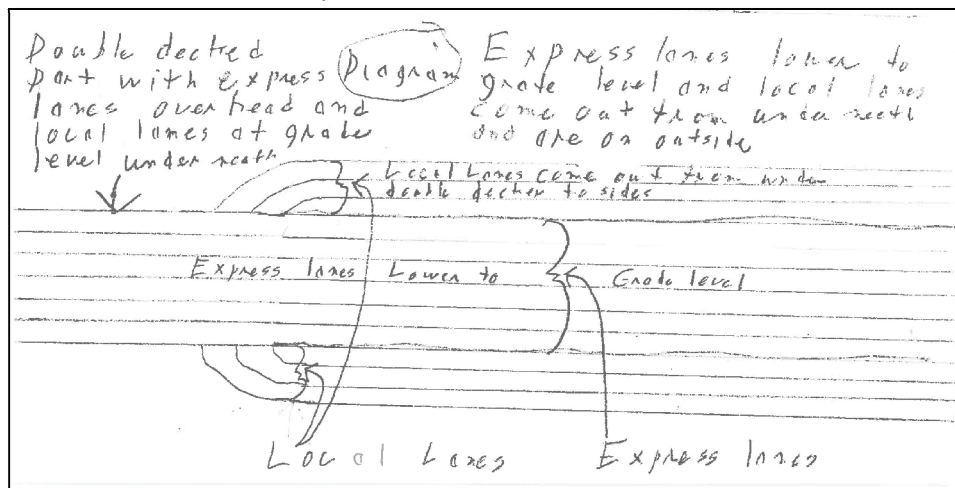


**GLOBALCROSSROADSCAPITAL.COM**  
**Jeffrey D. Allen, CEO**  
Las Vegas Metro Chamber of Commerce member

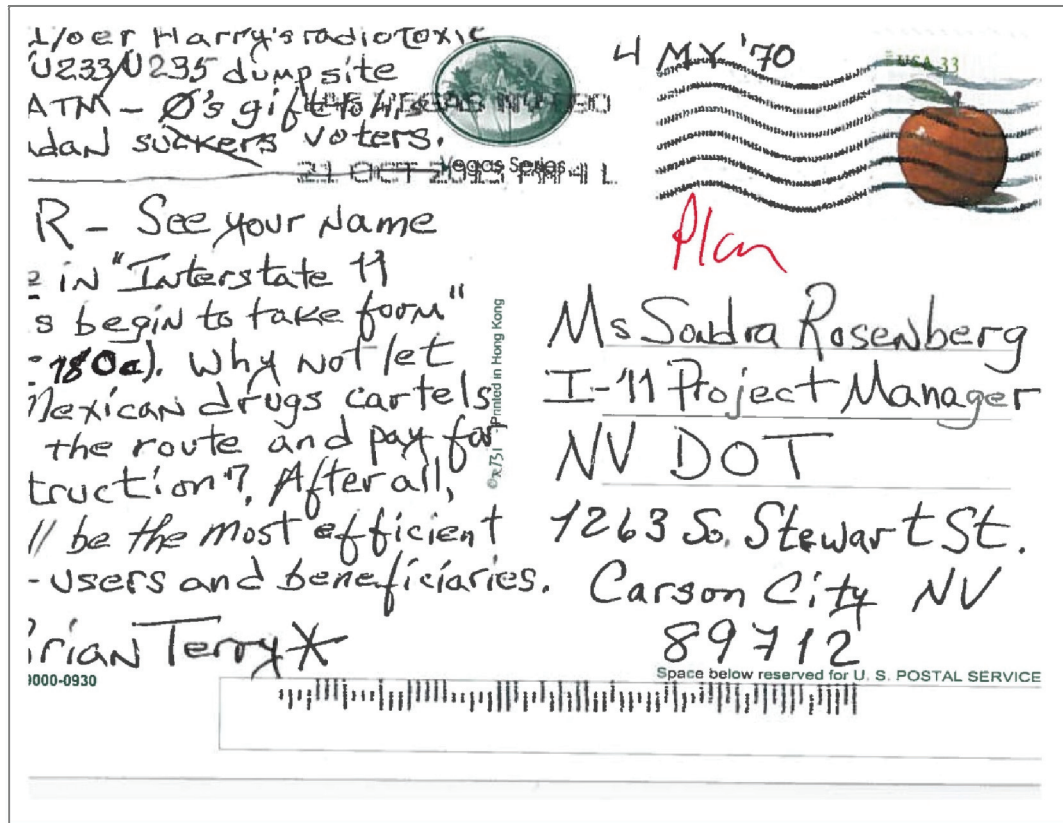
## Post-Meeting Feedback

The following summarizes the comments received subsequent to the public meeting notice (September 23, 2013) through November 1, 2013. Feedback was received via U.S. mail, e-mail and utilizing the project website comment submission form. Feedback is reported exactly as it was provided without grammatical edits.

- After attending a public meeting 10/10/13 in Tucson, I am convinced I-11 is not a good idea. The main justification for this new corridor seemed to be a hope that Las Vegas and Phoenix (and perhaps Tucson) will become industrial centers. It seems an ill-founded hope. I am also very concerned about environmental impact. Comments from seemingly well-informed audience members made me suspect obfuscation is occurring in Pima Co.
- We attended the Avondale meeting and found it very informative and I liked alternative "G" because it keeps the Interstate away from congested areas, but cuts off the south western corner that alternatives H & MM travel in. (saves time)
- Economically, it makes the most sense to "STACK" the I-11 highway. The monsoon flooding on the west side of town would make a highway there unwise. Also, on the west side are two of our natural beauties of Tucson, Saguaro National Monument & AZ Sonora Desert Museum. They are dedicated to nature, and a major trucking highway would be anti-environment. Those of us who have moved to this rural area, have moved out of the city for a reason. Although the reasons vary: (peace & quiet, clean air, communing with nature & interacting with wildlife), we chose not to be in town, nor have "town" come to us. I myself have a multiple chemical sensitivity disability. My health deteriorates when exposed to car and diesel exhaust fumes. Moving from this area would be very difficult for us (as we are senior citizens). Tucson would benefit more by "stacking" highways. Keep the money for business opportunities in the city, utilizing the current transportation corridor.
- I am opposed to the I-11 through Avra Valley because it will cause more sprawl as well as be costly to the tax payer. I propose an alternate plan. Run I-11 down the US 93 from Las Vegas to Phoenix. When it gets to Phoenix it can either be a bypass around Phoenix or double decker it over I-10 through Phoenix. Once through Phoenix it would be combined with I-10 in a 12 lane group Interstate to Tucson. The 6 inner lanes would be express lanes and the 6 outside lanes would be local lanes 3 lanes on each side. When it gets to Tucson it would follow I-10 and I-19 through Tucson. The express lanes would be double deckered over the local lanes. Once it gets through Tucson the double decking would end and the express lanes would come down to grade level and the local lanes would spread out on either side to have 12 lanes at ground level with 3 local lanes on either side and 6 express lanes in the center down I-19 rout to Mexico.



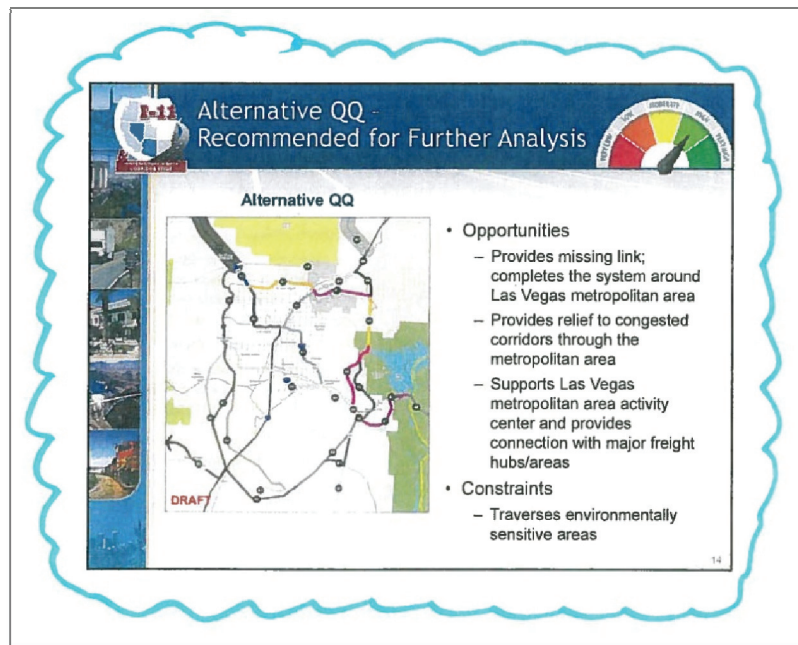
The advantage is that this would be less expensive to putting in a bypass route. Also the route would go from Las Vegas through Phoenix and Tucson and Nogales and into Mexico. This would be the most direct route to link up the centers of economic activity in Mexico and the U.S. The portion going through Phoenix can either be an I-11 by pass or double decker it over the existing I-10 route through Phoenix depending what residents of the Phoenix Area want. The Tucson portion would be double deckered through Tucson because the Avra Valley bypass is so unpopular.



- For the record, I think Alternative Z (overlaying/co-signing I-11 on the existing I-515/US 95/US 93 designation) makes the most sense; the other alternatives listed seem to be costly propositions or would be problematic/opposed for/by Nellis AFB, SNWA, Lake Mead NRA, and "Old Henderson" residents. I believe other "Eastern Beltway" proposals that have been looked at over the years also came to the conclusion that such a facility would be in the billions of dollars. If Alternative Z is a matter of assigning a new number to an existing route, I doubt more people would use it other than what's currently projected on it. PBS&J's I-515 Corridor study from a while back noted a number of alternatives for improvements to handle additional capacity, including replacing the aging viaduct through Downtown LV to facilitate movement to Project NEON and 15 North. The link to Northern/Western Nevada also makes the most sense; as I drive that section to Reno at least 4-5 times a year, I know of several sections between Mercury and Fallon that are dicey for two-lanes only; striping for passing/sight distance is outdated in a few areas and do not reflect the reality of travel speed exceeding 70 mph. If ever built to full interstate standards, I'm sure the opportunities to develop in rural Nevada would increase as pressure to sell off additional BLM land along the corridor would rise.
- No I-11 through Avra Valley. There are too many treasures here. You would be endangering the Saguaro National Park. This is only one of a very few places on the planet where Saguaros grow

and thrive. The Arizona-Sonora Desert Museum Tucson Mountain Park Iron Wood National Forest Wildlife Mitigation Areas Low light area for Kitt's Peak Observatory Native American sacred land The Picture Rocks in the National Park Only to name a few Please do not destroy this beautiful area

- I attended I-11 MTG in Las Vegas. Very informative thank you. My thoughts:
  - A) Alternative QQ – best meets objective of I-11 overall project
  - B) EX Northern Beltway at 2 lanes each direction already congested – planning failure
  - C) National Park Service/Environmentalists/Lawsuits will never allow a FRWY on park/BLM land on east side of Sunrise Mtn. NDOT is only wasting time/money on a location which realistically won't be built.
  - D) Clark County failed to construct eastern segment of Beltway along Nellis Blvd corridor—TH Reasoning not valid. If Caltrans could build I-105 across part of L.A. basin then so could Clark Co.
  - E) Sheep Mtn Pkwy will never be built through [Desert National Wildlife Refuge] & Nellis property.
  - F) Carson City/NDOT has no idea on how to design Frwys in So. Nev
  - G) Predications/realism—only Boulder Cit By-pass and I-515 widen will be built



- Here is some feedback from me about the proposed I-11 Interstate Freeway. I am all for the proposed Interstate and as you will see on my feedback/attachment I believe I have a few really great idea's on financing the project and getting Lake Havasu City and Parker more exposure and \$\$\$ from visitors/travelers using the new proposed Interstate freeway. Go after the most profitable companies on the planet for naming rights and nearby off ramp for land leases or purchases!!! Good luck and keep me posted with the latest updates/info on any I-11. Thanks! I believe the proposed I-11 Interstate freeway is a great idea and has great economic potential! Some ways to finance it could be having the states ex. Arizona, Nevada sell naming rights to certain sections/area's of the freeway such as U.S. Airways/American Airline Arizona I-11 Corridor or Google/Microsoft AZ I-11 Interstate or Caesars Nevada I-11 Interstate freeway—you get the idea. Also the states could develop certain offramps to provide gas & food but have the state AZ-Nev own the land and lease it to the big oil/gas companies & fast food franchise such as McDonald's, Burger King KFC 7-11, [Circle] K. Or you could develop the land and just



outright sell it to those companies. Also be sure to connect Lake Havasu City/Parker to the I-11 so travelers on I-11 can easily visit & supports \$\$\$ those river/Lake cities.

- "Back to the Future" is a good working title for the I-11 Canamex road construction proposal. The proposal is in no way innovative, but rather, puts forward interstate construction ideas that come from the 1950's. What is needed for freight hauling is Big Rail, not more Big Roads and Big Trucks. Rail freight is by far the most cost effective, fuel efficient and least polluting bang for the buck. Opening the Southwest" and the other pie-in-the-sky reasons for constructing a massive new interstate are simply not sustainable, given the new realities of the Southwest region, not the least of which are water shortages, climate change, overpopulation, air pollution, and more. As others have commented, upgrading existing routes, limiting I-11 construction to the Phoenix-Las Vegas corridor only;, double-decking the 6 mile stretch of I-10 through Tucson, adding another freight and/ or passenger rail line along the I-10 corridor from Tucson to Phoenix with no bypass through Avra Valley are all viable alternatives to a massive, intrusive Canamex highway.
- All potential routes should avoid direct and indirect impacts to protected and sensitive public lands, including Areas of Critical Environmental Concern (such as Saddle Mountain) and especially areas of the National Conservation Lands: Sonoran Desert National Monument, Ironwood Forest National Monument, Table Top Wilderness, South Maricopa Wilderness, North Maricopa Wilderness, Sierra Estrella Wilderness, Signal Mountain Wilderness, Woolsey Wilderness, Eagletail Mountains Wilderness, Hummingbird Springs Wilderness, Big Horn Mountains Wilderness, Harquahala Mountains Wilderness, Hassayampa River Canyon Wilderness, Hells Canyon Wilderness, Harcuvar Wilderness, Tres Alamos Wilderness, Arrastra Mountain Wilderness, Upper Burro Creek Wilderness, Wabayuma Peak Wilderness, Warm Springs Wilderness, Mount Nutt Wilderness, Mount Tipton Wilderness, and Mount Wilson Wilderness.
- Alternative G utilizing Segment 14 creates the greatest connectivity for the Pinal County communities of Maricopa, Casa Grande, and Eloy. A future eastward extension to AZ 87 and/or the proposed N/S Freeway would connect to Coolidge and Florence while providing access to the East Valley including Eastmark, Gateway Airport and the planned Superstition Vista area.
- As a 40 year resident of Las Vegas I am highly in favor of the I-11 from Las Vegas to Phoenix. This freeway is long overdue.
- As a resident living near Avra Valley, I would urge ADOT to choose an I-11 Corridor that follows the existing I-10 and I-19 routes by either expanding the lanes and/or double decking. Enhancement of existing routes seems much preferable and more cost effective than building a new interstate through an eco-sensitive area of Tucson that will ruin the experience for all who visit Saguaro National Park, the Arizona-Sonora Desert Museum, and Tucson Mountain Park, to name a few. In addition, the CAP provided a Wildlife Mitigation Corridor and assured the public that no right of way would ever be allowed along the proposed Avra Valley route. Traveling this country's Interstates, I see a huge need for upgrading and improving the existing roadways and bridges which are in need of serious repair. It feels wasteful to build new projects when we apparently can't afford to overhaul the roadways we already have. I further question whether an I-11 Corridor will even be needed in the future. Water consumption in the desert southwest cannot sustain the growth that is associated with new highways and the associated sprawl. Please ----- No I-11 Corridor through Avra Valley.
- As a small business owner in Downtown Wickenburg, we would like to see I11 come through the Town of Wickenburg. By utilizing State Highway 60 from the 303 in Surprise, to and through the roundabouts in Wickenburg, and then into State Highway 93 to Las Vegas, is the most direct route that wouldn't need too much construction and bring business into Downtown





Wickenburg. By bypassing Wickenburg 5 to 10 mile west of the Town would greatly impact all of our businesses in Wickenburg. We want, and need, to be visible from the highway to be successful. Please allow the I11 to come through the roundabouts in Wickenburg. Thank you!

- As an alternative to more blacktop why not a high speed train connecting Phoenix to Las Vegas and potentially Los Angeles? Less emissions, more efficient travel for the masses. European countries do it all the time. Let's think about the future.
- As property owners and Pima County taxpayers at 12233 West Fort Lowell Road in the Avra Valley of Tucson, we strongly oppose the siting of I-11 through our neighborhood. The road would be about a mile from our property. This area, surrounded by Saguaro National Park, the Ironwood National Forest, and other natural wonders is one of the few areas close to Tucson to avoid over-development. It is a beautiful and pristine area that is a major attraction for tourists and retirees. The idea of wrecking it by putting through a major highway-- predominately to be used by trucks no less-- is a threat to the environment, the quality of life, the health and safety, and the peace and serenity of all the residents of the area. The economic loss sure to accrue to tourist attractions like Saguaro National Park West and the Desert Museum should be reason enough to find another route. Surely, there is another way to do this! We urge the I-11 corridor study to consider another route.
- Brothers, I'm sorry, but we really don't need any more freeways at this point. Look at what the Chinese are doing with rail! Roads are the past. Why don't we spend a small fraction of the billions that would get [word omitted] away on a new interstate and just lay down some fresh track and leave it at that. No high-speed rail, nothing fancy, just some good freight tracks to stimulate the economy, and if there's cash left over, maybe Amtrak will add a couple stops for good measure. America simply can't afford this crap any longer! Look at the great recession! Look at the shutdown! Look at the BRIC's dumping T-Bills in favor of gold. Now is just not the time for more pavement. I wish it were. I used to love long family vacations...Time to adapt to reality. Taxes don't grow on trees.
- Build it... and they will come!!! Consider the aesthetics of the desert ecosystems and the scenic views of the proposed routes.
- Building an interstate through Avra Valley would destroy what people throughout the West value; unbroken vistas, clean air, dark skies, and the tranquility that people living in Avra Valley find to be important. It would also lead to further urban sprawl, again destroying what has made this area unique.
- For now, I am just interested in being on the mailing list for future project updates. Thanks. Is there an estimate on when the NEPA process will begin?
- For the Southern Arizona alternatives, route 81 would be better because it would avoid the already congested I-19 corridor. It would also be advantageous because it would follow existing routes rather than going through undeveloped land. Route 81 would have to be developed with support of the Tohono O'odham nation and should be environmentally and culturally sensitive. The overall emphasis of this new transportation corridor should be through freight traffic (rather than commuter traffic). Rail transport should be emphasized as a potential alternative to a new highway.
- Hello: I attended your meeting last night, which was very informative and I thank you for that. After looking at some of the alternatives that you presented or that were presented with, I couldn't help but think of a much more feasible alternative that might be worth looking at. I feel as though it has been presented to "we the people" (for want of a better expression) as a "Freight highway" this conjures up big trucks, semis etc., and not, per se, regular traffic? If this is, in fact, the case, has anyone suggested that, there already being a freight train depot right there at the border of Nogales, that adding additional train lines that run to the newly approved



HUGE freight train yard at RED Rock, AZ (approximately 25-30 miles west of Tucson), an area that has very little population, and almost out in the middle of nowhere? While this HUGE train yard is being constructed, perhaps ADOT could construct a HUGE Truck Stop Hub right there by the freight train yard and freight can continue on its way from there either by rail or by truck. Everyone knows its so much cheaper to ship by rail.

- Hi I have been traveling 93 to pheonix for years and like the idea of I-11. I would like to note though that it would be quicker if u made I-11 go straight thru kingman diagonal to pheonix and avoided making it overlap i40. Instead Kingman could have 2 freeways like Vegas had for years with a spaghetti bowl in the middle of town. I also like the Idea of it taking the 95 from i 15 to reno as the future of it past its first segmant. all you'd have to do is fix the 95/i15 spaghetti bowl by widing the 95.
- I am 65 years old and retired. We use the current highway 93 thru Wickenburg and Flagstaff to travel to Las Vegas, Laughlin, and points north. We believe that expanding the current highway 93 would be a great idea. We travel this route several times each year. We hope this is completed in a timely manor so we can enjoy it.
- I am a business owner in Wickenburg and I wish to have the I-11 highway to go on the current highway 60/89/93 by the town. I would not like the bypass to be five miles out of town it would possibly ruin my business.
- I am a property owner on hwy 60 at milepost marker 112 1/2. I can not believe that you are even considering using hwy 60 as part of the I 11 Canamex interstate. You would have to buy out numerous property owners along this road & that would wipe out numerous businesses. The property owners that would be left would then be subject to very limited access to the freeway. The cost of buying out these 'easements' & the cost of building additional frontage roads would be enormous. I'm sure several property owners [including myself] would make every attempt to block & delay any compulsory buyout. This proposal was put forward by selfish town businesses owners who only care about their 'bottom line'. Wickenburg is & should remain a destination town & not a drive through truck stop. The damage to this little town would be enormous. Businesses come & go but once a freeway is built it will be there forever. I am already suffering from the increase in noise from the last widening of hwy 60. If it were to become a freeway the noise & pollution would be intolerable. There would also be an increase in accidents. I complained to ADOT about the increase in noise & 2 noise studies were carried out but I was told that the noise level would have to be more consistent & 10 times louder for a sound wall to be built. I doubt this freeway would be 10 times louder but the noise would be intolerable. I have a unique piece of property with unique zoning & I do NOT want to move.
- I am concerned about a possible route through the Avra Valley. Tourism is the 4th largest segment of our Tucson economy and Saguaro National Park is the second most visited site in Arizona after the Grand Canyon. Putting a freeway in front of Saguaro National Park West will diminish its view-scapes and the experience of being in a natural setting, In the long run it will encourage urban spawl. Urban planning experts tell us there is no such thing as a by-pass. If you build one, it will only encourage development. Additional truck traffic from Nogales obviously must be handled but not at the expense of our local economy and the character of our community. Route the traffic on already existing transit corridors such as I10.
- I am in support of the I-11 and Intermountain West Corridor project with all the positive benefits, as stated. Suggestion - if there is a way it can form parts of a bypass of Phoenix, for those heading to Northern Arizona on I-17 (or reverse, from Northern Arizona, yet wishes to head to Southern Arizona and bypass Phoenix), this will be greatly appreciated. As a living example: I reside in Tucson, and when I visit Southern California, I utilize the Phoenix Bypass using I-8 and 85 to eventually return to I-10, yet I avoid Phoenix. (and the reverse applies, on



my return trip) This is greatly appreciated! Visits to Northern Arizona are on an annual (maybe twice a year) basis, and traveling through Phoenix can be taxing. If there is a bypass, which would involve I-11, and perhaps the 74 (as a hypothetical suggestion). I will probably visit Northern AZ on a more frequent basis. I admit, when I think about it - I think, "Discouraging, I have to drive through Phoenix. Never mind. I will wait a few more months." With a Northern AZ Phoenix bypass, I will not. (maybe depending on planning, it is possible to use the I-8/85 bypass, and easily connect to the I-11?)

- I am opposed to any I-11 highway bypass route through the Avra Valley west of the Tucson Mountains. I have attached my comments for the October 10 public meeting in Tucson as well as a petition entitled "No Interstate 11 Highway Through the Avra Valley!": <http://petitions.moveon.org/sign/no-interstate-11-highway>
- I am shocked and dismayed to learn of any possible highway cutting through Avra Valley. Change is inevitable, but not at such a cost to nature, human displacement and permanent wildlife damage. I suggest that more attention be paid to the double deck added to the already existing highway. I believe that architects/artists can find a way to make that portion of the highway uniquely attractive, perhaps even a tourist attraction! Many bridges in Tucson and in the county are really lovely to look at. No one has dared to mention this idea, but such construction/destruction in Avra Valley smacks of cronyism, deceit, and underhanded politics. Who stands to profit REALLY from this project?
- I am very concerned about the environmental effects of a new freeway through the desert, but believe that it should be constructed. The Tucson area will benefit from the increased commerce and I-10 cannot handle more traffic. Also, a bypass around Tucson will ease traffic through the city. But wildlife corridors and other environmental mitigations must be prioritized.
- I am writing in support of the proposed I-11 and Intermountain West Corridor. As a former Chamber of Commerce executive in Michigan, I support the economic benefits that this new highway would bring to Nevada and the greater Las Vegas area. It would also make it more convenient for residents Nevada to travel to our neighboring states and the country of Mexico. Please proceed ASAP with funding and construction of this new highway.
- I approve of the I-11 Intermountain West study and would like to see it approved.
- I attended the Public Information Meeting on October 10 in Tucson. I'm appalled that, once again, our beautiful desert is threatened by "progress". We fought the Central Arizona Project, transmission lines, and now this, a highway running through our backyards. I challenge you to spend a few days and nights out here. This is what you will witness: The darkest of skies. Have you ever seen the Milky Way? It spills across my house and lights up the pathways—that's how bright it is! Constellations sprinkle the sky. When there are meteor showers, I don't have to drive to dark skies---I just go outside and look up! An abundance of wildlife. Though I'm no fan of rattlesnakes, there are lots of cool critters that inhabit my neighborhood. Bobcats, mule deer, kit fox, owls, hawks, Gila monsters, coyotes, and javelina. There's enough road kill each morning on my drive to work. I can't imagine what semi-trucks will do to these animals. The quietest environment. I know it's very rare, but some nights and days, I hear NO MAN-MADE SOUNDS! No planes, cars, people talking, engines running. Just sounds of nature. At the meeting, there was no mention of the highway proximity to our schools. I teach at Picture Rocks Intermediate School and I fear that, if there is an accident, our children would be exposed to toxic chemicals or whatever is transported in these trucks. We rely on groundwater or well water out here. Can you assure us that a highway or its run-off won't ruin this? Besides ruining our dark skies, the highway could well affect the Kitt Peak Observatory's telescopes dark skies, views from the Arizona-Sonora Desert Museum and Saguaro National Park West. I hope you will reconsider an alternative to a highway through our beautiful desert. The double decking of the existing I-10



makes more sense (we don't have earthquakes of any significance so what happened in CA won't happen here). A gentleman at the meeting suggested widening I-10 in high traffic areas with center lanes for trucks. That seems like an idea worth looking into.

- I believe that the proposed I-11 corridor from Phoenix to Las Vegas - and to other points afterward - is vitally necessary for the economic engine of the West to continue. The 'routine' east-west traffic on both northern and southern Interstates has been interrupted by heavy traffic-stopping snows to the north and multiple damaging floods to portions of the south. Absent completion of this addition to the national Interstate system between these two vital state city hubs is imperative, and should be approved - and completed - as soon as fiscally possible. Both states have a great deal to gain - and nothing to lose in this joint venture.
- I do appreciate all the information provided at the meeting last night. I do feel this is important to the southern Arizona economy and to continue to build trade with Mexico and Canada. I know the current traffic congestion on I-19 and the I-10 in the Tucson metro area needs to be mitigated and anything that can be done to move the truck traffic from any direction out of the downtown corridor would be welcome. I also see the opportunity to move train traffic out of downtown Tucson and improve the traffic at grade intersections. If one corridor can accommodate the vehicle, train, utility and other intrusions I think it is a good thing.
- I do not think that another interstate needs to be added. The state cannot even maintain the roads and bridges that are already in place. A new pathway will not really help in the long run but will end up costing taxpayers a fortune and someone else will end up rich off of this project.
- I do not want a super highway in my backyard. There is absolutely no need to put it here, and there are other easier alternatives to having a viable highway put in, but not in my area. This highway would create too much of an environmental mess, and there is enough of that going on in Tucson as it is, we do not need it.
- I frequently travel on I-10 from Tucson to visit my aging parents in Phoenix. A high rate of accidents occur on this freeway because it is inadequate to handle the volume of traffic (especially in the section through the Gila Reservation that has not been increased to three lanes). My concern is that if a link from Phoenix to Vegas is completed without addressing the inadequacies of I-10 from Tucson to Phoenix (which is already a heavily used trucking route from Mexico) that I-10 will become even more dangerous. I would LOVE to see this project paired with a light rail connection between Phoenix and Tucson to get some of the non-trucking traffic off I-10. The traffic is so bad on I-10 that I use the Arizona Shuttle rather than drive, and based on the demand I've seen and comments from my shuttle drivers, a light rail connection would be very well used.
- I have a question regarding the proposed northern Nevada corridors evaluated. I am in agreement with the preliminary findings but I would like to know if there was any consideration of an additional corridor option that would be a partial combination of Corridor SS and Corridor DD. Specifically leaving US-95 by Hawthorne crossing Lucky Dog Pass via the existing gravel road to SR-338 and then following SR-338 to Wellington and then following SR-208 to US-395 and then continuing northward towards Reno via Carson City. This routing avoids the environmental concerns with Mono Lake, Topaz Lake, Walker Lake and the Reservation lands by Shurz. I also avoids agricultural lands in the Mason valley. I would appreciate at least a cursory review and evaluation of this route.
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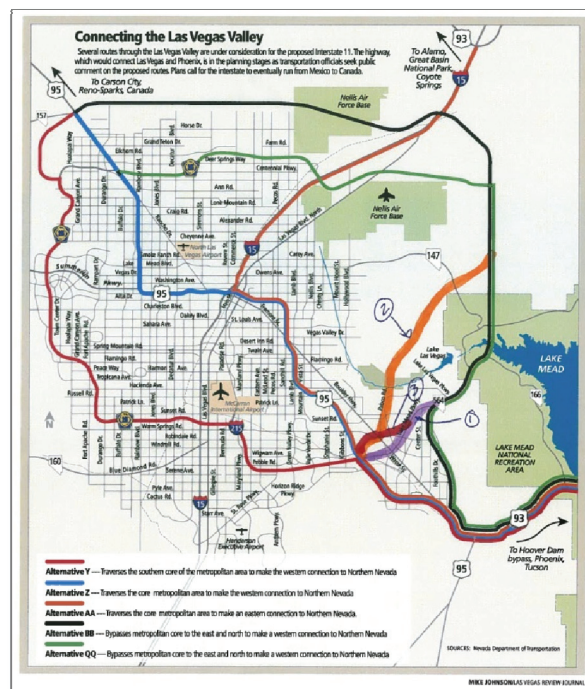
then continuing northward towards Reno via Carson City. This routing avoids the environmental concerns with Mono Lake, Topaz Lake, Walker Lake and the Reservation lands by Shurz. I also avoids agricultural lands in the Mason valley. I would appreciate at least a cursory review and evaluation of this route.

- I have a somewhat unique perspective on this project (surely I am not alone, though) because I am a native to Las Vegas and I now live in Phoenix, and have so for the last 10 years. Additionally, I work in the mining industry and I regularly drive from Phoenix to Las Vegas and on to Elko, Battle Mt., Winnemucca, etc. on a very regular basis. The majority of that drive is on 2-lane roads. US-93 between Phoenix and Las Vegas is a death trap. Its a bit better now since the widening efforts have commenced over the last decade, but it is still very dangerous. I cant count how many times I have witnessed near head-on collisions on that road, and the same applies for the heavily traveled 2-lane highways in NV as well. In fact, my last trip north 3 weeks ago was met with two near head-on collisions within 3 minutes of eachother near Beatty, one of which included my vehicle. These arent exaggerations- I was run off the road into the nonexistent emergency lane at 70 mph. For years I have said to myself and to my wife how I dont understand why there is not a true interstate between Las Vegas and Phoenix. I understand that the route may not have the same economic commerce value as I-10 or I-40 or I-15, but surely there is A LOT of traffic on that road, with countless semi trucks included. I see the yearly repaving of I-80 in northern NV- I have been working up there for 14 years and there hasnt been a single year yet where I-80 hasnt been under construction during the summer between Wendover and Winnemucca- not a single year. I realize that this stretch of I-80 experiences cold weather and high/heavy traffic wear, but I watch stretches of road get repaved that seem perfectly fine. Im not an engineer by trade, and surely there is a legitimate reason for this, but there seems to be plenty of highway money for that project year after year. Perhaps some of it can be directed to the I-11 project. In closing, I am 100% in favor of this project for a variety of reasons as listed above, and the families of those lost on these roads would welcome the additions too.
- I have driven between Las Vegas and Phoenix , usually about twice a year and this is a road that need to become a Interstate . I support this as a much needed Interstate.
- I have driven on US 93 several times from Las Vegas to Phoenix. I have almost been hit head on by drivers who pass and misjudge their distance to on coming traffic on the 2 lane sections. I've seen several bad crashes because of this. Beside this, an interstate freeway linking Phoenix and Las Vegas would be an economic boost to both communities as this would eventually open another corridor from Mexico to Canada. With this corridor in place, I believe more businesses would relocate nearby as moving there goods would be a less expensive to ship. This project should be put on the fast track. Thank You
- I have no interest in going to Las Vegas. But I have GREAT interest in preventing this highway going South from Phoenix to Mexico. Phoenix has no concept or desire to preserve desert land. Even though you are trying hard to get business from Mexico, I think you need to change Az laws, attitudes, and tear down the fence before they will want to come this way again. WE DO NOT NEED MORE ROADS. What ever happened to extending the rails so we have a train from Tucson to Phoenix? That was a good idea. Meanwhile, I haven't found a good reason to make the awful drive to Phoenix -for many years. But I would go for shopping or entertainment if I could read a book while being driven by a train.
- I have traveled SR 93 since the days of it being a meandering 2 lane country highway. We just completed the renovation from Wickenburg to US 40. How much faster does it need to be? It is an incredibly good road, very fast, and services Wickenburg. There is no new road necessary. Funds need to be spend on bridge and surface repair. It is difficult, really almost impossible, to



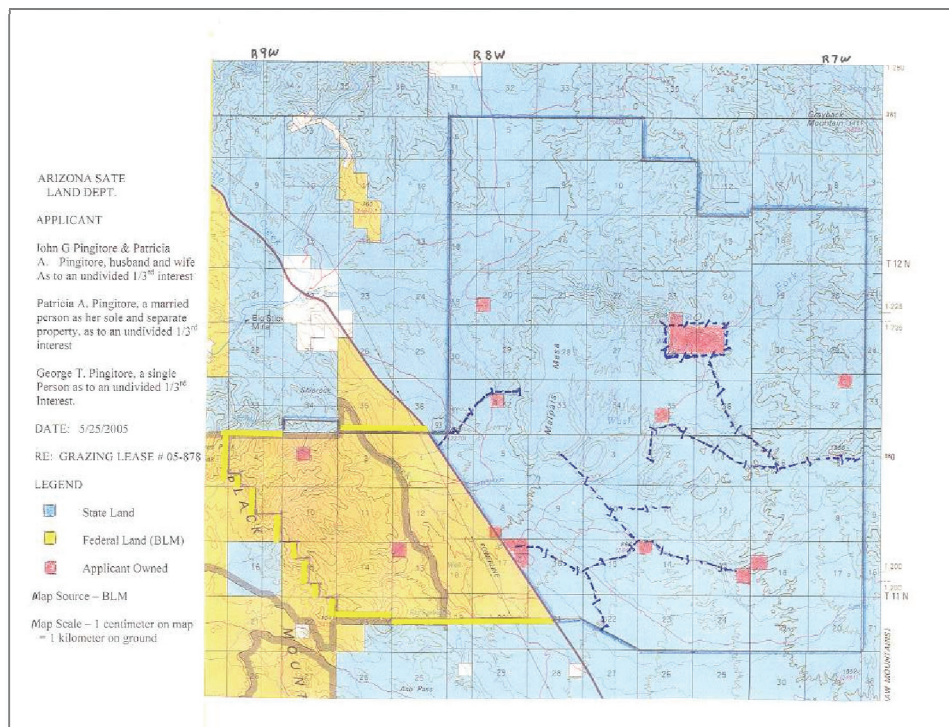
imagine how this could be needed. If anything needs to be fixed it is the miserable road called US 60 through Glendale, El Mirage and Surprise. Every time I look at the map I am tempted to use this in lieu of 17 and the cutover at 74. But every time I try I am trapped by the stop lights which seem to be synchronized to halt traffic at every opportunity. I am sorry but this seems like nothing more than a works project for large construction companies. The funds would better serve us by repairing our crumbling infrastructure.

- I hope there will be for thought in considering adding a rail line at the same time if and when the corridor becomes reality.
- I live in a rural part of Tucson, AZ. I live here for a reason. I love being in a rural community, with quiet and the ability to be away from the traffic and hustle of the city. I am very concerned about this project coming in and disturbing my life style. I am concerned about the environmental affects as well. What happens if the project is started & then Government funding runs out???
- I lived in Las Vegas for 42 years and have traveled to Phoenix numerous times and it is a dangerous drive. It is time to hook up to the new Bridge and it will add to commerce for all who live anywhere between these two great city's.
- I recently reviewed the options under consideration for routing I-11 through the Las Vegas Valley. Of the options presented I prefer option BB (as shown in the LVRJ) that routes traffic to the east of Frenchman Mountain and connects with the I-15 near APEX - with one suggestion for a major improvement to this route. The obvious missing link to this route is that it still does not close the "I-215" loop as it still ends at the Henderson Spaghetti Bowl. For example - if someone were driving east on the I-215 and wanted to take this I-11 route to get to the I-15 - they would need to get off the freeway - drive through numerous stop lights along Lake Mead Pkwy and then get back onto the I-11 somewhere near Lake Las Vegas. I would suggest finding a freeway route that would connect the I-215 where it ends at the Henderson Spaghetti Bowl and connects with this BB option for I-11. One option would be to study the feasibility of converting Lake Mead Pkwy into a freeway. (see purple route on map #1) If this corridor is too built out for this to be an option - I would suggest curving the I-215 north and using the Warm Spring Road corridor slightly to the north to route freeway traffic across Boulder Highway and finding a route that would cross the Las Vegas Wash and over and around Frenchman Mountain - this route may also keep you from having to cross into the Lake Mead Recreation Area. (see orange route for map #2) Also there is a lot of vacant land that would make it feasible to curve the I-215 and have it routed along Warm Springs. Or after crossing over Boulder Hwy near Warm Springs perhaps the freeway could be routed back to the more sparsely developed eastern side of Lake Mead Parkway. (see red route on map #3) I just think that this I-11 route through Las Vegas would be a great opportunity to close the loop for the I-215 beltway. To not consider this as an option would be a



wasted opportunity. One other option (I didn't put it on the map - because I already uploaded it) - would Figure out a way for the Galleria Drive corridor heading east to Lake Las Vegas be upgraded to a freeway route and connect up with a route around Frenchman Mountain. This option would not create a true loop - but it would be short drive north on the I-95 to Galleria Drive and then you would be able to move east on a freeway route to the I-11. This route behind Frenchman mountain is something that I've been wanting and thinking about for years. (I drive between Henderson and Utah quite a bit - and have always wanted a Henderson exit on the I-15 that would allow me to bypass the I-15/I-95 Interchange and head directly out to Henderson behind Frenchman Mountain. I also believe this route would be a boon for the Lake Mead Recreation Area - as there will be greater freeway access to this recreation area - it would also provide access to the Nellis Dunes project that the county wants to build near this proposed route. I will follow this project with great interest - and am more than happy to participate in constructive dialogue about the best possible routes for I-11 [GRAPIC INCLUDED]

- I represent the Pingitore (ETAL) family. They own the DG Ranch which covers 49,000 acres (State/BLM/Fee). The ranch is on both sides of Hwy 93 - about mile marker 167. We have attended previous state meetings regarding future planned improvements to Hwy 93 in the past. Our stated concerns were:  
 Ingress/Egress for traffic headed north off the east side of Hwy 93 at the ranch road entrance (there is a gated entrance there now)  
 Cattle passage under the improved (if improved) Hwy 93) so that cattle can pass back and forth - east side to west side of Hwy 93 as is provided now.  
 Ingress/Egress for traffic headed south to the ranch entrance on the east side of Hwy 93.  
 Entrance to the ranch needs to be accessible from both north and south directions.  
 I can provide more detail, but you may have a copy of our previous correspondence. It looks like the planned improvements to Hwy 93 will not happen in favor of the I-11 Freeway project. We certainly want our concerns heard early on and look forward to hearing from you when that appropriate phase of I-11 hits the area of planning.





- I stand with Sierra Club on this issue. Furthermore, I-11 would be an unnecessary disturbance of the environment along the Rt 93 corridor. In addition, the risk of aiding illegal activity between Mexico & Las Vegas does not outweigh any benefit of the proposal.
- I support G, I, and LL as options for I-11.
- I support this project. This would be great for both ends.
- I think it is a great idea to look at this new interstate highway corridor for the future, but before you plan on putting a lot of money toward design and construction, please upgrade the rest of I-10 between Phoenix and Tucson to minimum 3 lanes, and finish the last remaining gap of non-divided highway 260 east of Star Valley. I-10 between Phx and Tucson is probably one of the heaviest traveled interstate highways in AZ, and maybe the US. And it is also one of the heaviest used truck routes. It has needed a complete upgrade to a minimum of 3 lanes each way for far too long. You are almost there now. Please finish it soon, and make it a priority. Hwy 260 between Payson and the Rim country is another heavily used and vital route. You only have one segment left to complete this fully divided highway. Please place this on a priority list as well. Hwy 87 north of Payson is another dangerous, 2-lane, capacity-limited, critical highway in AZ that needs attention before starting a brand new Interstate 11 project.
- I think the priorities need to shift. Why is this new highway important? When Tucson, AZ, just got ranked 5th worst roads in the country. They can't even fill potholes down here. I think we need 3 lanes on I-10, between Phoenix and Tucson, the whole drive, not just sections of it, before we go build another road, that this state will struggles to maintain.
- I will vote against any one who approves this highway, the study or implementation. This is an outrageous waste of taxpayer money and a pipe dream I refuse to back. Environmental concerns cannot realistically be met. Money making as usual is the ultimate concern.
- I would like the freeway to go west of Wickenburg. This will preserve the quality of life for the citizens of Wickenburg.
- I would like to ask that you not continue with Interstate 11 as it directly affects the wild-lands of west Tucson as well as directly affecting the cycling community of Arizona. Many bicycle tourists come to Tucson and spend a lot of money here training during the winter months. It is quite common for professional cyclists as well as novice riders to pay for training camps from one week to up to the whole winter. Those training camps include cycling in Tucson and it's surrounding areas including much of the preexisting road that Interstate 11 will occupy. By allowing Interstate to come through the route that is suggested many cyclists will turn their backs on training here in Southern Arizona and in turn we will lose the revenue that was already here. As I understand it El Tour de Tucson is one of the largest money making events on the Tucson calendar. I can't stress enough how this will negatively affect the cyclists that live locally in Tucson as well as the cycling tourists we get annually. Please do not continue with Interstate 11, it is not in our best interest.
- I would like to see the existing corridor maintained and improved, rather than making a new one out of Chicken Springs and Alamo Rd.
- I would like to support the new I-11 highway. Having grown up in the midwest, coming to Las Vegas makes it seem like we are living on an island - it takes a long time to get to major cities, north and south including our own northern cities. I often travel both to Reno and Phoenix. The roads are dangerous and the trips time consuming. I would love to see more efficient links to our neighboring cities. It is much more important than special interest groups wanting raises.
- I wrote yesterday, but I'd like to add more: This proposed highway will almost certainly have a negative impact tourism in Tucson. Specifically, it will ruin recreational cycling for the area west





of Tucson, including the Saguaro Park area. I am a competitive cyclist and before moving to Tucson, I used to come here for a few weeks every winter for training. Many cyclists do the same-- professional, amateur, and recreational riders alike. The climate, terrain, and open roads facilitate a fabulous on-bike experience for all.

- If the planners have their way, the Avra valley will develop like the Phoenix area, where nobody goes to ride. Everything that visitors love about that area will be destroyed forever. I recently learned that a large portion of Tucson's tourism comes from cycling. When new, large roads are built, people stop riding in the affected areas. And if I-11 gets approved, that portion of Tucson's tourism will certainly prefer to go somewhere else.
- I-11 should extend south to the Mariposa Port of Entry in Nogales, AZ. Better access to our southern border for trade with Mexico is necessary for the economic well-being of the entire U.S. and specifically Arizona and its trading partners.
- I'm a fan of Alternative FF, as it's the way I normally drive between Las Vegas and Reno anyway. I'm hopeful that further analysis will look at alternatives that shave miles, particularly by routing directly between Coaldale Jct. and Goldfield, bypassing Tonopah. North of Reno, I would prefer a corridor that heads north/northwest, towards Lakeview or Klamath Falls. Anything further east of Lakeview (particularly a routing north from Winnemucca) would not be useful to me as a driver and would limit freight access to Oregon cities.
- I'm a journalism student at NAU and I'm writing a story for one of my classes on Interstate 11. I need quotes for my story, and was also hoping to get more information about the project. For instance, where does the project stand at the moment? Is it still in the study phase, and if so, when is the undertaking expected to begin? I have more questions too if you'd be kind enough to email me. I'm very curious about the endeavor and hope to learn more.
- I'm concerned about the adverse effect any expanded traffic corridor in Avra Valley would have on quality of life and property values. My home is located at the corner of the wildlife corridor created during the construction of the CAP and Sandario. A major highway in this area would ruin the peace and tranquility that attracted us to this area, not to mention the value of residential property.
- I'm in favor of this project! I believe it will create jobs and opportunity to the southwest.
- Introduction: My comments address the Feasibility Assessment of the Southern Arizona Connectivity Segment (SACC) of the I-11 Transportation Corridor. I am a member of the Barrio Sapo community. I live on West Fort Lowell Road north of Mile Wide Road, west off Sandario Road, and adjacent to Central Arizona Project property. I write in opposition to the suggestion that I-11 be routed west of the Tucson Mountains through the Avra Valley. I believe that this route is contrary to the interests of tourism, environmental preservation, and the continued growth of the local area as a center for retirement living and astronomy. Moreover, I strongly believe that greater use of rail transportation, at least as an alternative to this segment, and possibly as an alternative to other portions of the corridor, would be a much wiser method in every respect for transporting freight and tourists, and for maximizing the availability of existing highways. Other commenters have knowledgeably addressed the wildlife corridors, so I will simply point out that issue and direct readers to those comments. My comments concern noise pollution, air pollution, light pollution, and the unique beauty of the saguaro forest inside and outside Saguaro National Park West. I foresee adverse affects in all of these areas. Noise Pollution: Although the exact distance from Saguaro National Park of a possible Avra Valley I-11 SACC is still undecided, it is incredibly close, and, thus, likely to be extremely loud. It looks as though it could be as close as one mile at the near side, and around two or three miles away at the center of the park. It is unthinkable that this project should destroy the peace and quiet of this precious land. It has been set aside for the public's enjoyment since 1933 when Herbert



Hoover designated it the first national monument designed to protect a species of plant. The park was enlarged and designated a national park in 1994. The sounds of the wind and the birds would be irreparably disturbed by the noise of the highway. At 500 feet (one-tenth of a mile), truck traffic measures 90 decibels (90dB). Ninety dB is the level at which hearing loss can result from sustained exposure. Based on the principle that traffic radiates noise in a cylindrical pattern, and will drop by 6 dB for each doubling of distance, the sound of the highway would be down to 72 dB at eight tenths of a mile - comparable to a vacuum cleaner. On the same principle, at 3.2 miles, the sound of the highway would be down to 60 dB - comparable to background conversation in a restaurant. Compare this to the average 30 dB level of a quiet rural area, which is one-sixteenth as loud as 70 dB.

(<http://www.chem.purdue.edu/chemsafety/training/ppetrain/dblevels.htm>;

<http://www.arpeggioacoustics.com/resources/faqs/what-effect-does-distance-have-on-the-propagation-of-sound/>) The heavy diesel trucks likely to transport goods along the I-11 extension

are serious air polluters. The legal limit on trucks weighing more than 8,500 pounds is as much as that allowed for as many as several dozen modern cars, but many pollute up to as much as 150 cars. Air pollution will contribute to poor health, harm the beauty and appeal of the area, and cause global warming at a time when we as a society should be judging every single project against global warming. ([www.cleanairtrust.org/trucks.dirtytruth.html](http://www.cleanairtrust.org/trucks.dirtytruth.html)) As to beauty and tourist appeal, more diesel transportation in the area will create smog. We have been blessedly free of smog up until now. This is one of the attractions of the area. The particles in diesel exhaust are a component of smog. In fact, according to a 2012 study at the University of California at Berkeley, diesel exhaust is responsible for 15 times more of the "secondary organic aerosol," which is a major component of smog, than is regular gas exhaust per liter burned.

(<http://eponline.com/articles/2012/10/23/diesel-exhaust-creates-more-smog-than-gasoline.aspx>) We do not need smog in the area west of the Tucson Mountains: it will harm the

health of bicycle riders, hikers, and citizens. Smog will decrease the attractiveness to the area for senior citizens, many of whom come to Arizona and particularly to this area because of its relative safety for those with respiratory and heart diseases. Regarding global warming, the basic fact is that unless we reduce our emission of greenhouse gases immediately, the ultimate future of human and much animal life on the planet is in doubt. How can we possibly be considering a highway and truck solution to the Canada-Mexico freight issue in this situation? Despite encouragement from Congress in the Intermodal Transportation Act and the obvious greenhouse gas implications, those studying this issue appear to be considering less polluting alternatives superficially if at all. These alternatives include both by ship, and, for purposes of our area, by rail. Figuring out a way to transport not only the freight but also the passengers to be served by the proposed highway by rail has the capacity to cut greenhouse gases by 75 percent. (<https://www.aar.org/keyissues/Documents/Background-Papers/Environ%20Benefits%20of%20Moving%20Freight%20by%20Rail%20April%202013.pdf>)

The Port of Tucson - our rail hub - is in line to receive a major upgrade with federal funds. The study group should abandon the SACC and possibly the entire I-11 extension notion in favor of rail transportation along the existing rail corridor. c. Light Pollution The potential I-11 route through Avra Valley would seriously impact the progress of astronomical science pursued at Kitt Peak National Observatory overlooking the area west of the Tucson Mountains. According to the observatory's web site, at Kitt Peak, "The world's largest collection of optical telescopes is located high above the Sonoran Desert under some of the finest night skies in the world. Kitt Peak, on the Tohono O'odham Reservation, is home to twenty-four optical and two radio telescopes representing eight astronomical research institutions."

(<http://www.noao.edu/outreach/kpoutreach.html>) Not only is the observatory doing nationally



important research; it also received a 2013 award as a tourist Center of Excellence by TripAdvisor.com. "A key reason the night skies are so good at Kitt Peak is the absence of light pollution. The addition of a highway roughly 10 miles from the observatory will detract from these dark skies. Even the fully or partially shielded fixtures used by the Arizona Department of Transportation reduce rather than eliminate light. Arizona DOT naturally needs to make highway safety, including volume of traffic, a primary consideration in the plan for lighting lighting the road. So there will be lights.

(<http://www.darksky.org/assets/documents/State%20DOT%20Top%205.pdf>) Moreover, the headlights themselves of truck and automobile traffic will also lighten the sky. In addition, headlights and highway lights have also recently been found to effect the ecosystems in which they occur. "[R]esearchers are increasingly focusing on the impacts of so-called ecological light pollution, warning that disrupting these natural patterns of light and dark, and thus the structures and functions of ecosystems, is having profound impacts." The unique and fragile ecosystems of the desert through which the Avra Valley I-11 SACC would run could well be harmed by the extinction of the relatively deep darkness that currently prevails in the area.

([http://e360.yale.edu/feature/bringing\\_back\\_the\\_night\\_\\_a\\_fight\\_against\\_light\\_pollution/2681/](http://e360.yale.edu/feature/bringing_back_the_night__a_fight_against_light_pollution/2681/))

d. Uniqueness of Saguaro Forest As noted above, the potential I-11 extension through the Avra Valley comes very close to the Saguaro National Forest, the Tucson Mountain Park, and the Arizona - Sonora Desert Museum. These areas and the land surrounding them are principal locations of dense saguaro forest. The saguaro plant is the state flower of Arizona, and is protected by Arizona state law. The saguaro is finally recovering from its decimation by grazing in the late 19th and early 20th centuries. The saguaro forest also boasts spectacular wildflower blooms in the spring. In the entire world, the range of the saguaro plant is limited to a only portion - at most two thirds - of the 120,000 square mile Sonoran Desert. The three conservation areas noted above offer among the main points of access to the saguaro forest. A visitor to the parks or the desert museum hears many languages from all over the world being spoke by tourists from all over the world. Such visitors served by docents and other volunteers from among the active elderly population who have retired to this area, creating a productive human ecosystem around the saguaro. It is truly amazing - actually unthinkable - that serious consideration is being given to putting a major trucking highway right in the midst of the unique bio-system where this remarkable plant is able to thrive. Conclusion: In conclusion, the proposed I-11 SACC through the Avra Valley would have adverse affects on health, tourism, population growth, the return and protection of animals and plants especially the saguaro, light pollution, attractiveness to tourists, and global warming. I strongly recommend that an alternative be selected. For example, rail transportation should be expanded or a second level should be built above the existing I-10 to serve the transportation needs for the increase in freight traffic to and from Mexico. To wreck this unique environment would be truly terrible public policy

- It is irresponsible to spend tax dollars on a study of a route that cannot be built without an Act of Congress (i.e., one that infringes on the buffer for Saguaro NP. I am against the building of a new interstate, period. I believe this kind of transport should be done by rail. Will you study in equal detail the establishment/use of a rail line to achieve the transport goods? That would seem to be a more responsible approach, in terms of environmental impacts and impacts on the use of fossil fuels. If not, inquiring minds would like to know WHY NOT!
- It seems using and expanding the already established I-19 and I-10 roadways makes the most sense in the Nogales to Phoenix leg and would have the least developmental impact on the area.
- It would seem that Alt G with segments 28 and 10 at the south end would be aviable canidate in Section 1.



- las vegas and Arizona to work as one to bring businesses networking corporations world wide to are two states if we can bring satellite facilities to Mohave county from all over the world and silicon valley to Kingman it wood be a win-win for Arizona and Nevada could be developed along highway 93 las vegas to kingman and the large company's can tie in to hoover-dam for power if Mohave county has win farms that is good for large company's. Thank You. Steven Cardon (702)871-7822 or (702)480-0580 [www.KingmanArizonaLand.com](http://www.KingmanArizonaLand.com)
- Love it- way past due for this project!
- My family drives from the Phoenix area to Las Vegas several times a year, both for vacation and for business conferences, and we are always amazed that there is no Interstate route linking the two cities from start to finish. After all, our family in Los Angeles can make the drive on the Interstate, as can our family in Flagstaff. Phoenicians and Tucsonans, by contrast, must cobble together a route with various state and US routes. The shortest route for us is to drive on US 60 through Sun City and Wickenburg, which is scenic but full of traffic lights and speed traps. Worse than being inefficient and time consuming is the fact that it feels unsafe for so much traffic to be sharing what is often one lane in each direction. While we have, thankfully, never been in an accident on these trips, we have witnessed many close calls that could be attributed to road rage, a lack of a strong shoulder, and a lack of lighting. On our most recent trip, for example, there was a long queue behind a semi truck, which itself may have been stuck behind a sedan. We were about thirty minutes out of Wickenburg, headed back from Vegas, and the sun was setting. We were going the speed limit, and were close behind the line of cars ahead of us, but the cars behind us were impatient. One by one, they passed us, even though there was not enough time to get around us as traffic barreled toward us in the opposite direction, and not enough space to cut in front of us. We repeatedly witnessed this same pattern as the cars tried to pass each subsequent vehicle in the queue ahead of us. Suddenly, we heard a lot of honking and saw brake lights flashing. Then, at the last minute in the now dark night, we perceived that several cars had tried to pass and were now squeezing their way back into our lane. We had to pull onto the barely-existent shoulder to avoid hitting the cars in front of us, even though we had hung back in order to stay out of the fray. Fortunately, since we had been paying extra attention, going more slowly, and driving a low-clearance vehicle with modern electronic stability control, we did not veer off into the ditch or flip over, but the scenario could have played out much differently. Certainly, an Interstate route will not be a panacea for road rage or the impatience for which Arizona drivers are well-known. However, it will be a safer road over all, with better lighting, grading, and shoulders, and with more lanes which will allow passing to occur as the desire emerges rather than forcing drivers to wait for long periods of time while they are stuck behind slower traffic. It would certainly also help with trade in the entire region as truckers would not have to use smaller state routes as main arteries for interstate deliveries. I encourage you to continue developing a plan for I-11, a route which we would surely use several times per year with much greater confidence and security than we can currently use US60 and other state routes.
- My only suggestion would be to select a route that does not include expansion of existing freeways except perhaps the 17 which should be widened anyway. The folks on the 210 (including me) have been burdened enough! Any new freeways should be built where they have the least amount of impact on existing populace, especially a freeway carrying the huge amount heavy truck traffic transiting from Mexico and Canada.
- Nothing more than a connection between Phoenix and Las Vegas is needed. Even that is questionable, in my opinion, but it is understandable. Occasionally, traffic from Wickenburg to I-40 is pretty heavy. Where does the idea that this needs to run from Mexico to Northern Nevada come from, exactly? I'll tell you where from - from construction contractors salivating





over it. Meanwhile, ever more of our beautiful Southwest will be denatured, and almost none of the locals want it.

- Opposition to the sprawl inducing Hassayampa freeway alignment. Support for an alignment that realizes Phoenix's primacy, stimulating infill and density over sprawl. Key requirement being the co-development of regional rail and improvements for future commuter rail. In this case, Phoenix's regional primacy needs to be asserted to insist on smarter growth.
- Our daughter and family lives in Florence, AZ area, which is between Phoenix & Tucson and traveling on Hwy 79 is terrible. AZ has done a great job between Wickenburg & Wickenburg, those roundabouts don't stop people from going into town to have a meal or lodging. Hwy 93 from Wickenburg to I-40 needs more help. Overall, I think AZ has done a good job with most of their roads. Nevada needs to get their act together and think about the benefit of this Intermountain Interstate, the amount of people that will use it to get further north out of the heat during the summer months (maybe buying homes in north NV or UT). The interstate commerce, jobs, new business, new gas stations, just to name a few. Let's hope our two States can get their heads together and work something out for the benefit of all of us out here in the ..... West. Let's not be like our government and show everyone else how proud our two States are at working together.
- Password protecting the I-11 and Intermountain West Corridor Study and making it accessible only to "authorized" readers only instead of open to the "general public" will limit responses to only "approved" pre-registered readers. Since few will be able to submit comments, very few changes will be needed. You folks sure know how to undermine democracy and are an inspiration to elitist bureaucrats everywhere.
- Phoenix and southern Arizona are in great need of a more secure corridor such as an interstate highway to and through Las Vegas. With all the trucking building up on existing highways, capacity will max out fairly soon. Trade with Mexico is only going to grow so we need to plan ahead and not fall behind the curve, so to speak.
- Please do ALL YOU CAN to facilitate the expansion of this Corridor connecting Las Vegas to the Phoenix Metro Area. My family lives in Las Vegas and we all regularly have to drive this route to care for my aging Father and this road NEEDS TO BE WIDENED AND IMPROVED, IF NOT REPLACED ENTIRELY. Also, the ways into the South East Phoenix Metro area leave A LOT to be desired. We only have ONE INGRESS AND EGRESS FROM SAN TAN VALLEY and it's ELLSWORTH ROAD, which is LOADED with traffic and DIFFICULT to navigate in the best of circumstances.
- Please don't do this to us. New highways add a huge traffic volume to surrounding areas, and destroy the quality-of-life for everyone who lives nearby. If you build this highway, you will affect a permanent and detrimental change to us. This type of project might bring in new money. But when the job is done, we'll be stuck with the mess that a highway will create. Please don't do this to us.
- Please, consider G, I, and LL. Thank you.
- Please, no tolls.
- Reading the Wickenburg paper, it seems that the business owners in town are touting for a Freeway I11 through their town. As a resident of the town of Wickenburg I would strongly recommend to design the I11 Freeway as far away as possible from the town of Wickenburg. I am concerned about the noise, pollution, health and safety. Also, nobody wants to see a divided town, unless costly connections are made. Even then, it is still a divided town!
- Speaking from my experience as a long haul truck driver, I have some comments on the proposed I-11 corridors. Corridor DD is by far the worst option, and should be removed from consideration. The problem with this corridor is that this section of 395 goes well above 8000 feet, making it treacherous in winter, and a long hard climb for a truck anytime of year. I always



turn right at Bishop California in order to avoid the 395 corridor, especially in winter, and so does every trucker I know. Reno is 40 miles farther via 95 but it is very much the better route. Another problem with DD is that the proposed corridor continues following US 395 north of Interstate 80. There really is nothing for a truck until you get to Interstate 5 at Weed, California, some 100 miles farther up the road. Corridor FF is much preferable. Not only does it avoid the hard climb and the unnecessary ice and snow at eight thousand plus feet, but the proposed corridor FF continues into Idaho north of Interstate 80. There is a lot of cargo traveling between Idaho and Southern Nevada and I have hauled a share of that. Corridor SS is unnecessary because Corridor DD should be abandoned.

- Thank you for a most informative meeting on October 10 regarding the CANAMEX highway proposals. The corridor is certainly a good idea economically. Probably you should consider tying it into the ALCAN highway to the north and running it on down to the Panama Canal. One downside I didn't hear discussed is the unfortunate creation of an efficient corridor for drug smuggling, human trafficking and gun running. Hopefully some safeguards can be engineered. You should be aware that Pima County has evidently designated a route for the southern portion of the proposed I11 corridor, right through Avra Valley. I question the wisdom of this approach. All the sound bites recorded for the media focused on the economic benefit of this corridor to Tucson, not Avra Valley. Also, the Avra Valley route is being called a bypass which doesn't make much economic sense for Tucson. I hope Pima County does not have the deciding vote on this issue and that ADOT considers the very negative impact of the Avra Valley route on such economic engines as the Desert Museum, Kitt Peak, agriculture, the Saguaro National Park West, Tucson Mountain Park, Ironwood National Forest, Picture Rocks as well as on CAP, wildlife corridors and archaeological sites. I hope I need not mention the negative impact of air, noise and light pollution on the tens of thousands of Avra Valley residents. Tucson is already polluted, noisy and visually unappealing. One more ugly structure will make no difference there. Please align this corridor through Tucson using the economically viable stacking proposal already floated by ADOT planners. Please don't spoil Avra Valley. Thank you for your attention to these concerns. I would appreciate a response when you have a chance.
- Thank you for the meeting on i11 held here in Wickenburg, AZ last week. It was informative, helpful. I have been a Wickenburg resident for more than 40 years, was a Wickenburg Mayor in the 1970's and have been a business owner, Wickenburg Tax Service, for more than 20 years. I am opposed to any i11 corridor which would be on the US 60 alignment or which would go through town or be generally along the US60/93 Wickenburg "interim bypass" route. The i11 corridor running north/south should be several miles west of Wickenburg.
- The 21st Century is going to be the post-nation state century in the sense that borders will no longer hold significance for shopping, travel, or interpersonal interaction. Cities with the best broadband and the best transportation infrastructure will thrive, while isolated localities will wither away and die. If Las Vegas wants to continue to exist and not be added to Nevada's list of boom and bust towns, this new highway is an absolute must.
- The horrific 19 truck and car pile-up on I-10 during the dust storm this week near Picacho Peak is a tragic reminder why adding another major highway to the same area would continue and actually escalate the dangers. When you chose your preferred alternative Tucson Corridor, I-11 planners chose to ignore comments from the Arizona Dept. of Environmental Quality back in August. ADEQ's Manager of the Legal Support Section of the Air Quality Division, Diane L. Arnst, said then and is worth repeating in light of the deaths and destruction : Alternative alignments that would route more traffic, especially more truck traffic, to I-10 south and east of the Phoenix metropolitan area would increase congestion even further resulting in more air pollution emissions from idling. U.S. EPA is currently reviewing the National Ambient Air Quality



Standards for ozone for possible strengthening, and mobile sources are significant contributors to ozone especially in the Phoenix metropolitan area. Many of the alternatives presented would connect I-11 to I-10 at Case Grande, which is the epicenter of numerous high wind exceptional events during monsoon season that cause extreme concentrations of particulate matter, affecting both public health and safety due to impaired driver visibility. This month [www.popularmechanics.com](http://www.popularmechanics.com) has ranked the 150-mile stretch of I-10 between Phoenix and California as one of the '10 of America's Most Dangerous Roads' with up to 85 deaths a year. You need to rethink your choices, and put the health and safety of people ahead of illusory commercial gain.

- There is a definite need for I-11 and I look forward to the results of your study.
- This is a fantastic concept. I hope to see it completed sooner than later!
- This is a great idea, connecting these two great cities and the two great states in this manner. I can only see benefits to both states and as long as it is built in a responsible manner, I believe this plan will be embraced by both communities, Arizona and Nevada.
- This is a much needed roadway that would help and grow the Southwest part of the United States.
- This is a terrific idea to keep NV up to speed with future needs. My only comment would be that we need to bring traffic into Las Vegas from the SW and thru to the NW. Our highways are filled to capacity and further clogging of these important thru ways needs to be closely monitored.
- This is a visionary project that needs to be designed now to be ready for the future!
- This is all about a transportation route for transportation companies out of Mexico to the northwest. It will damage much of the desert and harm the wildlife and the one to profit is the transportation companies, especially those running out of Mexico. We really do not need it. there are many more projects that need to be repaired before starting something of this magnitude. This is only to the benefit of trucking companies going from Mexico to the northwest. There are too many other projects in this state that need to be repaired or completed before starting a project of this magnitude. There are so many natural deserts and wildlife that will be harmed all for the benefit of Mexico. DON'T EVEN ATTEMPT TO START THIS.
- This is unbelievable! If this project is approved, it will used to help them complete their North American Union structure. This means our sovereignty and our borders will be in jeopardy! To track and trace their masses(servants), building on the massive displacement of humanity, caused by globalism, the New World Order is rapidly building the control grid. Their goal is to re-wild the rural areas, ripping out the roads and have people move to the cities. They will cordon off roads and some towns will be deserted. We have been N.A.U, since 2006!, betcha didn't know that. Have you got your N.A.U. drivers license with the RFID chip in it? They are paving the way for the New World Order! Beware! Have you heard the phase "All roads lead to Rome?" Wake up people!, they have the FEMA camps ready for us!
- This projected Interstate is definitely needed! We live near intersection of I-8 & I-10 and an alternate route to Las Vegas would be ideal. Thanks!
- Very good idea, esp if the rout bypasses Salt Lake City
- We need to study the traffic flow to and from the City. The freeway can not go through the town or down the hassayampa.
- when the I10 bypass was discussed back in 2008. our property was in the pathway of it.. now with I11 in process what is the path of it through the Three Points area if any? our property is at Trigger Lane and Alice Vale with Sandario next to us..
- Why is it desired to connect to Mexico? Why is it needed?



## Appendices

Attendance Matrix

Title VI Reporting Information

PowerPoint Presentation

Avra Valley Petition





**Attendance Matrix**

Reported City	Phoenix October 8	Kingman October 9	Tucson October 10	Carson City October 16	Las Vegas October 17	Total
Avondale	2					2
Boulder City		1				1
Buckeye	1					1
Caliente					1	1
Carson City				9	1	10
Casa Grande	2					2
Chacon, NM			2			2
Chandler	1					1
Chloride		1				1
Dayton				2		2
Douglas			1			1
Englewood, CO	1	1				2
Flagstaff	1					1
Glendale	6					6
Golden Valley		2				2
Goodyear	5					5
Green Valley			1			1
Henderson		2			7	9
Kingman		30				30
Las Vegas		1			37	38
Marana			2			2
Maricopa	1					1
Mesa	1					1
Nogales			1			1
North Las Vegas					3	3
Oro Valley			1			1
Peach Springs		3				3
Peoria	3					3
Phoenix	27	2				29
Prescott		1				1
Reno				3		3
Rio Rico			1			1
Scottsdale	4					4
Sohi		1				1
Stagecoach				2		2
Sun City West	1					1
Surprise	6					6
Tempe	2					2



Reported City	Phoenix October 8	Kingman October 9	Tucson October 10	Carson City October 16	Las Vegas October 17	Total
Tonopah	2					2
Tucson			87			87
Waddell	1					1
<b>Total</b>	<b>67</b>	<b>45</b>	<b>96</b>	<b>16</b>	<b>49</b>	<b>273</b>

## **Title VI Reporting Information**

### **Phoenix Metropolitan Area Meeting**

October 8, 2013

- Accommodation Requests: 0
- Accommodations Made: N/A
- Self-Identification Surveys Returned: 6

### **Northern Arizona Meeting**

October 9, 2013


- Accommodation Requests: 0
- Accommodations Made: N/A
- Self-Identification Surveys Returned: 14

### **Southern Arizona and Beyond Meeting**

October 10, 2013

- Accommodation Requests: 0
- Accommodations Made: N/A
- Self-Identification Surveys Returned: 0










I-11 & Intermountain West Corridor Study

## Public Information Meetings


Level 1 Evaluation Results



In partnership with




Southern Arizona Future Connectivity Segment: October 10, 2013  
Priority Section #1: Phoenix Metro Area: October 8, 2013  
Priority Section #2: Northern Arizona/Southern Nevada: October 9, 2013  
Priority Section #3: Las Vegas Metropolitan Area: October 17, 2013  
Northern Nevada Future Connectivity Segment : October 16, 2013



## Presentation Format and Public Comment


- Please hold all questions and comments until the presentation is completed
- Fill out a comment form and submit:
  - Tonight by depositing in a comment box or providing to a team member
  - By mail or e-mail to either of our project managers (contact information provided on comment form)
  - Via project website ([i11study.com](http://i11study.com)) under the "Get Involved" tab
- Comments received **by 5 p.m. Friday November 1, 2013** will be included in the public record for this meeting.






## Presentation Outline

- Project overview
- Range of alternatives under consideration
- Results of preliminary analysis
- Next steps
- How you can stay involved
- Questions and answers











## Project Overview




## Background

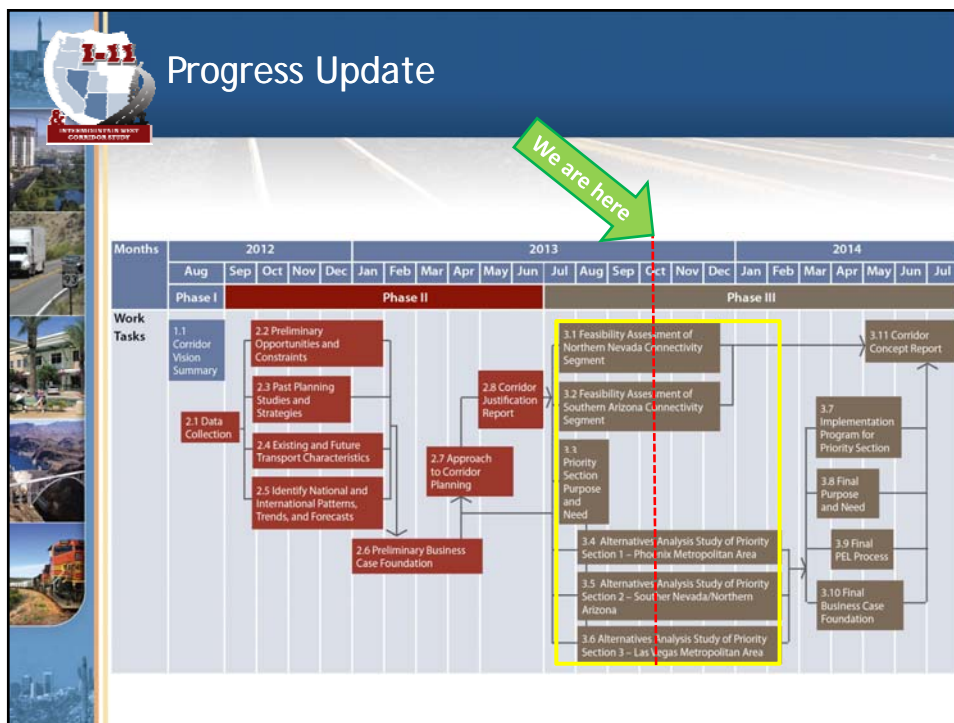
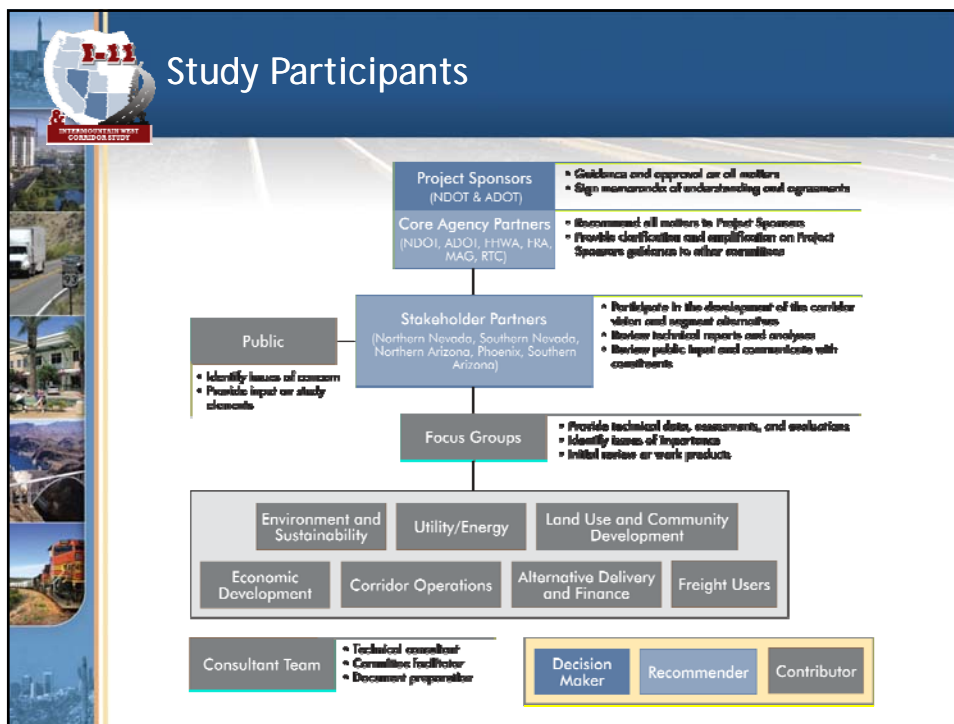
- Federal transportation authorizations identified high priority corridors
- CANAMEX Corridor designated (1995)
- Corridor advanced through:
  - MAG Hassayampa and Hidden Valley Framework Studies (2006 – 2009)
  - Building a Quality Arizona (bqAZ, 2010)
  - NDOT/RTCSNV Boulder City Bypass (2005 and ongoing)
- CANAMEX Corridor along US 93 between Phoenix and Las Vegas designated as future “I-11” in MAP-21 (2012)
- Arizona and Nevada DOTs signed an interagency agreement and begin a joint planning study (2012+)





## What Does this Study Entail?

- Two levels of investigation:
  - Detailed corridor planning between Las Vegas and Phoenix
  - High-level visioning from Las Vegas to Canada, and from Phoenix to Mexico
- Multimodal consideration:
  - Interstate/highway, freight rail, passenger rail, and public transportation
  - Power, telecommunication, etc.




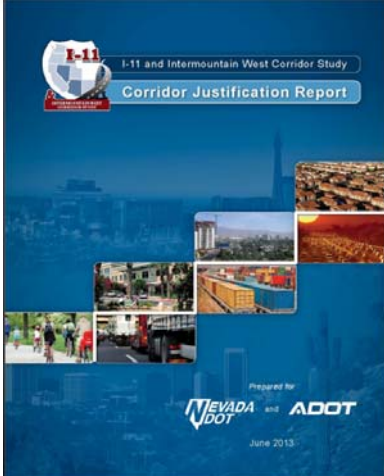




## Study Phases 1 & 2 Deliverables

**Deliverables (Phases 1 & 2):**  
**(Available on Website)**


- ✓ Corridor Vision Summary
- ✓ Public Involvement Plan
- ✓ Corridor Justification Report
- ✓ Existing Natural and Built Environment Tech Memo




## Key Business Case Findings

- Under a wide range of future scenarios, the region will experience:
  - Significant sustained growth in the regional economy
  - Accompanied by corresponding growth in travel demand
- Additional investment in transportation infrastructure is required to realize the full extent of economic benefits
- Mexico and Latin America are increasing in importance as a trading partner
- The Intermountain West Corridor has the potential to become a major trade corridor and capitalize on excess demand in Southern California

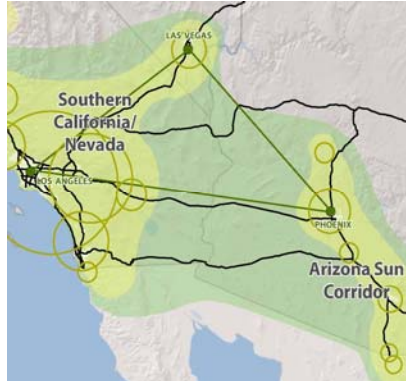





## Key Justifications (Thus Far)




- Integrate the economies of the Southwest Triangle megaregion
- Capitalize on Mexico's growing role in North American manufacturing/trade
- Support economic development initiatives of Arizona and Nevada
- Prevent congestion from crippling economic competitiveness
- Comply with enabling federal legislation

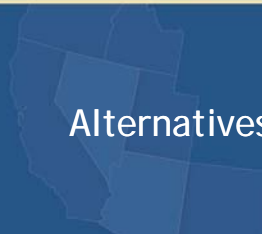


Source: UNLV, Brookings Mountain West, 2012

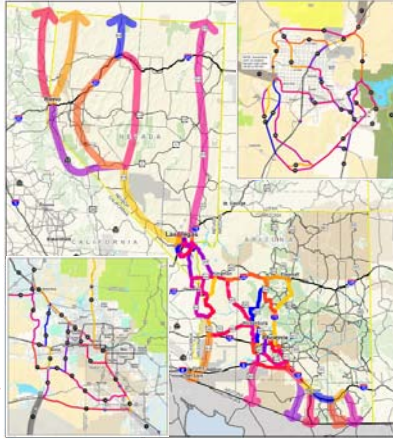




## Alternatives and the Evaluation Process




## Universe of Alternatives

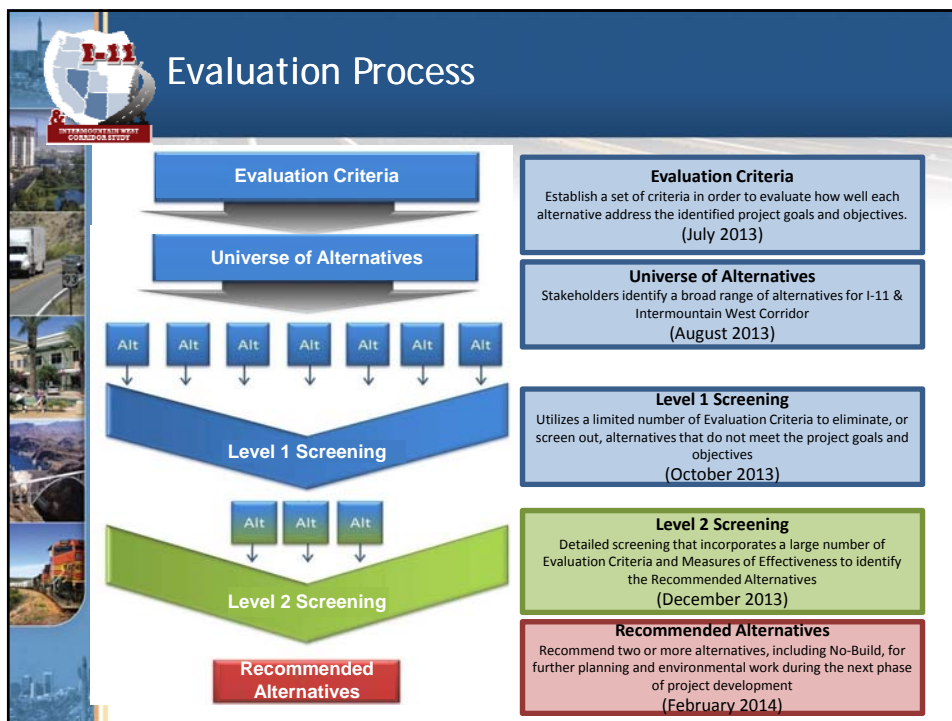


- Broad arrows for Future Connectivity Segments (could include various existing and/or new corridors)
- Specific corridor alignments for the Priority Corridor
- Southern Arizona Future Connectivity Segment: **6 alternatives**
- Priority Section #1: **9 alternatives**
- Priority Section #2: **8 alternatives**
- Priority Section #3: **11 alternatives**
- Northern Nevada Future Connectivity Segment: **5 alternatives**

## Evaluation Process



- Multi-level evaluation process
  - Priority Corridor Segment
  - Future Connectivity Segments
- “Alternative” is an alignment containing one or more modes (e.g., highway, rail) within one or more corridor segment
  - Alternatives could consist of a new or existing transportation facility (or a combination of both)
- Alternatives to be evaluated using evaluation criteria which can be measured qualitatively or quantitatively
- Evaluation to result in two or more alternatives for further planning



## Level 1 Evaluation Criteria

**Evaluation Process**

Evaluation Criteria

Universe of Alternatives

Alt Alt Alt Alt Alt Alt Alt

**Level 1 Screening**


Alt Alt Alt

Level 2 Screening


Recommended Alternatives

Evaluation Category	Proposed Criteria
Legislation	1 How well does the alternative meet the intent of legislative actions, including MAP-21 and the 1995 National Highway Systems Designation Act?
	2 How well does this alternative connect major national and international activity centers from Mexico to Canada through the Intermountain West?
System Linkage	3 How well does this alternative most directly close gaps and/or develop missing linkages in the regional and national transportation network?
	4 How well does this alternative connect with adjacent segments/sections?
Trade Corridor	5 How well does this alternative connect major freight hubs and high-capacity transportation corridors?
Modal Interrelationships	6 How well does this alternative maximize opportunities for intermodal connectivity (highway, rail/transit, aviation)?
	7 How well does this alternative accommodate multiple modes in a shared alignment footprint (highway and rail)?
Capacity/Congestion	8 How well does this alternative relieve existing and projected congestion between and within the major activity centers in Nevada and Arizona?
	9 How well does this alternative align with existing conditions or proposed improvements at land ports of entry (as appropriate)?
Economic Vitality	10 How well does this alternative support regional, state and national economic development goals?
Project Status / Transportation Policy	11 How well does this alternative comply with corridor-related actions taken to date?
	12 How well does this alternative conform to locally adopted transportation plans?
Environmental Sustainability	13 How compatible is this alternative with regional open space, conservation, and land management agency planning?
	14 How well does this alternative minimize environmental impacts (such as drainage, topography, species, and biological connectivity)?
Land Use and Ownership	15 How consistent is this alternative with regional land use and growth strategies?
Community Acceptance	16 How compatible is this alternative with major land ownership patterns?
Cost	17 How well is this alternative accepted by the local communities?
	18 What is the overall relative cost of this alternative, where 1 is the highest relative cost and 5 the lowest?

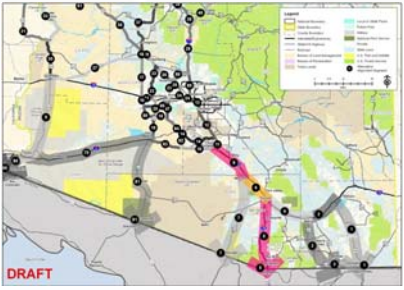




## Alternative C - Recommended for Further Analysis



### Alternative C




- Opportunities
  - Connects major freight and economic activity centers within Arizona and Mexico (e.g., Phoenix, Tucson, Hermosillo and Mexico City)
  - Mariposa and DeConcini LPOEs have capacity/can be expanded to accommodate passenger and freight traffic
  - Strong multimodal and intermodal opportunities
- Constraints
  - Potential environmental constraints






## Alternative II - NOT Recommended for Further Analysis




**Alternative II**




- Opportunities**
  - Freight activity/multimodal opportunities in Yuma
- Constraints**
  - Does not connect to high capacity trade corridor in Mexico; no plans for Sonora to implement a high capacity trade corridor connecting to San Luis II POE
  - Potential environmental constraints




## Alternative A - NOT Recommended for Further Analysis




**Alternative A**



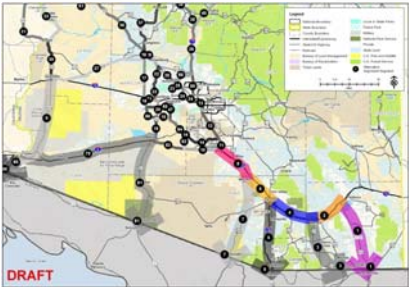
- Opportunities**
  - Freight activity/multimodal opportunities in Yuma
- Constraints**
  - Does not connect to Phoenix and Tucson metropolitan area economic activity centers
  - Does not connect to high capacity trade corridor in Mexico; no plans for Sonora to implement a high capacity trade corridor connecting to San Luis II POE
  - Potential environmental constraints




## Alternative E - NOT Recommended for Further Analysis




**Alternative E**



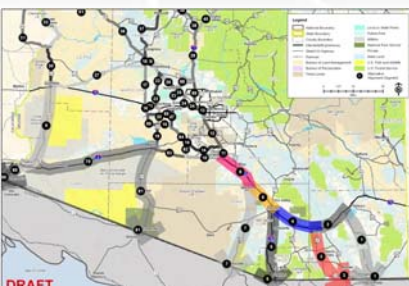
- Opportunities
  - Freight activity/multimodal opportunities in Douglas
- Constraints
  - Limited connectivity to economic activity centers in Mexico
  - Does not connect to high capacity trade corridor in Mexico; no plans for Sonora to implement a high capacity trade corridor connecting to Douglas POE
  - Long corridor length could result in highest cost



## Alternative D - NOT Recommended for Further Analysis



**Alternative D**



- Opportunities
  - Potential for rehabilitated rail crossing at Naco LPOE
- Constraints
  - Limited connectivity to economic activity centers in Mexico
  - Naco LPOE and connecting transportation infrastructure not conducive to major freight traffic
  - Potentially significant watershed, critical habitat, and other environmental constraints




## Alternative B - NOT Recommended for Further Analysis




**Alternative B**



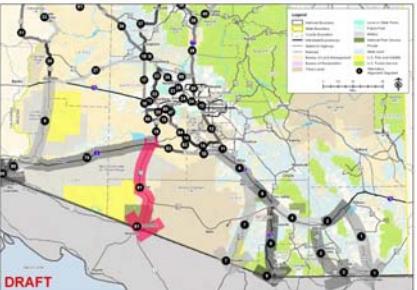
- Opportunities
  - Serves Phoenix and Tucson activity centers
- Constraints
  - Sasabe LPOE and connecting transportation infrastructure not conducive to major freight traffic
  - Limited connectivity to economic activity centers in Mexico
  - Significant environmental and land ownership constraints



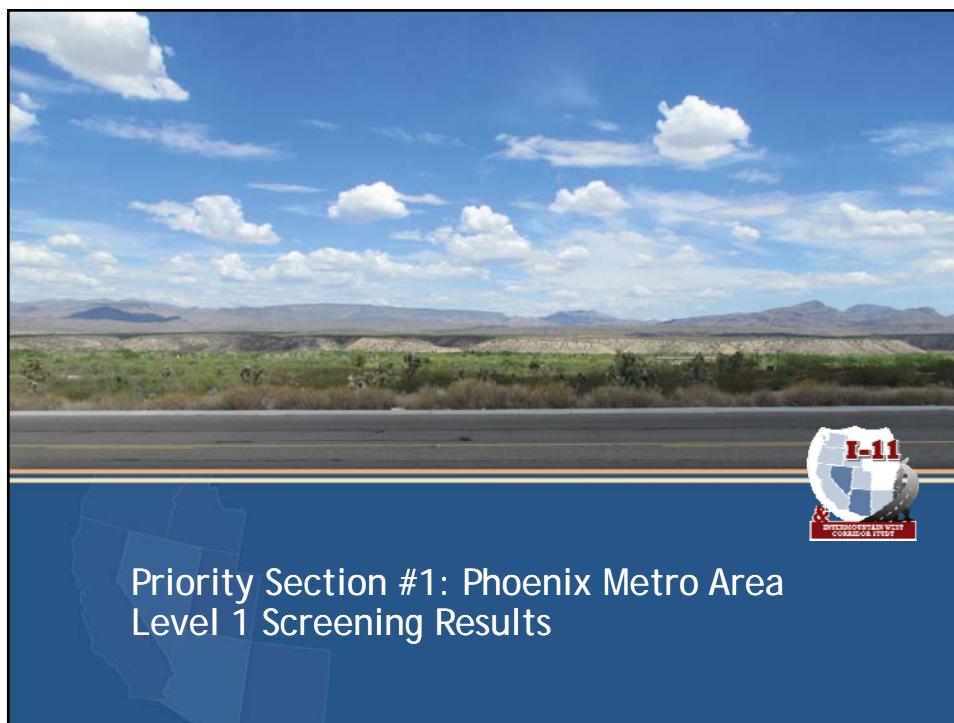
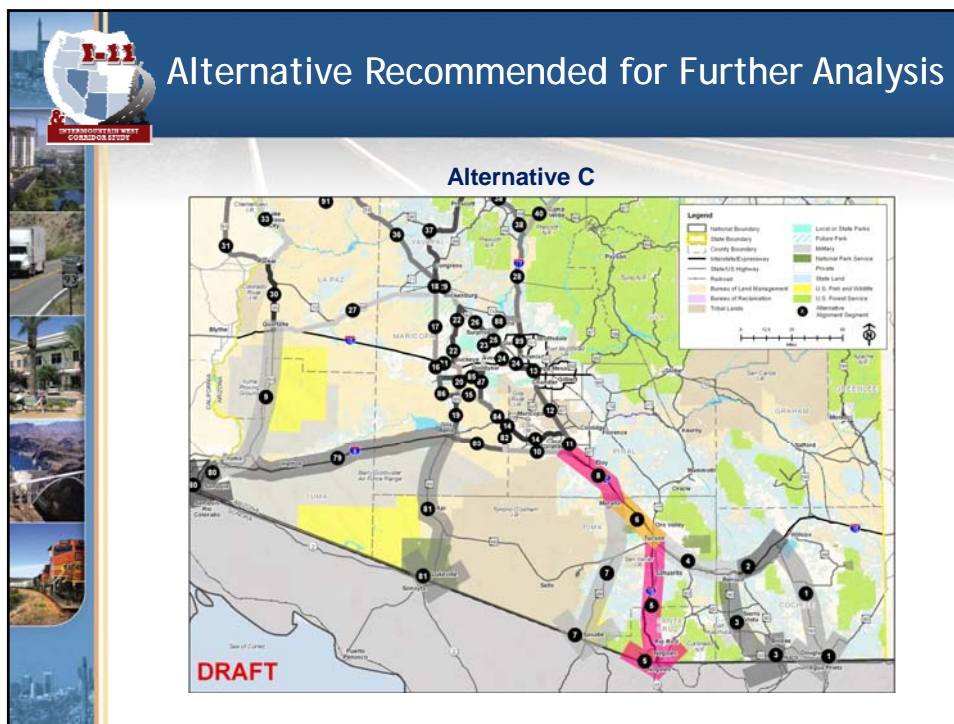
## Alternative JJ - NOT Recommended for Further Analysis




**Alternative JJ**




- Constraints
  - Significant environmental, land ownership, and right-of-way constraints
  - Does not connect to high capacity trade corridor in Mexico; Lukeville LPOE and connecting transportation infrastructure not conducive to major freight traffic








## Alternative G - Recommended for Level 2 Analysis







**Alternative G**


**DRAFT**

- Opportunities
  - Creates missing linkage in CANAMEX designation
  - Contributor to the regional transportation system that provides relief to congested corridors
  - Consistent with documentation of local and regional growth strategies and transportation plans
- Constraints
  - Potential environmental constraints



## Alternative H - Recommended for Level 2 Analysis






**Alternative H**


**DRAFT**

- Opportunities
  - Creates missing linkage in CANAMEX designation
  - Contributor to the regional transportation system that provides relief to congested corridors
  - Consistent with documentation of local and regional growth strategies and transportation plans
- Constraints
  - Potential environmental constraints







## Alternative MM - Recommended for Level 2 Analysis




**Alternative MM**




- Opportunities
  - Creates missing linkage in CANAMEX designation
  - Contributor to the regional transportation system that provides relief to congested corridors
- Constraints
  - Potential environmental constraints




## Alternative I - Recommended for Level 2 Analysis




**Alternative I**




- Opportunities
  - Creates missing linkage in CANAMEX designation
  - Contributor to the regional transportation system that provides relief to congested corridors
- Constraints
  - Potential environmental constraints
  - Not fully consistent with local transportation plans




## Alternative LL - Recommended for Level 2 Analysis




### Alternative LL




- Opportunities
  - Creates missing linkage in CANAMEX designation
  - Contributor to the regional transportation system that provides relief to congested corridors
- Constraints
  - Potential environmental constraints




## Alternative KK - NOT Recommended for Level 2 Analysis




### Alternative KK




- Opportunities
  - Creates missing linkage in CANAMEX designation
- Constraints
  - Does not connect to Tucson metropolitan area, or major economic hubs in Mexico
  - Potential environmental constraints




## Alternative J - NOT Recommended for Level 2 Analysis




**Alternative J**




- Opportunities**
  - Opportunity to connect several freight hubs
- Constraints**
  - Not fully consistent with regional growth strategies and transportation plans; previous studies have noted issues with the SR-303L corridor as a major trade route
  - Widening existing corridors may not be practical; additional trade flows could contribute to congestion



## Alternative NN - NOT Recommended for Level 2 Analysis




**Alternative NN**




- Opportunities**
  - Opportunity to connect several freight hubs
- Constraints**
  - Not fully consistent with regional growth strategies and transportation plans; previous studies have noted issues with the SR-303L corridor as a major trade route
  - Widening existing corridors may not be practical; additional trade flows could contribute to congestion







## Alternative K - NOT Recommended for Level 2 Analysis




### Alternative K




- Opportunities
  - Utilizes existing transportation corridors
- Constraints
  - Utilizing existing corridors as major trade route not consistent with regional growth strategies and transportation plans; includes potential right-of-way issues
  - Widening existing corridors may not be practical; additional trade flows could contribute to congestion




## Alternative L - NOT Recommended for Level 2 Analysis




### Alternative L




- Opportunities
  - Utilizes existing transportation corridors
- Constraints
  - Widening the existing I-17 and I-10 corridors to support additional freight traffic may not be practical, therefore additional trade flows would contribute to existing congestion
  - Not as direct a connection to Las Vegas




## Alternative F - NOT Recommended for Level 2 Analysis



### Alternative F




- Constraints
  - Bypasses Phoenix metropolitan area as a major economic activity center
  - Not consistent with regional growth strategies, economic development, and transportation plans; existing corridors not anticipated to handle capacity of major trade corridor
  - Potential environmental constraints




## Alternatives Recommended for Level 2 Analysis


### Alternative G




### Alternative H




### Alternative LL



### Alternative MM



### Alternative I








**Alternative Q - Recommended for Further Analysis**


A map showing the proposed route for Alternative Q, highlighted in red and purple, connecting Phoenix, Arizona to Las Vegas, Nevada. The route passes through the Colorado River and the Boulder City Bypass. The map is labeled "DRAFT" in red. To the left of the map is a vertical strip of four small images: a truck on a road, a desert landscape, a bridge, and a city skyline. To the right of the map is a list of opportunities and constraints. A circular gauge in the top right corner shows a needle pointing to the "MODERATE" section, with labels for "VERY LOW", "LOW", "MODERATE", "HIGH", and "VERY HIGH".

**Alternative Q**


- Opportunities
  - Provides most direct connection between Phoenix and Las Vegas, and to major activity centers and freight hubs
  - Utilizes an existing high capacity corridor and crossing of the Colorado River, as well as the proposed Boulder City Bypass
  - Supports high number of economic industry cluster targets for the state/region
- Constraints
  - Possible environmental constraints




## Alternative UU - Recommended for Further Analysis




### Alternative UU




- Opportunities
  - Provides direct connection between Phoenix and Las Vegas, and to major activity centers and freight hubs
  - Supports multimodal connectivity south of Kingman and economic development
- Constraints
  - Environmental constraints




## Alternative P - NOT Recommended for Further Analysis



### Alternative P




- Opportunities
  - Utilizes improved US-95 in Nevada with possible improved opportunities for multiple uses
- Constraints
  - Potential environmental constraints (traverses and/or borders the Black Mountains – prime habitat for bighorn sheep and Sonoran Desert tortoise. Also, traverses areas identified by AGFD as priority areas for maintaining wildlife connectivity)



## Alternative T - NOT Recommended for Further Analysis



**Alternative T**



- Opportunities
  - Uses existing high capacity corridors
- Constraints
  - Significant environmental constraints and potential right-of-way issues to widen I-17
  - Not as direct a route, less likely to be used, especially for freight



## Alternative S - NOT Recommended for Further Analysis




**Alternative S**




- Opportunities
  - Topography more conducive to major freight flows
- Constraints
  - Significant environmental constraints (passes through mountain ranges with considerable connectivity challenges. Also, bisects Chino Valley – important American pronghorn habitat)
  - Potential open space and land ownership constraints traversing Prescott National Forest land.







## Alternative R - NOT Recommended for Further Analysis




### Alternative R




- Opportunities
  - Potential alternative high capacity corridor to I-17
- Constraints
  - Significant environmental constraints (passes through mountain ranges with considerable connectivity challenges. Also, bisects Chino Valley – important American pronghorn habitat)
  - Land ownership and open space constraints traversing Prescott National Forest land.




## Alternative O - NOT Recommended for Further Analysis




### Alternative O




- Opportunities
  - Supports economic activity in western Arizona
- Constraints
  - Does not connect to major activity center or freight hubs in Phoenix metropolitan area
  - Potential environmental constraints
  - Does not support economic industry targets for the state/region



## Alternative PP - NOT Recommended for Further Analysis



**Alternative PP**



- Opportunities
  - Potential alternative high capacity corridor to I-40
- Constraints
  - Significant environmental constraints (passes through mountain ranges with considerable connectivity challenges. Also, bisects Chino Valley – important American pronghorn habitat)
  - Land ownership and open space constraints traversing Prescott National Forest land.



## Alternative OO - NOT Recommended for Further Analysis




**Alternative OO**




- Opportunities
  - Potential alternative high capacity corridor to I-40
- Constraints
  - Significant environmental constraints (passes through mountain ranges with considerable connectivity challenges. Also, bisects Chino Valley – important American pronghorn habitat)
  - Land ownership and open space constraints traversing Prescott National Forest land.







## Alternative M - NOT Recommended for Further Analysis




### Alternative M




- Opportunities
  - Supports economic activity in western Arizona
- Constraints
  - Does not connect to major activity center or freight hubs in Phoenix metropolitan area
  - Potential environmental and land ownership constraints



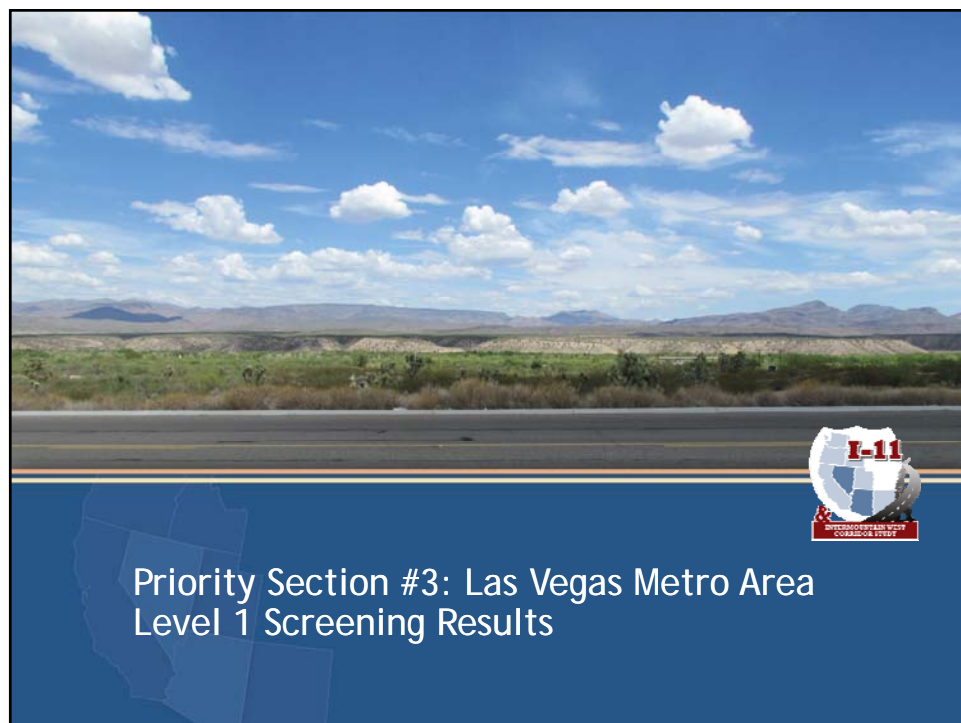
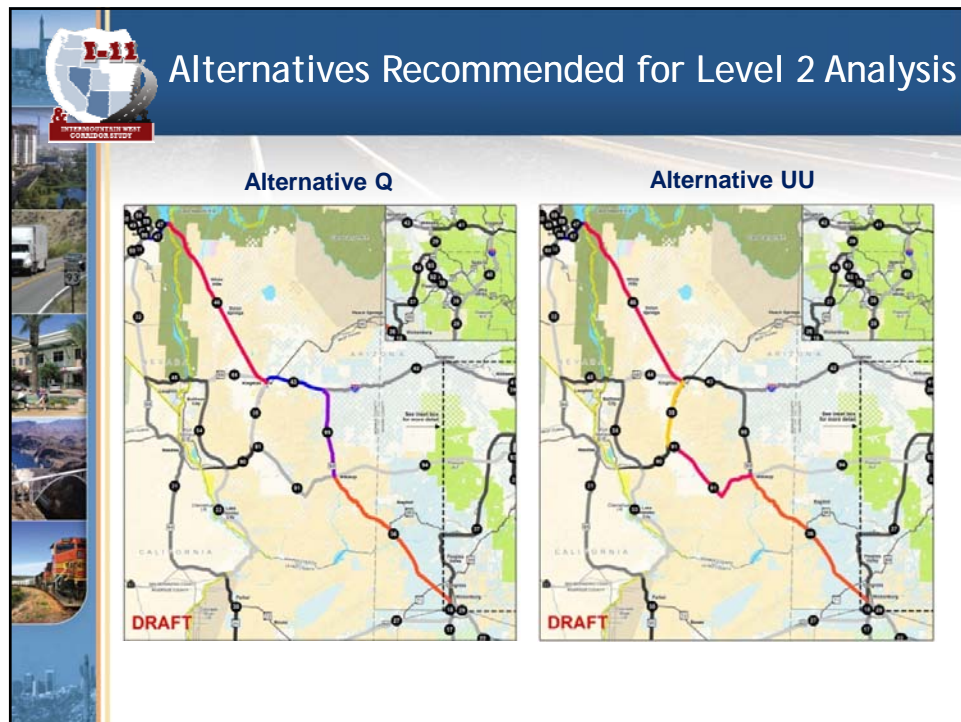
## Alternative N - NOT Recommended for Further Analysis



### Alternative N



- Opportunities
  - Supports economic activity in western Arizona
- Constraints
  - Does not connect to major activity center or freight hubs in Phoenix metropolitan area
  - Potential environmental and land ownership constraints





## Alternative AA - Recommended for Further Analysis



### Alternative AA



- Opportunities
  - Supports Las Vegas metropolitan area activity center and economic development goals
  - Connection to major freight hubs, existing highway, rail and intermodal yard
  - Minimal environmental impacts
- Constraints
  - Will aggravate already congested corridor with widening constraints



## Alternative QQ - Recommended for Further Analysis




### Alternative QQ




- Opportunities
  - Provides missing link; completes the system around Las Vegas metropolitan area
  - Provides relief to congested corridors through the metropolitan area
  - Supports Las Vegas metropolitan area activity center and provides connection with major freight hubs/areas
- Constraints
  - Traverses environmentally sensitive areas






## Alternative BB - Recommended for Further Analysis



### Alternative BB




- Opportunities
  - Provides missing link; completes the system around Las Vegas metropolitan area
  - Provides relief to congested corridors through the metropolitan area
  - Supports Las Vegas metropolitan area activity center and provides connection with major freight hubs/areas
- Constraints
  - Traverses environmentally sensitive areas with land ownership constraints




## Alternative Y - Recommended for Further Analysis



### Alternative Y




- Opportunities
  - Supports Las Vegas metropolitan area activity center and economic development goals
  - Relatively direct route
  - Minimal environmental impacts with sufficient right-of-way if widening is needed
- Constraints
  - Does not provide missing linkages
  - Contributes additional traffic to congested corridors




## Alternative Z - Recommended for Further Analysis




### Alternative Z




- Opportunities
  - Supports Las Vegas metropolitan area activity center
  - Most direct route that follows congressionally designated high priority corridors
  - Minimal environmental impacts
- Constraints
  - Will aggravate already congested corridor with widening constraints



## Alternative CC - NOT Recommended for Further Analysis




### Alternative CC





- Opportunities
  - Provides missing link in system and relief to congested corridors through the metropolitan area
- Constraints
  - Traverses environmentally sensitive areas with land ownership constraints
  - Difficult grades
  - Does not efficiently connect to Boulder City Bypass






## Alternative RR - NOT Recommended for Further Analysis







### Alternative RR




- Opportunities
  - Provides partial missing link in system and relief to congested corridors through the metropolitan area
- Constraints
  - Out of direction travel
  - Traverses environmentally sensitive areas




## Alternative X - NOT Recommended for Further Analysis







### Alternative X




- Opportunities
  - Provides missing link in system and bypasses congested "Spaghetti Bowl"
- Constraints
  - Limited connectivity to Las Vegas metropolitan area activity center or major existing or planned freight hubs
  - Potential environmental impacts




## Alternative W - NOT Recommended for Further Analysis




### Alternative W




- Opportunities
  - Provides missing link in system and bypasses congested "Spaghetti Bowl"
- Constraints
  - Limited connectivity to Las Vegas metropolitan area activity center or major existing or planned freight hubs
  - Potential environmental impacts




## Alternative V - NOT Recommended for Further Analysis




### Alternative V




- Opportunities
  - Provides missing link in system and bypasses congested "Spaghetti Bowl"
- Constraints
  - Limited connectivity to Las Vegas metropolitan area activity center or major existing or planned freight hubs
  - Potential environmental impacts




## Alternative U - NOT Recommended for Further Analysis



### Alternative U

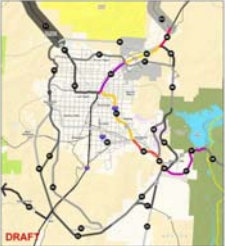


- Opportunities
  - Provides missing link in system and bypasses congested “Spaghetti Bowl”
  - Partially follows proposed rail corridor
- Constraints
  - Very limited connectivity to Las Vegas metropolitan area activity center or major existing or planned freight hubs
  - Potential environmental impacts




## Alternatives Recommended for Level 2 Analysis


### Alternative AA




### Alternative QQ




### Alternative BB



### Alternative Y



### Alternative Z









### Alternative SS - Recommended for Further Analysis



#### Alternative SS



- Opportunities
  - Supports Las Vegas and Reno metropolitan area activity centers and regional/state economic development goals
  - Connection to major freight hubs, existing highway, rail and intermodal yard
  - Closes gaps between two Congressionally-designated corridors and aligns with corridor-related actions taken to date
- Constraints
  - Potential environmental constraints





## Alternative FF - Recommended for Further Analysis



### Alternative FF



- Opportunities
  - Supports major economic activity centers and regional/state economic development goals
  - Connection to major freight hubs, existing highway, rail and intermodal yard
  - Provides opportunity to connect to high priority corridor (US-95 from Oregon to Canada)
- Constraints
  - Potential environmental constraints




## Alternative DD - Recommended for Further Analysis




### Alternative DD



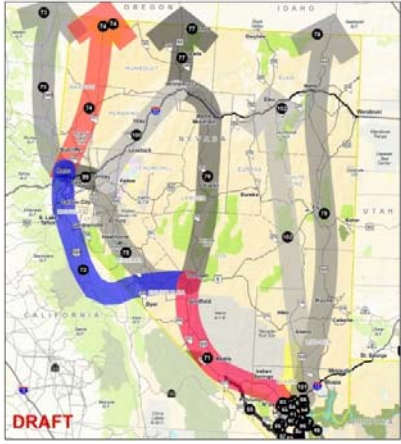
- Opportunities
  - Supports Las Vegas and Reno metropolitan area activity centers and regional/state economic development goals
  - Connection to major freight hubs, existing highway, and rail yard
  - Closes existing gaps between I-580 and US-95
- Constraints
  - Not compatible with major land ownership – traverses U.S. Forest Service land




## Alternative EE - NOT Recommended for Further Analysis




### Alternative EE




- Opportunities
  - Supports Las Vegas and Reno metropolitan area activity centers and regional/state economic development goals
  - Closes existing gaps between I-580 and US-95
- Constraints
  - Significant environmental constraints
  - Traverses National Conservation Area
  - Land ownership constraints traversing U.S. Forest Service and tribal lands




## Alternative TT - NOT Recommended for Further Analysis




### Alternative TT




- Opportunities
  - Connections to existing highway, freight hubs, intermodal yards and airport in Elko
- Constraints
  - Limited connections to major freight and economic activity centers
  - Potential environmental constraints
  - Does not fully support regional/state economic development goals (limited connectivity)




## Alternative HH - NOT Recommended for Further Analysis




### Alternative HH




- Opportunities
  - Accommodate multiple modes in shared alignment – along existing rail line
- Constraints
  - Limited connections to major freight and economic activity centers
  - Potential environmental constraints through aboriginal roaming area
  - Does not fully support regional/state economic development goals (limited connectivity)



## Alternative GG - NOT Recommended for Further Analysis

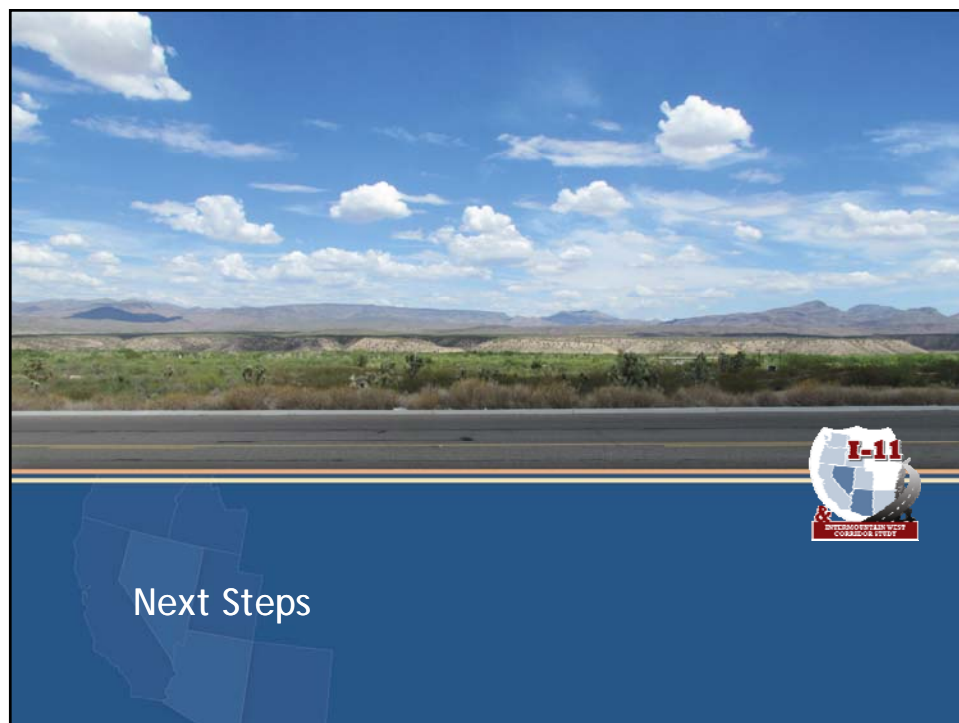


### Alternative GG




- Opportunities
  - Provides opportunity to connect to high priority corridor (US-95 from Oregon to Canada)
- Constraints
  - Limited connections to major freight and economic activity centers
  - Potential environmental constraints
  - Not consistent with transportation plans – *Connecting Nevada*












## Next Steps

- **Priority Segment Alternatives**
  - Conduct Level 2 evaluation involving additional and more detail screening of alternatives in 1) Phoenix metropolitan area, 2) Northern Arizona and Southern Nevada segment and 3) Las Vegas metropolitan area
  - Prepare Corridor Concept Report
- **Northern Nevada and Southern Arizona Future Connectivity Segments**
  - Prepare Feasibility Assessment Report for these future connectivity segments only
  - Identify potential future studies
    - Analyze in greater detail the recommended corridors
    - Identify and evaluate specific alignments
- **Public Meeting** (estimated for June 2014)
  - Review draft Corridor Concept Report

## How you can stay involved

- Project website: [www.i11study.com](http://www.i11study.com)





**NEVADA DOT** **ADOT**

Project Contacts:

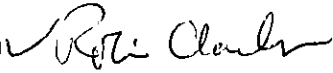
<p><b>Sondra Rosenberg, PTP</b> Nevada Department of Transportation 1263 South Stewart Street Carson City, NV 89712 <a href="mailto:srosenberg@dot.state.nv.us">srosenberg@dot.state.nv.us</a> (775) 888-7241</p>	<p><b>Michael Kies, PE</b> Arizona Department of Transportation 206 S. 17th Avenue Phoenix, AZ 85007 <a href="mailto:mkies@azdot.gov">mkies@azdot.gov</a> (602) 712-8140</p>
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**Date:** October 10, 2013

**To:** Michael Kies, PE, Arizona Department of Transportation

Sondra Rosenberg, PTP, Nevada Department of Transportation



**From:** Robin Clark, Barrio Sapo Neighborhood, 10750 West Calle Madero, Tucson, AZ 85743,  
robinandcurtis.clark@yahoo.com

**Attachment:** "No Interstate 11 Highway Through the Avra Valley" petition (617 signers to date)  
<http://petitions.moveon.org/sign/no-interstate-11-highway>

My name is Robin Clark. I live in the Barrio Sapo neighborhood. Our neighborhood shares borders with Saguaro National Park West, Tucson Mountain Park, the Bureau of Reclamation's Tucson Mitigation Corridor and the C.A.P. canal.

I am opposed to any I-11 highway bypass route through the Avra Valley. The Coalition for Sonoran Desert Protection, the Nature Conservancy, and the Pima County Board of Supervisors 2007-343 Resolution have all concluded that the impacts of such a new highway could not be adequately mitigated.

Instead, transportation planning efforts should focus on smarter and more sustainable solutions, such as expanding the capacity of the existing I-10 and I-19 transportation corridors, including increased use of rail for transporting freight. Rail moves freight three times more efficiently than trucks, while reducing traffic congestion and greenhouse gasses. Alternative C, which you've recommended for further analysis, has "strong multimodal and intermodal opportunities." I would argue that these opportunities can best be exploited by leveraging the existing I-10 and I-19 corridors. I would like to see future studies focus on adding more rail capacity as well as analyzing the costs and feasibility of double-decking and/or widening I-10 and I-19 to accommodate future growth.

I believe that many of the significant environmental constraints which resulted in Alternative B being dropped from further study also apply to Alternative C with respect to the proposed Pima County bypass route through the Avra Valley. For example, the Bureau of Reclamation and the Arizona Game and Fish Department oppose any encroachment by a new highway adjacent to the Tucson Mitigation Corridor wildlife preserve. Yet this is exactly where the Avra Valley bypass route would need a right of way. This represents a fatal flaw in the Avra Valley bypass route which should eliminate it from further consideration.

The environmental impacts of the Avra Valley bypass route extend far beyond the Tucson Mitigation Corridor. The Nature Conservancy Center for Science and Public Policy has concluded that the Avra Valley bypass would negatively impact wildlife and habitat such that any mitigation would be unlikely to offset impacts. Also, the Coalition for Sonoran Desert Protection

states that the impact of a massive linear feature such as a new highway, severing an important movement area for wildlife, cannot be adequately mitigated off-site.

Today I present to the I-11 Corridor Study leaders a petition entitled "No Interstate 11 Highway Through the Avra Valley!" Over 600 people have signed so far. On October 1<sup>st</sup> I presented this petition to Pima County Administrator Huckelberry and to the Pima County Board of Supervisors.

Finally, I think that the petition signers would all agree with the following statement taken directly from the I-11 Study document entitled *Existing Natural and Built Environment Technical Memorandum*:

"Wildlife habitat and connectivity is a high priority in Pima County and is seen as an economic development so that visitors and residents can enjoy the open desert and all that it offers."

Thank you.



Dear Chuck Huckelberry, Pima County Administrator, Sharon Bronson, District 3 Supervisor, Michael Kies, Arizona Dept. of Transportation, Sondra Rosenberg, Nevada Dept. of Transportation, and Pima County Bond Advisory Committee,

We are pleased to present you with this petition affirming this statement:

**"Join us in opposing any I-11 highway bypass route through the Avra Valley west of the Tucson Mountains, because the environmental, historic, archeological, and urban sprawl impacts could not be adequately mitigated.**

**Pima County Administrator Chuck Huckelberry is actively pushing for an Interstate 11 highway bypass through the Avra Valley, despite a Pima County Board of Supervisors 2007 resolution opposing a highway bypass.**

**Additionally, as part of his I-11 strategy, Huckelberry has requested \$90 million in Pima County Bond money for the construction of another new highway, called Interstate 510, that would link the proposed I-11 bypass with I-10 on Tucson's south side. We urge the Pima County Bond Committee, as well as the Board of Supervisors, to reject this request because many other worthwhile projects would be imperiled. If this \$90 million proposal is included in the November 2014 Pima County Bond election that goes before voters, we will campaign and vote against it."**

Attached is a list of individuals who have added their names to this petition, as well as additional comments written by the petition signers themselves.

Sincerely,  
Robin Clark

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Gerald Brees  
Tucson, AZ 85743  
Oct 8, 2013

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Colleen Brees  
Tucson, AZ 85743  
Oct 8, 2013

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frank quiroz  
tucson, AZ 85719  
Oct 7, 2013

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john tromble  
Tucson, AZ 85736  
Oct 7, 2013

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George Pass  
Tucson, AZ 85743  
Oct 6, 2013

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vern olson  
Tucson, AZ 85743  
Oct 6, 2013

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Sarah Carson  
Tucson, AZ 85743  
Oct 5, 2013

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Carol Tepper  
Tucson, AZ 85745  
Oct 5, 2013

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Virginia Rothwell  
Tucson, AZ 85711  
Oct 3, 2013

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Alison Richards  
Santa Cruz, CA 95060  
Oct 3, 2013

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Please leave our Wild Lands intact. Don't build here.

Faulene Main  
Gold Canyon, AZ 85118  
Oct 3, 2013

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No I 11 in Avra Valley. There is the Saguaro National Park. Ironwood National Forest. Desert Museum. Tucson mountain Park. Wild life mitigation corridors and it is a low light area for Kitts Peak. Just to name a few reasons why NOT to put I 11 through. Avra Valley

Peg Porter- Helbig and Scott Helbig  
Tucson, AZ 85743  
Oct 3, 2013

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Pamela Hoagland  
Tucson, AZ 85739  
Oct 3, 2013

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coppelia tarantal  
Tucson, AZ 85711  
Oct 2, 2013

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Look at the plan. No way is it sensible, except for developers who may have already invested in the area.

Norwood Hazard  
Marana, AZ 85653  
Oct 2, 2013

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Carrie Presnall  
Tucson, AZ 85705  
Oct 2, 2013

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Patricia Coghlan  
Tucson, AZ 85748  
Oct 2, 2013

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I want to help top protect the native habitats in Arizona

Elizabeth Davis  
Huntingdon Valley, PA 19006  
Oct 2, 2013

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MaRY cALDWELL  
Chandler, AZ 85224  
Oct 2, 2013

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Highway boondoggles are so 20th century

Randy Serraglio  
Tucson, AZ 85719  
Oct 1, 2013

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Deborah Hecht  
Oro Valley, AZ 85737

Oct 1, 2013

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Serena Quarelli  
Tucson, AZ 85711  
Oct 1, 2013

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This is an pristine, beautiful area of beauty that cannot be replicated. It is a favorite area of our travels. Please DO NOT allow a highway bypass to ruin this gift of nature.

charlene morita  
santa rosa, CA 95404  
Oct 1, 2013

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Linda Morgan  
Tucson, AZ 85752  
Oct 1, 2013

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Annette Weber  
Tucson, AZ 85713  
Oct 1, 2013

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Linda Merryman  
hilo, HI 96721  
Sep 30, 2013

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Susan Suntree  
Santa Monica, CA 90401  
Sep 30, 2013

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allegra ahlquist  
Pearce, AZ 85625  
Sep 30, 2013

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Barbara Ellingson  
Tucson, AZ 85743  
Sep 30, 2013

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Double-deck what already goes through Tucson...no need to destroy a very beautiful desert.

Rick Morrison  
Tucson, AZ 85743  
Sep 30, 2013

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Let nature be

Ivory Morris  
chicago, IL 60619  
Sep 30, 2013



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Marsha Todd  
Spokane Vly, WA 99223  
Sep 30, 2013

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Suzanne Lanzinger  
Napa, CA 94559  
Sep 30, 2013

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Carrie Trompeter  
Wilmette, IL 60091  
Sep 30, 2013

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If the point of this highway is to funnel interstate business into Tucson, it needs to go into Tucson, not way out west of the mountains. It should follow the I-10 footprint. Putting it out here will encourage business to bypass Tucson.

Philip R. Brown  
Tucson, AZ 85743  
Sep 30, 2013

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Time out. Let's declare a moratorium on such projects! We need to save our wild places for future generations.

Annie Kane  
Alameda Pt, CA 94501  
Sep 30, 2013

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Please do not put this Freeway into this beautiful untouched desert. It will be polluted by noise and exhaust and people! Keep this place for our future children to visit and be taken by its beauty

Ulrike Van der Molen  
scottsdale, AZ 85260  
Sep 30, 2013

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Celia  
Olivenhain, CA 92024  
Sep 30, 2013

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Bill Snyder  
Eugene, OR 97440  
Sep 30, 2013

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Julia Hilton  
Tucson, AZ 85750  
Sep 30, 2013

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Bev Collins  
Ashland, OR 97520

Sep 30, 2013

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Jay S Bene  
White Plains, NY 10601  
Sep 30, 2013

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Jan Stieber  
San Jose, CA 95118  
Sep 30, 2013

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Erin Olmstead  
Tucson, AZ 85716  
Sep 30, 2013

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Heidi jackson

Heidi jackson  
Scotts Valley, CA 95066  
Sep 30, 2013

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Jane Tutchener  
Brandon, United Kingdom  
Sep 30, 2013

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Kim Solano  
Moss Landing, CA 95039  
Sep 30, 2013

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Linda Pearson  
Mendocino, CA 95460  
Sep 30, 2013

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Kevin Lester  
San Diego, CA 92101  
Sep 30, 2013

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Tim White  
Tucson, AZ 85735  
Sep 30, 2013

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Victoria White  
Tucson, AZ 85735  
Sep 30, 2013

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Evan salke  
tahoe city, CA 96145  
Sep 30, 2013

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David Kohlberg  
Tucson, AZ 85735  
Sep 29, 2013

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Susan Mason  
Santa Monica, CA 90409-5822  
Sep 29, 2013

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I think that there could be a better place to put I-11. I feel like the cap has already took one of the most beautiful looks at the desert and put there C.A.P. water reservoir. Why not bring it in some where around pinal road and over?

Lynn Davis  
Tucson, AZ 85735  
Sep 29, 2013

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Taza Guthrie  
Tucson, AZ 85716  
Sep 29, 2013

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Susan Foster  
Tucson, AZ 85705  
Sep 28, 2013

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Donna Shelor-Cole  
Marana, AZ 85658  
Sep 28, 2013

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No unnecessary highways! Use the money for education!

Kalyca Spinler  
Tucson, AZ 85712  
Sep 28, 2013

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Patrick Dome  
Hereford, AZ 85615  
Sep 28, 2013

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Connie Gutt  
Tucson, AZ 85743  
Sep 28, 2013

---

Having visited this beautiful desert valley area before, I fully agree with and support the statement herein.

Gary C. Follich  
Bow/Edison, WA 98232  
Sep 28, 2013

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Carol A. LaVigne-Kane  
Seattle, WA 98108  
Sep 28, 2013

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Patricia Todd  
Tucson, AZ 85743  
Sep 28, 2013

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Stuart Greer  
Coventry, United Kingdom  
Sep 28, 2013

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Pam Negri  
Tucson, AZ 85750  
Sep 27, 2013

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Anne Montgomery  
Tucson, AZ 85743  
Sep 27, 2013

---

NO!!! I-11

Penny Kollar  
Tucson, AZ 85735  
Sep 27, 2013

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Joe Orr  
Floresville, TX 78114  
Sep 27, 2013

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Steve Foley  
Tucson, AZ 85750  
Sep 26, 2013

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Rose Augustine  
Tucson, AZ 85735  
Sep 26, 2013

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I recognize that there are economic benefits to the region; but there are equally serious negative environmental benefits, not to mention lack of water to support the future growth that this will cause. This needs way more thought and public discussion before it moves forward.

Deborah A. Thalasis  
Tucson, AZ 85704  
Sep 26, 2013

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Catherine Alvarez  
Tucson, AZ 85704



Sep 26, 2013

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T J Ferguson  
Tucson, AZ 85745  
Sep 26, 2013

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Barbara Mills  
Tucson, AZ 85745  
Sep 26, 2013

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cynthia watson  
Tucson, AZ 85745  
Sep 26, 2013

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No to more major destruction of our surrounding natural environment!

Thomas A. Ganser  
Tucson, AZ 85704  
Sep 26, 2013

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Rob Kulakofsky  
Tucson, AZ 85713  
Sep 26, 2013

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Judy Constantine  
Tucson, AZ 85745  
Sep 26, 2013

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Please don't destroy our Sonoran Desert and it's environment!!

Holly Geiger  
Tucson, AZ 85746  
Sep 26, 2013

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Scott Olmstead  
Tucson, AZ 85719  
Sep 26, 2013

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Irina Panyushkina  
Tucson, AZ 85745  
Sep 26, 2013

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No bond money for this boondoggle.

jOHN kROMKO  
Tucson, AZ 85705  
Sep 25, 2013

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Robert H. Brown  
Tucson, AZ 85735  
Sep 25, 2013

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JoAnn Sheperd  
Tucson, AZ 85718  
Sep 25, 2013

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Martina Shenal  
Tucson, AZ 85745  
Sep 25, 2013

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Sama Alshaibi  
Tucson, AZ 85701  
Sep 25, 2013

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Ellie Burgess  
Tucson, AZ 85718  
Sep 25, 2013

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This bypass is unnecessary and would cause incalculable ecological and cultural damage.

Julie Rogers  
Tucson, AZ 85710  
Sep 25, 2013

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No!!!

Joseph Labate  
Tucson, AZ 85716  
Sep 25, 2013

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we said no the first time. don't you people know when we said no we men't no

Richard Elvers  
Tucson, AZ 85743  
Sep 25, 2013

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No bypass thru Avra Valley!

Darlene S. Thacker  
Tucson, AZ 85743  
Sep 25, 2013

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Frank Gohlke  
Tucson, AZ 85745  
Sep 25, 2013

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K. H. Burgess  
Tucson, AZ 85718-6028  
Sep 25, 2013

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Davis A. Young  
Oro Valley, AZ 85737  
Sep 25, 2013

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Stick to existing transportation corridors!

Jean Clark  
Tucson, AZ 85705  
Sep 25, 2013

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Jacqueline Soule  
Tucson, AZ 85703  
Sep 24, 2013

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I think that somebody is about to make a lot of money on this. The people of the valley have been long denied a commute road to the city and suddenly an interstate pops up. Interesting that an interstate and a powerline initiative keep getting pushed by people who stand to gain.

Jason Rochester  
tucson, AZ 85743  
Sep 24, 2013

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Christina Moodie  
Tucson, AZ 85704  
Sep 24, 2013

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CHRISTINE J. CATHCART  
TUCSON, AZ 85736  
Sep 24, 2013

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Carol Masuda  
Tucson, AZ 85716  
Sep 24, 2013

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Not a good idea. Too much asphalt. Too many roads. Too many vehicles. Not enough public transportation.

Lee Oler  
Tucson, AZ 85705  
Sep 24, 2013

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dan wicker  
marana, AZ 85653  
Sep 23, 2013

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Joe Jones  
Tucson, AZ 85735  
Sep 23, 2013

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No to Interstate 11

Myra Jones  
Tucson, AZ 85735  
Sep 23, 2013

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Leslie Uhr  
Vail, AZ 85641  
Sep 23, 2013

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Wendy Russell  
Patagonia, AZ 85624  
Sep 23, 2013

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Kristina Ratzlaff  
Tucson, AZ 85713  
Sep 21, 2013

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Kenneth Bosma  
Tucson, AZ 85711  
Sep 21, 2013

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Jennifer Bosma  
Tucson, AZ 85711  
Sep 21, 2013

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Thomas Dempewolf  
Tucson, AZ 85743  
Sep 21, 2013

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Nancy Evans  
Tucson, AZ 85704  
Sep 21, 2013

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John Villinski  
Tucson, AZ 85712-3514  
Sep 21, 2013

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Stephanie Bowman  
TUCSON, AZ 85743  
Sep 21, 2013

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Paul Hamilton  
TUCSON, AZ 85743



Sep 21, 2013

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Kirti Mathura  
Chandler, AZ 85226  
Sep 21, 2013

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I can't imagine a better way to ruin the experience of Tucson Mtn. Park and Saguaro National Park West.

greg corman  
Tucson, AZ 85745  
Sep 20, 2013

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Thomas Monforte  
Tucson, AZ 85743  
Sep 20, 2013

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Bypasses kill towns. Highways kill ecosystems by dividing populations

michael sousa  
Tucson, AZ 85745  
Sep 19, 2013

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yu yu shiratori  
Tucson, AZ 85705  
Sep 19, 2013

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Harrison Shaffer  
Tucson, AZ 85728  
Sep 19, 2013

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lena melnick  
Tucson, AZ 85716  
Sep 19, 2013

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Tyler Shaffer  
Tucson, AZ 85716  
Sep 19, 2013

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Ben Duncan  
Tucson, AZ 85713  
Sep 19, 2013

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I unequivocally oppose this proposed Interstate 11. Tucson already as the footprint they need with the existing I-10 - add some elevated section and it should be adewuate for future traffic. This proposed highway can not, in any way, shape or form, be allowed to go through the Avra Valley.

Patricia J. Mason  
Tucson, AZ 85743  
Sep 19, 2013

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Francine Shacter  
Tucson, AZ 85718  
Sep 19, 2013

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Marc G. Kaplan  
Tucson, AZ 85710  
Sep 19, 2013

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Just say no!

Dr. Samuel Breidenbach  
Tucson, AZ 85752  
Sep 18, 2013

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Daniel Steffen  
Tucson, AZ 85735  
Sep 18, 2013

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I agree, find another way that is not going to cost people their homes and make such a negative impact on the wildlife.

Patrick St Peter  
Tucson, AZ 85743  
Sep 18, 2013

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Jeff McWhorter  
Tucson, AZ 85705  
Sep 18, 2013

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Norman F Watson  
Cave Creek, AZ 85331  
Sep 18, 2013

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Tres English  
Tucson, AZ 85711  
Sep 17, 2013

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I live in Avra Valley and of course I want to sign. Why do they have to mess this all up?

Carole Alvey  
Marana, AZ 85653  
Sep 17, 2013

---

No way, I'm sick if big expensive County road schemes. We need a more liveable city: invest in walking, biking, transit!!

Katie  
Tucson, AZ 85745

Sep 17, 2013

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brian brainerd  
Tucson, AZ 85711  
Sep 17, 2013

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Berta Brack  
Tucson, AZ 85712  
Sep 16, 2013

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Benjamin Elias  
Tucson, AZ 85705  
Sep 16, 2013

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we don't need more roads. the \$ can be spent on par more productive things.

Hector Cardenas  
Tucson, AZ 85705  
Sep 16, 2013

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Jasper V Ludwig  
Tucson, AZ 85719  
Sep 16, 2013

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Keenan Duncan  
Tucson, AZ 85713  
Sep 16, 2013

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Heidi U.  
Wheaton, MD 20902  
Sep 16, 2013

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Matt Griffiths  
tucson, AZ 85719  
Sep 16, 2013

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Nobody needs this. But if you're going to spend our money we can use safe bike lanes and sidewalks, underground electrical services, improved intersections, and many other useful civic facilities.

Eugene Boronow  
Tucson, AZ 85701  
Sep 16, 2013

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Kate Van Roekel  
Tucson, AZ 85711  
Sep 16, 2013

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Shane Knepp  
Tucson, AZ 85705

Sep 16, 2013

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No more roads, please. The environmental impact will be devastating to our beautiful old Tucson desert. More wildlife will be pushed out of their native habitat and further endangerment of our rare fauna and flora. Please do not bring Interstate 11 to our state. Thank you for your time and endless efforts to create this wonderful city we have all grown to love.

Monique Laraway  
Tucson, AZ 85719  
Sep 16, 2013

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There is no need for another highway, and evidence shows that it will not alleviate any traffic despite common belief.

melissa sotelo  
tucson, AZ 85701  
Sep 16, 2013

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Charles Swanson  
Tucson, AZ 85713  
Sep 16, 2013

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janet k miller  
Tucson, AZ 85701  
Sep 16, 2013

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Anna McCabe  
Madison, WI 53704  
Sep 16, 2013

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Kylie Walzak  
Tucson, AZ 85745  
Sep 16, 2013

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Matthew Bautista  
Tucson, AZ 85719  
Sep 16, 2013

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Carey Haas  
Tucson, AZ 85755  
Sep 16, 2013

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Bill Moeller  
Tucson, AZ 85705  
Sep 16, 2013

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Jason Syracuse  
Tucson, AZ 85705  
Sep 16, 2013

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Lauren Penney  
Tucson, AZ 85741  
Sep 16, 2013

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Duncan Benning  
Tucson, AZ 85719  
Sep 16, 2013

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I think the idea is horrible!! To displace people through eminent domain is even more horrendous!

Linda Franklin  
Tucson, AZ 85743  
Sep 16, 2013

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Laurie Neidich  
Tucson, AZ 85745  
Sep 16, 2013

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Jonathan Horst  
Tucson, AZ 85745  
Sep 16, 2013

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Tory Syracuse  
Tucson, AZ 85705  
Sep 16, 2013

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ian johnson  
Tucson, AZ 85701  
Sep 16, 2013

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This is a terrible idea. Promoting bad sprawl while uselessly spending billions of dollars doesn't make any sense whatsoever. What little respect I had for Chuck Huckleberry is certainly gone.

Sky Jacobs  
Tucson, AZ 85702  
Sep 16, 2013

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Kathy Cooper  
Tucson, AZ 85745  
Sep 16, 2013

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Johanna Eversole  
Tucson, AZ 85704  
Sep 16, 2013

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Donna Napier  
Eugene, OR 97405  
Sep 15, 2013



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I frequently visit this area for birding and other nature watching and related low impact outdoor activities. It is relatively unspoiled. Honor the 2007 resolution.

Myron L. Scott  
Tempe, AZ 85282  
Sep 15, 2013

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Jill Maratea  
Tucson, AZ 85712  
Sep 15, 2013

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Melissa Donovan  
Tucson, AZ 85718  
Sep 15, 2013

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I would prefer a high speed rail between Tucson and Phoenix.

kris basel  
tucson, AZ 85716  
Sep 15, 2013

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The highway is bad enough, but it would spawn abundant infrastructure that would further destroy the functional peacefulness and productivity of a desert wonderland.

Walt Anderson  
Prescott, AZ 86301-8457  
Sep 15, 2013

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No freeway through our valley! Email your friends and neighbors and let them know the scoop.

Nancy Martinez  
tuc, AZ 85743  
Sep 15, 2013

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Should of been told about this!!! What houses are involved? To tear up a national park too.

Dixon Morris  
Marana, AZ 85653  
Sep 14, 2013

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NO!! No, no, no, no!

Ronald Russell  
Tucson, AZ 85743  
Sep 14, 2013

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Karen Klima  
Tucson, AZ 85743

Sep 13, 2013

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Sofia Morris  
Marana, AZ 85653  
Sep 13, 2013

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I moved out here to get away from highways and such to enjoy the wildlife and tranquility. This is a new neighborhood !

Mary Mullen  
Marana, AZ 85653  
Sep 12, 2013

---

I appose the proposed I-11 bypass through Avra Valley.

Janet Russell  
Tucson, AZ 85743  
Sep 11, 2013

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I live in avra valley

johnny gary  
marana, AZ 85653  
Sep 11, 2013

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Scott Olsen  
Gilbert, AZ 85296  
Sep 10, 2013

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Use I10 still being built plenty of room

kenneth w anderson  
tucson, AZ 85743  
Sep 10, 2013

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Nancy Foster-Drapkin  
Tucson, AZ 85718  
Sep 10, 2013

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donald smith  
Florence, AZ 85132  
Sep 10, 2013

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Tucson native that does not want to see destruction of pristine desert lands.

David Govan  
Pinole, CA 94564  
Sep 9, 2013

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tl pasqual  
sells, az., AZ 85634  
Sep 9, 2013

---

NO to highway bypass through Avra Valley

J Roberts  
Queen Creek, AZ 85140  
Sep 9, 2013

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Please do not bring development along with the inevitable air, noise and light pollution to our peaceful valley especially when there is an economically feasible alternative right over I10. This is not progress; this is destruction of an increasingly threatened space - the Arizona/Sonora desert.

Mary Beth Fogg-Worman  
Marana, AZ 85653  
Sep 9, 2013

---

I Do Not Want the freeway

Shawna McMahon  
Florence, AZ 85132  
Sep 9, 2013

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I believe this not only will destroy all we've been protecting around this area, but it will also provide a fast highway for illegal activity such as drug & human trafficking ! Will kill animals known in this area & destroy many families lives & our all residents in Tucson Metro area in danger with illegal activity getting increased. Not to mention the money involved !!

Cary Westerman  
Tucson, AZ 85704  
Sep 8, 2013

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The reason we live in Picture Rocks is to get away from the city ,so don't bring the city to us. There is also an extremely high amount of Natural Wildlife that you will be harming as well, including thier habitat!

Melody Westerman  
Tucson, AZ 85743  
Sep 8, 2013

---

Elizabeth Butler  
Apache Junction, AZ 85119-1342  
Sep 5, 2013

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Please help us save our peaceful valley!

Kaitlin Meadows  
Tucson, AZ 85703

Sep 5, 2013

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Dolores Gormley  
Wickenburg, AZ 85390  
Sep 5, 2013

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Sharon Hunt  
Tucson, AZ 85754  
Sep 5, 2013

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Jennifer Gillmore  
Tucson, AZ 85730  
Sep 5, 2013

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Gregory Whitney  
Tucson, AZ 85715  
Sep 4, 2013

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Chuck Huckelberry is a "huckelberry." What does he THINK he's doing!??

Bonnie Molloy  
Tucson, AZ 85745  
Sep 4, 2013

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Lynn Dowling  
Clovis, CA 93611  
Sep 4, 2013

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Alison Bunting  
Sonoita, AZ 85637  
Sep 4, 2013

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As a former resident of Avra Valley and currently looking to relocate in the Tucson Mountains of Tucson, I strongly oppose this highway. Please don't turn Tucson into another Phoenix.

Alberta Medina  
Sonoita, AZ 85637  
Sep 4, 2013

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Carla Kerekes Martin  
Tucson, AZ 85748  
Sep 4, 2013

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Quentin Lewton  
Sonoita, AZ 85637-0207  
Sep 3, 2013

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Richard Henne  
Mesa, AZ 85202

Sep 2, 2013

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Julie Felix  
Tucson, AZ 85752  
Sep 1, 2013

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Christiane Heyde  
Tucson, AZ 85741  
Sep 1, 2013

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Merle Hutton  
Tucson, AZ 85716-1123  
Sep 1, 2013

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Jim Wooten  
Tucson, AZ 85743  
Sep 1, 2013

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Emily Creigh  
Tucson, AZ 85716  
Aug 30, 2013

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Rick Van Remortel  
Vail, AZ 85641  
Aug 30, 2013

---

The LAST thing we need here is another super highway! Leave it alone!

Zef Rose  
Tucson, AZ 85743  
Aug 30, 2013

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If you build it, we will move immediately.

Kenneth Lee  
Tucson, AZ 85743  
Aug 30, 2013

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William&Ellen Kurtz  
Amado, AZ 85645-9645  
Aug 30, 2013

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Marilyn Hartmann  
Tucson, AZ 85736  
Aug 30, 2013

---

no interstate highway



vincent marquette  
tucson, AZ 85743  
Aug 30, 2013

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Pamela Deters  
Tucson, AZ 85749  
Aug 29, 2013

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David O'Brien  
Tucson, AZ 85719  
Aug 29, 2013

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Thomas Foster  
Saint David, AZ 85630  
Aug 29, 2013

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Carol Feingold  
Tucson, AZ 85730  
Aug 29, 2013

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Lynn Nau  
Phoenix, AZ 85012  
Aug 28, 2013

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Max Licher  
Sedona, AZ 86339  
Aug 28, 2013

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Susan Nichols  
Tucson, AZ 85747  
Aug 28, 2013

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mary wills  
Tucson, AZ 85743  
Aug 28, 2013

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Cheryl Purvis  
Tucson, AZ 85712  
Aug 28, 2013

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Jose Beltran  
Yuma, AZ 85364  
Aug 28, 2013

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tyler  
Gilbert, AZ 85233  
Aug 28, 2013

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Eve Bentley  
Tucson, AZ 85710  
Aug 28, 2013

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Robert Robertson  
Prescott Valley, AZ 86314  
Aug 28, 2013

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Bruce Bennett  
Wickenburg, AZ 85390  
Aug 28, 2013

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tammy bennett  
wickenburg, AZ 85390  
Aug 28, 2013

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Michael Hudson  
Avondale-Goodyear, AZ 85323  
Aug 28, 2013

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Barbara Edmunson  
Tucson, AZ 85739  
Aug 28, 2013

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claire morgan  
queen creek, AZ 85142-9066  
Aug 27, 2013

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Diana  
Tucson, AZ 85745  
Aug 27, 2013

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Jacklyn Burns  
Tucson, AZ 85712  
Aug 27, 2013

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There is not enough traffic restriction on I-10 to warrant a by-pass. Our historic and environmental needs far outweigh any need for additional concrete.

Georgia Smith  
Schwenksville, PA 19473  
Aug 27, 2013

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William Gorrell  
Apache Junction, AZ 85119  
Aug 27, 2013

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Chris Parisoff  
Tucson, AZ 85711  
Aug 27, 2013

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Adrienne Acoba  
Vail, AZ 85641  
Aug 27, 2013

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Anthony Tripp  
Strawberry, AZ 85544  
Aug 27, 2013

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Jill Langevin  
Tucson, AZ 85719  
Aug 27, 2013

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M. Justina Boyle  
Sedona, AZ 86336  
Aug 27, 2013

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Let us not continue to pave over our desert in the name of progress. We've damaged the land too much as it is. This is all that there is. We cannot make more land nor replicate our delicate environment.

edward chalk  
Marana, AZ 85653  
Aug 27, 2013

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Susan Breen  
Clifton, AZ 85533  
Aug 27, 2013

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Paula Smith  
Tucson, AZ 85745  
Aug 27, 2013

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Elmer Hubbard, Jr  
Tucson, AZ, AZ 85748  
Aug 27, 2013

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Margaret Cathey  
Gilbert, AZ 85297  
Aug 27, 2013

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Arthur Carter Rogers  
Tempe, AZ 85283  
Aug 27, 2013

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Amber Martinez  
Sedona, AZ 86336  
Aug 27, 2013

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Yolanda Gales  
Scottsdale, AZ 85259  
Aug 27, 2013

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Kathleen Gregonis  
Tucson, AZ 85713  
Aug 27, 2013

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Rachael Trone  
Chandler, AZ 85225  
Aug 27, 2013

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Harald  
Tucson, AZ 85711  
Aug 27, 2013

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Crystal  
Yuma, AZ 85367  
Aug 26, 2013

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K Gabriel  
Sedona, AZ 86336  
Aug 26, 2013

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Myrna Uditsky  
Mesa, AZ 85213  
Aug 26, 2013

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Don't tread on us!

SC  
Tucson, AZ 85745  
Aug 26, 2013

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Aaron Koral  
Tucson, AZ 85712  
Aug 26, 2013

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Sylvan Giacchino  
Northern Arizona University, AZ 86001  
Aug 26, 2013

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Frances A. Ellis  
Chandler, AZ 85249

Aug 26, 2013

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Katherine Farago  
Mesa, AZ 85210  
Aug 26, 2013

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Janet Erickson  
Apache Junction, AZ 85119  
Aug 26, 2013

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Jean Gauthier  
Benson, AZ 85602  
Aug 26, 2013

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Michael and Kathleen Shores  
Tempe, AZ 85281-8728  
Aug 26, 2013

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New bypass freeways rarely stay only bypasses - developers so often use them for suburban sprawl, and the valley is too narrow. It's really serene as it is and this "I-11 extension" as described would ultimately ruin the serenity of the Tucson mountains and beyond.

Arianna S.  
Tucson, AZ 85719  
Aug 26, 2013

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Valerie  
Tucson, AZ 85719  
Aug 26, 2013

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bill teamann  
avondale, AZ 85392  
Aug 26, 2013

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Audrey Muhammad

Audrey Muhammad  
Mesa, AZ 95208  
Aug 26, 2013

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Valerie Wilkins  
Tucson, AZ 85710  
Aug 26, 2013

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Denise OConnor  
Phoenix, AZ 85068  
Aug 26, 2013



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NO NO NO 1-11 BYPASS THANK YOU

LuAnn Barr  
Tucson, AZ 85735  
Aug 26, 2013

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david walker  
avondale, AZ 85392  
Aug 26, 2013

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Robert P Braun  
Glendale, AZ 85308-5756  
Aug 26, 2013

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Ariana Sophia  
Tucson, AZ 85711  
Aug 26, 2013

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Pamela Wallace  
tucson, AZ 85730  
Aug 26, 2013

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Deborah Carter  
Tucson, AZ 85711  
Aug 26, 2013

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Melayne Mills  
Avondale, AZ 85392-6314  
Aug 26, 2013

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This is a terrible idea. Get a grip on reality: no more interstate highways, period.

C. Bower  
Sonoita, AZ 85637  
Aug 26, 2013

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Tania J. Malven  
Tucson, AZ 85719-2441  
Aug 26, 2013

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I split my time between WA. and Tucson and first moved to AZ. in 1975. I've seen too many irreplaceable parts of the Sonoran desert already destroyed by development. If I-10 needs to be expanded that's one thing, but don't touch one of the last special parts of the desert left close to Tucson.

Roger Griffin  
Richland, WA 99352  
Aug 26, 2013

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Sharon Hise  
Phoenix, AZ 85020  
Aug 26, 2013

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Rose Wall  
Flagstaff, AZ 86004  
Aug 26, 2013

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Kate Hooker  
Glendale, AZ 85304  
Aug 26, 2013

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Rita Gentry  
Tucson, AZ 85719  
Aug 26, 2013

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Lee Basnar  
Sierra Vista, AZ 85650  
Aug 26, 2013

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Susen Mills  
Gilbert, AZ 85299  
Aug 26, 2013

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Richard Bryant  
Tucson, AZ 85718-1159  
Aug 26, 2013

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Grace Logan  
Phoenix, AZ 85007  
Aug 26, 2013

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Maggy Burke  
Tucson, AZ 85739  
Aug 26, 2013

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Bobbi Corbett  
Tucson, AZ 85704  
Aug 26, 2013

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Waltraud Cocco  
Phoenix, AZ 85032  
Aug 26, 2013

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Hugh Owen  
Tucson, AZ 85756  
Aug 26, 2013

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Mary Ann Maher  
Phoenix, AZ 85028  
Aug 26, 2013

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Laura Lemon  
Kingman, AZ 86401  
Aug 26, 2013

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Frank Wyse  
Mesa, AZ 85209-5300  
Aug 26, 2013

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Mr Larry L Cain  
Sun City, AZ 85351  
Aug 26, 2013

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Eric  
Chandler, AZ 85286  
Aug 26, 2013

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Huge environmental damage to the region!

Helen Gardner  
Tucson, AZ 85743  
Aug 26, 2013

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Joan Gaunt  
Flagstaff, AZ 86004  
Aug 26, 2013

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Lynda Barondes  
Alamos, AZ 85621  
Aug 26, 2013

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Joel Dworin  
Tucson, AZ 85711  
Aug 26, 2013

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Cathy Youngblood

Cathy Youngblood  
Gilbert, AZ 85234  
Aug 26, 2013

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Bettie w. Wright  
Surprise, Az., AZ 85374  
Aug 26, 2013

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Sandra Day  
Gilbert, AZ 85295  
Aug 26, 2013

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Janee Campagne  
Oro Valley, AZ 85737  
Aug 26, 2013

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Amanda Hafner  
Snowflake, AZ 85937  
Aug 26, 2013

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Rick OConnell  
Tucson, AZ 85741  
Aug 26, 2013

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Nancy Pitt  
Tucson, AZ 85716  
Aug 26, 2013

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Bret Belko  
Overgaard, AZ 85933  
Aug 26, 2013

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Jeanette Weis  
Glendale, AZ 85302  
Aug 26, 2013

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This highway would negatively affect a beautiful area of Arizona and increase growth in that area ruining it even more. Pima County does not have the money to adequately take care of it's current size, much less add this to its responsibility.

Lynne Smiley  
Tucson, AZ 85719  
Aug 26, 2013

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Teresa Mays  
Glendale, AZ 85308  
Aug 26, 2013

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Alva Yarter Pflieger  
Palmdale, CA 93591-3022  
Aug 26, 2013

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Let's focus on increased rail shipments and a high-speed rail line between Tucson and Phoenix instead of continuing to look for more ways to put more concrete and blacktop down in the desert and in our cities.

Richard Hanson  
Tucson, AZ 85747  
Aug 26, 2013

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A. Michael Hutchins  
Tucson, AZ 85718  
Aug 26, 2013

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Thomas Halstead  
Prescott, AZ 86303  
Aug 26, 2013

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bryn jones  
Tucson, AZ 85745  
Aug 26, 2013

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Meghann Caskey  
Tucson, AZ 85719  
Aug 26, 2013

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Maureen Mackey  
Tucson, AZ 85716  
Aug 26, 2013

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Kristine Yarter  
Tucson, AZ 85712-4527  
Aug 26, 2013

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jerome stucenski  
scottsdale, AZ 85253  
Aug 26, 2013

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Bethany Nixon  
Phoenix, AZ 85032  
Aug 26, 2013

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Patrick Bailey  
Phoenix, AZ 85020  
Aug 26, 2013

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Much needs to be done before any possible decision for an alternative route can even be decided. What are the other Alternatives? Environmental and community impacts? etc.

Marshall Magruder  
Tubac, AZ 85646-1267



Aug 26, 2013

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This is a shameless pro-growth, pro-development proposal with complete disregard for the desert and its inhabitants -- human and otherwise. The Avra valley, notably the western slopes of the Tucson Mountain range is already seeing deterioration due to the interference of the CAP -- despite the mitigation corridor. This is no way to treat the Sonoran Desert -- a unique national treasure.

Gerry Gutt  
Tucson, AZ 85743  
Aug 26, 2013

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This would destroy a beautiful part of our Sonoran Desert

west rock  
Selma, OR 97538  
Aug 26, 2013

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Urban sprawl is killing us and the environment that sustains our livelihoods and the economy. This is a desert, not Chicago.

Keith Schaeffer  
Tucson, AZ 85712  
Aug 26, 2013

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Michael DeAngelis  
Scottsdale, AZ 85266  
Aug 26, 2013

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rameen ahmed  
Tucson, AZ 85716  
Aug 26, 2013

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Stephen Paige  
Tucson, AZ 85719-2641  
Aug 26, 2013

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Don't kill the beautiful plants

Sarah Littmann  
Tucson, AZ 85710  
Aug 26, 2013

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Please don't build a by-pass route through Avra Valley. Enough is enough, the desert provides a great sense of solitude and we don't need more urban sprawl. We're already in a water crisis here in Arizona and we need to slow down development and protect the desert, we don't want or need more development at all!!

Ryan  
Tucson, AZ 85730  
Aug 26, 2013

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Allen Alexander  
Mesa, AZ 85212  
Aug 26, 2013

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Susan Jerez  
Tucson, AZ 85704  
Aug 26, 2013

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Cynthia  
Tucson, AZ 85733  
Aug 26, 2013

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Sandi Johnson  
Douglas, AZ 85607  
Aug 26, 2013

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James Napolitano  
Phoenix, AZ 85032  
Aug 26, 2013

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shirlet  
phx, AZ 85027  
Aug 26, 2013

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glenda kae hines  
quartzsite, AZ 85346  
Aug 26, 2013

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Gordon Shaffer  
Prescott, AZ 86301  
Aug 26, 2013

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Matilda Heenan  
Tucson, AZ 85749  
Aug 26, 2013

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Michael Orban  
glencove, NY 11542  
Aug 26, 2013

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Wendy Foster  
glen cove, NY 11542  
Aug 26, 2013

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This highway is not needed and will trespass through some very sensitive, beautiful landscape. Our goal should be to reduce travel on highways, not increase it. This effort will jeopardize the whole bond election. Preserve southern Arizona.

Lois Pawlak  
Tucson, AZ 85712  
Aug 25, 2013

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I agree most heartily with Robin. She words her opposition quite well. I am against the proposal to construct an I-11 bypass.

Judy Mercer  
Tucson, AZ 85755  
Aug 25, 2013

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Virginia I. Tench  
Benson, AZ 85602  
Aug 25, 2013

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sherry leach  
Tucson, AZ 85743  
Aug 24, 2013

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Thank you for reviewing carefully any plans to disturb the desert for yet one more highway. We must responsibly protect the desert lands, its history, culture, sustainability - Please consider alternative, creative ways to meet all the needs without building one more highway. Many thanks, Jhan

Jhan Kold  
Tucson, AZ 85711  
Aug 24, 2013

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Wendy Burroughs  
Tucson, AZ 85735  
Aug 24, 2013

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Tamiyo  
Tucson, AZ 85743  
Aug 24, 2013

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Robert Jones  
Tucson, AZ 85743  
Aug 24, 2013

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Frank Montalbano  
tucson, AZ 85743  
Aug 24, 2013

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Karen Evans  
Tucson, AZ 85743  
Aug 23, 2013

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Stop urban sprawl and noise pollution from creeping into our beautiful valley. The beauty and preservation of AZ Sonora Desert Museum and Sahuaro National Park West would be also be destroyed. Go elsewhere with this plan.

Margaret Macleish  
Tucson, AZ 85704  
Aug 23, 2013

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Sherryl Volpone  
Tucson, AZ 85743  
Aug 23, 2013

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Elaine Castricone  
Tucson, AZ 85743  
Aug 23, 2013

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Germaine Shames  
Tucson, AZ 85743  
Aug 23, 2013

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Bruce Cooper  
Marana, AZ 85653-8726  
Aug 23, 2013

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Yet another reason to oppose the I-11 Bypass route proposal is that rapidly developing autonomous vehicle technology will reduce headspace (safe distance between vehicles), thus dramatically reducing highway congestion. The I-11 bypass proposal is based on outmoded thinking and is entirely unnecessary.

David Omick  
Benson, AZ 85602  
Aug 23, 2013

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Marcia becker  
Tucson, AZ 85743  
Aug 23, 2013

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Gaile James  
Marana, AZ 85658  
Aug 23, 2013

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Gigi Taylor  
Picture Rocks Petition, AZ 85743  
Aug 23, 2013

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Corina Schaffner-Fegard  
Marana, AZ 85653  
Aug 23, 2013

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Dave Barnes  
Tucson, AZ 85743  
Aug 23, 2013

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Laura Tressler  
Mount Joy, PA 17552  
Aug 23, 2013

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Cancerous "bypass sprawl" is not environmentally responsible. We need to figure out how to reduce local traffic on I-10.

Peter Else  
Mammoth, AZ 85618  
Aug 22, 2013

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There are sufficient freeways to serve the needs!

Henry Morita  
Santa Rosa, CA 95404  
Aug 22, 2013

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Susan Sargent  
Tucson, AZ 85748  
Aug 22, 2013

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Susan Willis  
Tucson, AZ 85716  
Aug 22, 2013

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Alicia Drapkin  
Tucson, AZ 89718  
Aug 22, 2013

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Doug W. Larson  
Tucson, AZ 85716  
Aug 22, 2013

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George Drum  
Phoenix, AZ 85018  
Aug 22, 2013

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donna corbin  
philadelphia, PA 19119  
Aug 22, 2013

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Putting in this interstate would destroy the natural beauty surrounding the Saguaro National Forest.

Linda Dahl  
Marana, AZ 85654  
Aug 22, 2013

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Linda McLean  
Benson, AZ 85602  
Aug 22, 2013

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Keith Geist  
Tucson, AZ 85743  
Aug 22, 2013

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Susan Becker  
White Plains, NY, NY 10603  
Aug 22, 2013

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Cynthia Williams  
Tucson, AZ 85712  
Aug 21, 2013

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Paula Lipsitz  
Tucson, AZ 85741  
Aug 21, 2013

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Bob Evans  
Redington, AZ 85602  
Aug 21, 2013

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The Avra valley should not be fragmented.

susan newman  
Benson, AZ 85602  
Aug 21, 2013

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This is so absurd! We are widening I10 to cover this traffic. NO absolutely NOT!!

Colette Taglieri  
Marana, AZ 85653-9153  
Aug 21, 2013

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Charles Hedgcock  
Tucson, AZ 85711  
Aug 21, 2013



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A terrible idea that should have died with the I-10 bypass.

Norm Meader  
Tucson, AZ 85716  
Aug 21, 2013

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Deborah Palmieri  
Tucson, AZ 85713  
Aug 21, 2013

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This highway is totally unnecessary. Let's NOT build it and save the environment and the night sky instead.

Dan  
Queens, NY 11101  
Aug 21, 2013

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Barbara Larkum  
Tucson, AZ 85743  
Aug 21, 2013

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Joseph Scott Heiskell  
Knoxville, TN 37917  
Aug 21, 2013

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Christine Locke  
Phoenix, AZ 85020  
Aug 20, 2013

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Dianne Martin  
Williams, OR 97544  
Aug 20, 2013

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Gray Larkum  
Tucson, AZ 85743  
Aug 20, 2013

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Molly Moore  
Tucson, AZ 85719  
Aug 20, 2013

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Anne Eccles  
Tucson, AZ 85743  
Aug 20, 2013

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Kimberly Duffek  
Tucson, AZ 85745  
Aug 20, 2013

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Build a new road when they can't even maintain the ones we've got? Crazy!!

E C YARTER  
MARANA, AZ 85653-9497  
Aug 20, 2013

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Elsa Swyers  
TUCSON, AZ 85743  
Aug 20, 2013

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Dan Millis  
Tucson, AZ 85711  
Aug 20, 2013

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As a child of the Southwest, I beg of you not to subject our beloved Avra Valley to this paving of paradise...

Rebecca Harris  
Yonkers, NY 10701  
Aug 20, 2013

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Wendy  
Seaside, OR 97138  
Aug 20, 2013

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Raina Solomon  
Santa Barbara, CA 93110  
Aug 20, 2013

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Jennifer Misner  
Detroit, OR 97342  
Aug 20, 2013

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We neither want nor need another interstate. Allowing it's construction will create another Tucson on the west side of the Tucson Mountains.

Sonya  
Tucson, AZ 85716  
Aug 20, 2013

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Linda Jess  
Tucson, AZ 85704  
Aug 20, 2013

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Roy Emrick  
Tucson, AZ 85719  
Aug 20, 2013

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James Hannley  
Tucson, AZ 85716  
Aug 20, 2013

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Dorene McElyea  
Tucson, AZ 85747  
Aug 20, 2013

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Ken and JoAnn Bierman  
Tucson, AZ 85745  
Aug 20, 2013

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Al Bellavia  
Tucson, AZ 85743  
Aug 20, 2013

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Richard Kaiser  
Sister Bay, WI 54234  
Aug 20, 2013

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Daniel Einfrank  
Tucson, AZ 85743  
Aug 20, 2013

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This project would DESTROY Avra Valley, increase pollution, traffic, noise and make Tucson into an urban nightmare. We need a modern, efficient, less polluting transportation system. not more roads for more cars. Some people must stand to make to make fortunes off this, as that's the only reason for its proposal.

James Behra  
Tucson, AZ 85750  
Aug 20, 2013

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Emilie Vardaman  
Naco, AZ 85620  
Aug 20, 2013

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Jeffrey Gerard Holsen  
Tucson, AZ 85705  
Aug 20, 2013

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Brenda Tune  
nixa, MO 65714  
Aug 20, 2013

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Mary Beardsley  
Tucson, AZ 85741  
Aug 20, 2013

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Elizabeth Good  
Tucson, AZ 85712  
Aug 20, 2013

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Julie Hannan Wiens  
Tucson, AZ 85741  
Aug 20, 2013

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John F. Wiens  
Tucson, AZ 85741  
Aug 20, 2013

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Amy Schwemm  
Tucson, AZ 85745  
Aug 20, 2013

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Mike Dayton  
Tucson, AZ 85737  
Aug 20, 2013

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Richard Roati  
Tucson, AZ 85716  
Aug 20, 2013

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There has to be a better way that's environmentally friendly!

Steven Silverman  
Hopewell Junction, NY 12590  
Aug 20, 2013

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Caroline C. Wilson  
Tucson, AZ 85736  
Aug 20, 2013

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Michelle Rally  
Tucson, AZ 85728  
Aug 20, 2013

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Dar Dobroslavic  
Tucson, AZ 85705  
Aug 20, 2013

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Michael Schwartz  
Tucson, AZ 85705  
Aug 19, 2013

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Francisca James Hernandez  
Tucson, AZ 85716

Aug 19, 2013

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This freeway will not help anyone! Traffic on i10 is never heavy enough to support this project. We need high speed rail not more freeways!

Ezra Roati  
Tucson, AZ 85705  
Aug 19, 2013

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susan silverman  
tucson, AZ 85717  
Aug 19, 2013

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Let's use I-10 & I-19. It seems the costly 'I-11' scheme is quietly aimed at more urban sprawl in Pima County.

Rep. Daniel Patterson (fmr)  
Tucson, AZ 85702  
Aug 19, 2013

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Carl Kanun  
Tucson, AZ 85718  
Aug 19, 2013

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This is a time when we should be concerned about global warming and its impact. A full 6% of the world's energy goes toward cement production. Highway creation is very high in CO2 produced with energy used for cement and steel. Additionally, desert spawl, which the Avra Valley option would foster increases CO2 production.

Russell Lowes  
Tucson, AZ 85716-3255  
Aug 19, 2013

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We dont want a bypass through our beautiful desert, face it, you guuys ruin everything youtouch! Leave nature alone!

Donna Perry  
Tucson, AZ 85705  
Aug 19, 2013

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I love every inch of Arizona and don't want to see one more square mile of it despoiled by chewing up any more of it's wild beauty with a bypass

Diane K. Wilson  
PACIFIC GROVE, CA 93950  
Aug 19, 2013

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William Balderson  
Tucson, AZ 85736  
Aug 19, 2013

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Arlene Carlson  
Tucson, AZ 85743  
Aug 19, 2013

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Michael Tamarack  
Tucson, AZ 85705  
Aug 19, 2013

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Sedona Mackie  
Tucson, AZ 85712  
Aug 19, 2013

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Harrison Smith  
Tucson, AZ 85705  
Aug 19, 2013

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randy baggenstoss  
bismarck, ND 58501  
Aug 19, 2013

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Ryan Lee  
Tucson, AZ 85701  
Aug 19, 2013

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More sprawl and more roadways are not necessary for Tucson's infrastructure. Let's care for our environmental and cultural heritage, and make a commitment to more sustainable development.

John Melillo  
Tucson, AZ 85701  
Aug 19, 2013

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We don't need another highway destroying wilderness.

Paula Bortz  
Santa Cruz, CA 95062  
Aug 19, 2013

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Helen Mellen  
Tucson, AZ 85743  
Aug 19, 2013

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Susan Jayko  
Tucson, AZ 85731  
Aug 19, 2013



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Am 1 mi W of Sandario, 1, mi N of Ajo Way--am opposed to any new construction labeled "Hwy 510" through the Sandario/Saguaro Natl Park area--the time for Big Highways & clearing new land is clearly over--double deck the existing freeway in Tucson for ecological and financial reasons--the only route that makes sense.

Susan M. White  
Tucson, AZ 85735  
Aug 19, 2013

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It would be a shame to tear up Avra Valley, where most residents treasure the quiet, close-to-nature lifestyle that it now provides. Wildlife has already been disrupted by the CAP. despite all attempts at mitigation. A freeway would be immeasurably worse.

Virginia Berry  
Tucson, AZ 85735  
Aug 19, 2013

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E. M. Battin  
Picture Rocks, AZ 85743  
Aug 19, 2013

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Tucson is full of horrible potholes. Let's fix those!

EShaughnessy  
Tucson, AZ 85750  
Aug 19, 2013

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Anne Edwards  
Tucson, AZ 85745  
Aug 19, 2013

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Sharon Gilbert  
Tucson, AZ 85732  
Aug 18, 2013

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Peggy Wenrick  
Tucson, AZ 85718  
Aug 18, 2013

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Kristine Maish  
Tucson, AZ 85711  
Aug 18, 2013

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Carol Eagle  
Tucson, AZ 85718  
Aug 18, 2013

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There surely is an alternate to a route through Avra Valley--one which will have less negative environmental impact.

Cathy Rowlette  
Tucson, AZ 85741  
Aug 18, 2013

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Jeanette Smith  
Tucson, AZ 85743  
Aug 18, 2013

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Scott Thomas  
Tucson, AZ 85704  
Aug 18, 2013

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Virgil Swadley  
Tucson, AZ 85743  
Aug 18, 2013

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richard muller  
tucson, AZ 85735  
Aug 18, 2013

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Melissa Donovan  
Tucson, AZ 85718  
Aug 18, 2013

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David Breed  
Tucson, AZ 85742  
Aug 18, 2013

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Please do not proceed with this project!

Sara Krusenstjerna  
TUCSON, AZ 85718  
Aug 18, 2013

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How can we help come up with an ecologically and economically sound alternative???

Dr. Jen Wilcox  
Tucson, AZ 85743  
Aug 18, 2013

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June Chow-Tyne  
Tucson, AZ 85742  
Aug 18, 2013

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Patricia Stern  
Tucson, AZ 85745  
Aug 18, 2013

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Jacqueline Alger  
Oro Valley,, AZ 85755  
Aug 18, 2013

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Yvonne Kennedy  
Phoenix, AZ 86024  
Aug 18, 2013

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The nation's huge freeway system is not sustainable - expanding it is folly.

Paul Huddy  
Tucson, AZ 85712  
Aug 18, 2013

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Time and time again, local residents have worked together with county, state, and federal entities to set aside lands from development to promote the conservation and preservation of our natural and cultural resources. This plan flies in the face of the hard work that has been done to date.

Jeff Martinelli  
tucson, AZ 85743  
Aug 18, 2013

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Gerry Morgan  
Tucson, AZ 85736  
Aug 17, 2013

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Saguaro National Park and the Arizona-Sonora Desert Museum lie in the pristine desert habitat on the west side of the Tucson Mountains. I 11 would create a small commercial city through the valley destroying the views and appeal to thousands of money bearing visitors to the Tucson area.

Bob Perrill  
Tucson, AZ 85743  
Aug 17, 2013

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Highway is important, however, please put it another place that doesn't affect so many people and animals.

Sherry Kotecki  
Tucson, AZ 85743  
Aug 17, 2013

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tom  
mesa, AZ 85213  
Aug 17, 2013

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Nancy Kurokawa  
Tucson, AZ 85730  
Aug 17, 2013

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IMHO, it would be better and more efficient to connect I-11 at Casa Grande as originally proposed, or to connect to I-8 south of the I-10 connection west of Phoenix.

Donald Eagle  
Tucson, AZ 85718  
Aug 17, 2013

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we do not want another Phoenix area here. We need to protect our wildlife and history that made Tucson what it is today.. thank you for your support.

nancy florez  
tucson, AZ 85750  
Aug 17, 2013

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Kristine Klewin  
Tucson, AZ 85750  
Aug 17, 2013

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Laura Montenegro  
Tucson, AZ 85743  
Aug 17, 2013

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I have been a dunno rat since 1961 I have not voted for communism since. Carter

Michael Norrie  
Tus, AZ 85743  
Aug 17, 2013

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Jean Patton  
Tucson, AZ 85739  
Aug 17, 2013

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Shirley Requard  
Tucson, AZ 85715  
Aug 17, 2013

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Delores Beck  
Tucson, AZ 85743  
Aug 17, 2013

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Catherine Williams  
Tucson, AZ 85719  
Aug 17, 2013

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Donna Smith  
Cortaro, AZ 85652-0482  
Aug 17, 2013

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J Randall HARRIS  
Tucson, AZ 85743-9275  
Aug 17, 2013

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James Cloud  
Tucson, AZ 85704  
Aug 17, 2013

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Bruce Bayly  
Tucson, AZ 85719  
Aug 17, 2013

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don't we have enuff interstates?

Mike Corbin  
Mesa, AZ 85209  
Aug 17, 2013

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Sherry Eisler  
Cortaro, AZ 85652  
Aug 17, 2013

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There has to be an alternate solution to whatever the so called need is for this highway!

Jeanette Corbin  
Brush, CO 80723  
Aug 17, 2013

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No Interstate 11 Highway Through the Avra Valley!

Barbara Beames  
Santa Fe, NM 87504  
Aug 17, 2013

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Sharon Slaubaugh  
San Tan Valley, AZ 85143  
Aug 17, 2013

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The I-11 bypass overlooks the value of our natural resources. Tourists come to Tucson to enjoy our weather but also to see the beautiful Sonoran Desert. The Tucson Mountains are the easiest way to explore the desert. Having a freeway run through the Avra Valley would destroy this valuable resource.

Janet Anderson  
Tucson, AZ 85743  
Aug 17, 2013

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As a Pima County taxpayer, I strongly oppose the plan. This is a beautiful area that would be destroyed by the bypass. It would come within a mile of my property, and the resulting of noise and pollution would be unacceptable.

Paul Brouillette  
tucson, AZ 85743  
Aug 17, 2013

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Why would we want to blade more pristine, sonoran desert land to put in another roadway close to saguaros Nat'l park, west and the ancient picture rock and signal hill? NOOOOO.

kena milberg  
TUCSON, AZ 85745  
Aug 17, 2013

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Bill Cone  
Phoenix, AZ 85023  
Aug 17, 2013

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The negative impacts of this unnecessary route far outweigh any slight advantages. Let's not destroy another beautiful part of Arizona!

Robert Huebsch  
Tucson, AZ 85743  
Aug 17, 2013

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Marilyn Hanson  
Tucson, AZ 85743  
Aug 17, 2013

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John Higgins  
tucson, AZ 85757  
Aug 17, 2013

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Leander D'Ambrosia  
Tucson, AZ 85701  
Aug 17, 2013

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Heidi Jackson  
Scotts Valley, CA 95066



Aug 17, 2013

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Lorel Picciurro  
Tucson, AZ 85742  
Aug 17, 2013

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no I-11 through Avra Valley

Deborah Allonby  
Tucson, AZ 85743  
Aug 17, 2013

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Paul Stillman  
Marana, AZ 85658  
Aug 17, 2013

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Please, for the love of God, do NOT let this interstate be built. it will ruin one of the most beautiful pieces of land in America.

Todd Stapleton  
Gold Canyon, AZ 85118  
Aug 16, 2013

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Wes Oswald  
tucson, AZ 85745  
Aug 16, 2013

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Brit Rosso  
Vail, AZ 85641  
Aug 16, 2013

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Dona  
Tucson, AZ 85741  
Aug 16, 2013

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We do NOT need another freeway. It's time to protect what's left of the natural treasures of this state and keep the existing environment safe.

Connie Cone  
Phoenix, AZ 85023  
Aug 16, 2013

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Gina Bugner  
Tucson, AZ 85743  
Aug 16, 2013

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As as former Tucson resident, I often enjoyed the wild, scenic and peaceful Avra Valley, and nearby sites like Ironwood Monument, Saguaro Park, and Tucson Mountain Park.

Chuck Logan  
Gainesville, FL 32605  
Aug 16, 2013

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joseph ciaramitaro  
tucson, AZ 85704  
Aug 16, 2013

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Lainie  
Tucson, AZ 85749  
Aug 16, 2013

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Saliane Anderssen  
Tucson, AZ 85743  
Aug 16, 2013

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Rosanne Thompson  
Tucson, AZ 85735  
Aug 16, 2013

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This highway would be detrimental to the ecology of Avra Valley. It would be detrimental to Tucson's economy, which depends on interstate traffic.

Teresa Rochester  
Tucson, AZ 85743  
Aug 16, 2013

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Karen J. Zopf  
Tucson, AZ 85743  
Aug 16, 2013

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Stoip the I-11 Bypass Route!

Robert Gary Kozel  
Kenwood, CA 95452  
Aug 16, 2013

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Paul Madarasz  
Tucson, AZ 85712  
Aug 16, 2013

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Charles Miles  
Tucson, AZ 85716  
Aug 16, 2013

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Eileen McClusky  
Tucson, AZ 85750  
Aug 16, 2013

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Judith Schneider  
Tucson, AZ 85704  
Aug 16, 2013

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Loraine Zagula  
Tucson, AZ 85719-2721  
Aug 16, 2013

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Kevin Dahl  
Tucson, AZ 85719  
Aug 16, 2013

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There are far better alternatives for this route. It is a waste of tax payer monies and will bring pollution, noise and disrupt the wildlife and beauty of a fragile desert area. Enough! No I-11 through Avra Valley.

Michael S. Boggia  
Tucson, AZ 85743  
Aug 16, 2013

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Don't destroy the valley!

Gary Hewitt  
Silver Spring, MD 20910  
Aug 16, 2013

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Leslie glass  
Marans, AZ 85653  
Aug 16, 2013

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Deborah Vath  
Tucson, AZ 85745  
Aug 16, 2013

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This is the wrong time to spend money on a wasteful project, let alone the environmental damage this will cause for generations.

Armando A. Gonzalez Jr.  
Tucson, AZ 85734  
Aug 16, 2013

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C. Gene McCormick  
Tucson, AZ 85704  
Aug 16, 2013

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We concur, AMEN!

Vivian B. Larsen & Helen Kalcsits  
Tucson, AZ 85743  
Aug 16, 2013

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Keep Avra Valley clean and free from pollution for human and other desert dwellers!

Albie Johnson  
Tucson, AZ 85743  
Aug 16, 2013

---

The environmental impact plus the dirt and noise of construction of such a hwy over many years would drive away many of the winter visitors (such as myself) and their \$\$\$\$

Susan Carberry  
Pensacola, FL 32513  
Aug 16, 2013

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Katie Govern  
Jonestown, PA 17038  
Aug 16, 2013

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John Crow  
Tucson, AZ 85719  
Aug 16, 2013

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Matt McWenie  
Phoenix, AZ 85020  
Aug 16, 2013

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This area is of national value because of the national park and national monument.

George Alderson  
Catonsville, MD 21228  
Aug 16, 2013

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Steve Powell  
Tucson, AZ 85705  
Aug 16, 2013

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Virginia Van der Veer  
Tucson, AZ 85710  
Aug 16, 2013

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Adelina Kempner  
AZ, United States 85755-8758  
Aug 16, 2013

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katharine Olmstead  
Tucson, AZ 85745  
Aug 16, 2013

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Charles Farabee  
Oro Valley, AZ 85737  
Aug 16, 2013

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Julie St John  
Tucson, AZ 85711  
Aug 16, 2013

---

Jacqueline and Alan Breen  
Tucson, AZ 85743  
Aug 16, 2013

---

THIS SHOULD NOT EVEN BE AN OPTION!

Jane Keller  
Tucson, AZ 85743  
Aug 16, 2013

---

That proposed new fwy would give me freeway front property. No Thank you!

Lois Donahue  
Marana, AZ 85653  
Aug 16, 2013

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William T. Lawrence  
Tucson, AZ 85743  
Aug 16, 2013

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It is a crime against the environment and against our ancestors to destroy beautiful wildlife habitat and archeological resources.

Jaye Smith  
Tucson, AZ 85743  
Aug 16, 2013

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America's past was defined by rapacious exploitation. Her future will be defined by balanced conservation.

Murray Bolesta  
Green Valley, AZ 85622  
Aug 16, 2013

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Alice Bird  
Tucson, AZ 85712  
Aug 16, 2013

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Save the land, animals, and beauty of Avra Valley and double-deck the current I 10. Lets be smart about spending tax payers money.

Jan Cooper  
Marana, AZ 85653-8726  
Aug 16, 2013

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get permission from the TohonoOodham nation to put a tool road as the by pass on their land and let them have the income from the road to use for health care of their members

Hobart Denny  
Olalla Valley, WA 98359  
Aug 16, 2013

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Keep our dark skies dark! Kitt Peak will be affected by highway lights, as well as the residents in Avra Valley. Don't take away my Milky Way!

Janie Schembri  
Tucson, AZ 85743  
Aug 16, 2013

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Karen Loeffelman  
Moscow, ID 83843  
Aug 16, 2013

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Those 18 wheelers on the hi way will smog up this valley. I live near Sandario and Mile Wide so they will prolly take my house too and I love my acre !

Nancy Norrie  
Tucson, AZ 85743  
Aug 16, 2013

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Please don't do this. Let's commit to ecologically sensitive development projects for the folks who live and work here, and less enormous, expensive road-building!

barbara rose  
Tucson, AZ 85743  
Aug 16, 2013

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Louise B. Plank  
Tucson, AZ 85750  
Aug 16, 2013

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looks more like a faster route to Las Vegas then Canada!

Cassie Mann  
Tucson, AZ 85750  
Aug 16, 2013



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Outrageous destruction of natural habitat for so much wildlife and the unique beauty of the Sonoran Desert.

Susan Stillman  
Marana, AZ 85658  
Aug 16, 2013

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This interstate will become a major corridor for smuggling drugs (in vehicles) through AZ to Phx, Las Vegas, Calif, and into eastern states.

Janice Mitich  
Tucson, AZ 85743  
Aug 16, 2013

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Barbara Brussell  
Denver, CO 80234  
Aug 16, 2013

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William C. Thornton  
Tucson, AZ 85716  
Aug 16, 2013

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Holly Lemieux  
Tucson, AZ 85710  
Aug 16, 2013

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Kathleen Erickson  
Tucson, AZ 85743  
Aug 16, 2013

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Drew milsom  
Tucson, AZ 85735  
Aug 16, 2013

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Rod Mondt  
Tucson, AZ 85745  
Aug 16, 2013

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Elizabeth Kane  
Tucson, AZ 85704  
Aug 16, 2013

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Lahsha Brown  
Tucson, AZ 85750  
Aug 16, 2013

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No Interstate 11 Highway through the Avra Valley!

Frances Ann Walker  
Tucson, AZ 85718  
Aug 16, 2013

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Prill McGan  
Tucson, AZ 85743  
Aug 16, 2013

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C.M. Shirley  
Tucson, AZ 85716  
Aug 16, 2013

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Kathy Church  
Marana, AZ 85653  
Aug 16, 2013

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The idea of adding a new Interstate at this time in our economy and planet and society is downright mischievous and quite insane. Whatever could you people be thinking of? With all the road improvements and other things in the area that we need, why is this idea being seriously considered, again?? I went to a meeting some years back about it and hoped that sense would prevail. Shall I still hope?

Jeannette Hanby  
Tucson, AZ 85745  
Aug 16, 2013

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Ries Lindley  
Tucson, AZ 85745  
Aug 16, 2013

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Carianne Campbell  
Tucson, AZ 85711  
Aug 16, 2013

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Scott Jones  
Phoenix, AZ 85032  
Aug 16, 2013

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Deborah Livingston  
Tucson, AZ 85718  
Aug 16, 2013

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David S Livingston  
Tucson, AZ 85718  
Aug 16, 2013

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This proposal is ludicrous.

Michele Harris  
Marana, AZ 85653

Aug 16, 2013

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it a tragic mistake to impose the irreversible damaging impact of a full scale highway running through and ruining a culturally and ecologically sensitive area.

Lisa Thiel  
Tucson, AZ 85743  
Aug 16, 2013

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Jenni Vance  
Tucson, AZ 85743  
Aug 16, 2013

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Diane Hall  
Tucson, AZ 85743  
Aug 16, 2013

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Gary Hall  
Tucson, AZ 85743  
Aug 16, 2013

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Walker Everette  
Nyack, NY 10960  
Aug 16, 2013

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David Emme  
Tucson, AZ 85743  
Aug 16, 2013

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Keep the desert museum area pristine, please. No new highway in this important spot.

Cecily Bressel  
Tucson, AZ 85711  
Aug 16, 2013

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I visit the area where the highway is proposed to be built and I can say that not only would it bring devastation to the land and animals in the area but the light pollution would be detrimental to Kitt Peak. In addition to the reasons I have already mentioned, the noise pollution to the area would greatly impact the people who live in the area. I don't see why a bypass is even needed as you already have a great system in place with the frontages next to the highways in town.

Barbara Gawk  
Lk In The Hls, IL 60102  
Aug 16, 2013

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Myrna Hewitt  
Columbus, OH 43214  
Aug 16, 2013

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An interstate highway through the Avra Valley of Arizona is a bad idea whose time came and went thirty years ago. It will not bring prosperity to Tucson, but it will bring destruction to wildlife habitat and human neighborhoods. Chuck this Huckleberry Highway!

John P Hewitt  
Columbus, OH 43214  
Aug 16, 2013

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we cannot afford these highways financially and/or environmentally !

Helen J Sargent  
Kennebunk, ME 04043  
Aug 16, 2013

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George Fizell  
Tucson, AZ 85743  
Aug 16, 2013

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As a small business owner of a vacation rental overlooking the Avra Valley, I can attest to the importance of maintaining the peace and solitude of this area as an economic matter. We do not need the urban sprawl that would result from an intrusive highway through this area with its important historic, environmental and archeological assets.

Karen Christensen  
Tucson, AZ 85743  
Aug 16, 2013

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CHUCK THE HUCKELBERRY HIGHWAY !! Save the Avra Valley. Double-decking six miles of I-10 is cheaper and according to ADOT, will do everything they want done.

Albert Lannon  
Tucson, AZ 85743  
Aug 16, 2013

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You need to stop this project for many reasons already mentioned but also because it will bring light and air pollution into an area that will effect Kitt Peak and its important research.

JUDE  
Tucson, AZ 85743  
Aug 16, 2013

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It would be a travesty to ruin the beauty of the unique saguaro forest in the Avra Valley with the noise, air and visual pollution of the proposed bypass.

Barbara Diamond  
Tucson, AZ 85743  
Aug 16, 2013

This is a ridiculous proposal. The damage and losses to a beautiful historic, area, the environment, wildlife habitat, and the people who reside in the area is not even remotely justified by the minimal benefit this project will provide. The wishes of the people should always take precedent over business interests. The people ARE the economy, and the people themselves will decide what is in their best economic interests.

John C Yates  
Pearce, AZ 85625  
Aug 16, 2013

Louise Kligman  
Tucson, AZ 85718  
Aug 16, 2013

I strongly oppose the I-11 bypass through the Avra Valley. It will have a terrible impact on the environment and wildlife in one of the most beautiful parts of the greater Tucson. As the owner of a piece of property that is approximately a mile from the proposed road, my quality of life would be adversely affected, exposing me to noise, pollution, and a visual eyesore. I strongly urge you to oppose this highway. Neil Miller

Neil Miller  
Tucson, AZ 85743  
Aug 16, 2013

Lauren Harvey  
Tucson, AZ 85743  
Aug 16, 2013

Craig Weber  
Tucson, AZ 85743  
Aug 16, 2013

Saralaine Millet  
Tucson, AZ 85743  
Aug 16, 2013

Sandra Fizell  
Tucson, AZ 85743  
Aug 16, 2013

Constance Gutt  
Tucson, AZ 85743  
Aug 16, 2013

George S Pass  
Tucson, AZ 85743  
Aug 16, 2013

Ann Gonzalez  
Tucson, AZ 85743

Aug 16, 2013

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Evelyn Pass  
Tucson, AZ 85743  
Aug 16, 2013

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Curtis Clark  
Tucson, AZ 85743  
Aug 15, 2013

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Terry Moody  
Portland, OR 97221  
Aug 15, 2013

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edward drapkin  
Tucson, AZ 85718  
Aug 15, 2013

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Sure hope this does NOT happen...the land on the west side of the mountains should remain raw and pristine forever.

Denise Zirkle  
Anchorage, AK 99516  
Aug 15, 2013

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Allan Jackson  
Tucson, AZ 85743  
Aug 15, 2013

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David Gordon  
Tucson, AZ 85743  
Aug 15, 2013

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Robert Craig Little  
Tucson, AZ 85743  
Aug 15, 2013

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Kathleen Little  
Tucson, AZ 85743  
Aug 15, 2013

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My business and home are in Avra Valley. We have lived here 13 years. We built here specifically to be in the most untouched part of the Sonoran Desert but still be able to enjoy Tucson city life. really, just double deck 10. Do you need to destroy all of Arizona?

cynthia lester  
Tucson, AZ 85743  
Aug 15, 2013



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Constance Negley  
Tucson, AZ 85743  
Aug 15, 2013

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Robin Clark  
Tucson, AZ 85743  
Aug 15, 2013

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